



Presentation to the Citizen Advisory Committee

Brian Gibson & Randolph Sykes

March 19, 2014



Draft FYs 2015-2016 Overall Work Program



Draft FYs 2015-2016 OWP

- OahuMPO's "budget" document
- Planning studies
 - Managed by OahuMPO
 - Managed by C&C
- Internal work elements
 - CAC support
 - TIP management
 - Administration, etc.
- Public Input Opportunity
 - March 3 thru May 9
 - All comments considered and draft revised as appropriate, then:
 - TAC review
 - Policy Committee endorsement
 - FHWA/FTA joint approval



Draft FYs 2015-2016 OWP

- **Budget**

- About \$2.5 million available
 - FHWA-PL
 - FTA 5303
 - Local Match (20%)
- Assumed \$400,000 for Maui MPO
 - Exact formula not yet determined
- 2016 is “Preliminary” only, to help with budgeting process

- **Prioritization**

1. Projects that fulfill Federal requirements
2. Projects that are necessary to support planning process or fulfill State or City regulations
3. Projects that support projects in ORTP
4. Projects that support other plans
5. Other



Draft FYs 2015-2016 OWP

- Internal work elements

- Administration
- General technical assist.
- OWP
- CAC support
- Audit
- Disadvantage Business Enterprise Program
- Professional Development
- Computer & Network
- Census & Other Data
 - Performance measures

- Federal planning requirements
 - Shifting \$ from staff time to consultant
- Computer model operation
 - Traffic & Land Use
 - Shifting \$ from staff time to consultant
- ORTP
 - Shifting \$ from staff time to consultant
- TIP
- Transportation Alternatives
- Overhead



Draft FYs 2015-2016 OWP

- **New Planning Studies**
 - Congestion Management Process Update (2015)
 - Farrington Highway Realignment Feasibility Study (2015)
 - PM Peak Period Tow Away Zone Time Modifications on Urban Arterials (2015)
 - City requests swapping for Rail-Bus Integration Study for same \$
 - Kapalama Sub-Area Multimodal Circulation and Mobility Study (2015)
 - Intelligent Transportation Systems Architecture and Plan Updates (prelim 2016)



Draft FYs 2015-2016 OWP

- **CAC Priorities**

- North Shore Corridor Study
 - Not programmed
- Handi-Van Study
 - Duplicates work already done; not programmed
- H-1 Study: Middle Street and Vineyard Blvd On-Ramps
 - H-1 corridor study underway; not programmed

- Makakilo Drive Extension
 - Study and Environmental Assessment completed in 2010; design underway; not programmed
- H-1 at Aiea Split
 - H-1 corridor study underway; not programmed
- Congestion Pricing
 - Cordon Pricing and HOT lane analysis done as part of ORTP 2035; not programmed



Draft FYs 2015-2016 OWP

W.E. #	W.E. Title	2009	2010	2011	2012	2013	Total
301.14	Fed. Planning Req. (Staff)	\$37,100	\$47,600	\$6,321 \$20,621	\$4,736	\$9,474	\$20,531 \$119,530
	Fed. Planning Req. (Consult)	\$37,100	\$98,425 \$50,825	\$172,875 \$158,575			\$308,400 \$209,400
301.15	TDFM (Staff)	\$15,261	\$19,500	\$17,761 \$24,000	\$11,014	\$10,547	\$39,322 \$80,322
	TDFM (Consult)	\$15,261	\$19,500	\$6,239	\$119,004	\$150,000	\$310,004 \$269,004
301.16	ORTP (Staff)			\$64,117	\$7,386 \$42,269	\$70,756	\$78,142 \$177,142
	ORTP (Consult)			\$64,117	\$34,883	\$150,000	\$249,000 \$150,000



Draft FYs 2015-2016 OWP

- CAC Priorities
 - Cycle Track Demo
 - Duplicates existing efforts; not programmed
 - Kolekole Pass Ownership
 - No funds; not programmed
 - Ferry Feasibility Study
 - City is open to possibility of future ferry service, but does not prioritize this study given recent experience; not programmed
 - North Shore Transit Study
 - Duplicates existing work; not programmed
 - Countdown Timers for Drivers
 - No support; not programmed
 - Waipahu to Waianae Corridor Study
 - Duplicates existing work; not programmed
 - Kapahulu Ave Corridor Study
 - City does not object, but does not have \$; not programmed



Draft FYs 2015-2016 OWP

- CAC Priorities

- Kapolei Infrastructure Capacity Study

- In East Kapolei, there is sufficient recent environmental docs
 - In Kapolei City, sufficient capacity because development has not been near the density levels envisioned
 - Not programmed

- H-2 Capacity Study

- No support; not programmed

- School Instruction Hours

- No support; not programmed

- King-Beretania Transit Study

- Duplicates existing work; not programmed

- Traffic Calming Device Study

- Duplicated existing work; not programmed



Draft FYs 2015-2016 OWP

- CAC Priorities

- H-1 On-Ramps Study
 - H-1 Corridor Study underway; not programmed
- Climate Demographic Changes – Transit Study
 - Not supported; not programmed

2015

	PL	5303	Local	Total
Revenue	\$1,374	\$338	\$428	\$2,140
Programmed	\$1,574	\$338	\$478	\$2,391
Difference	(\$200)	\$0	(\$50)	(\$250)

2016

	PL	5303	Local	Total
Revenue	\$1,374	\$338	\$428	\$2,140
Programmed	\$815	\$338	\$288	\$1,442
Difference	\$559	\$0	\$140	\$698



Draft FYs 2015-2016 OWP

- Next Steps
 - Receiving public comments until May 9th
 - TAC review (May-June)
 - Policy Committee review (May-June)
 - Federal approval
- Questions?



CAC ORTP 2040 Working Group Draft Preferred Vision

Joseph P. Magaldi



ORTP 2040 Draft Vision Statement

The Oahu Regional Transportation Plan's vision is to provide a safe, effective, efficient, and accessible multi-modal transportation system through the use of available resources in the planning, maintenance, enhancement, and sustainability of regional transportation.



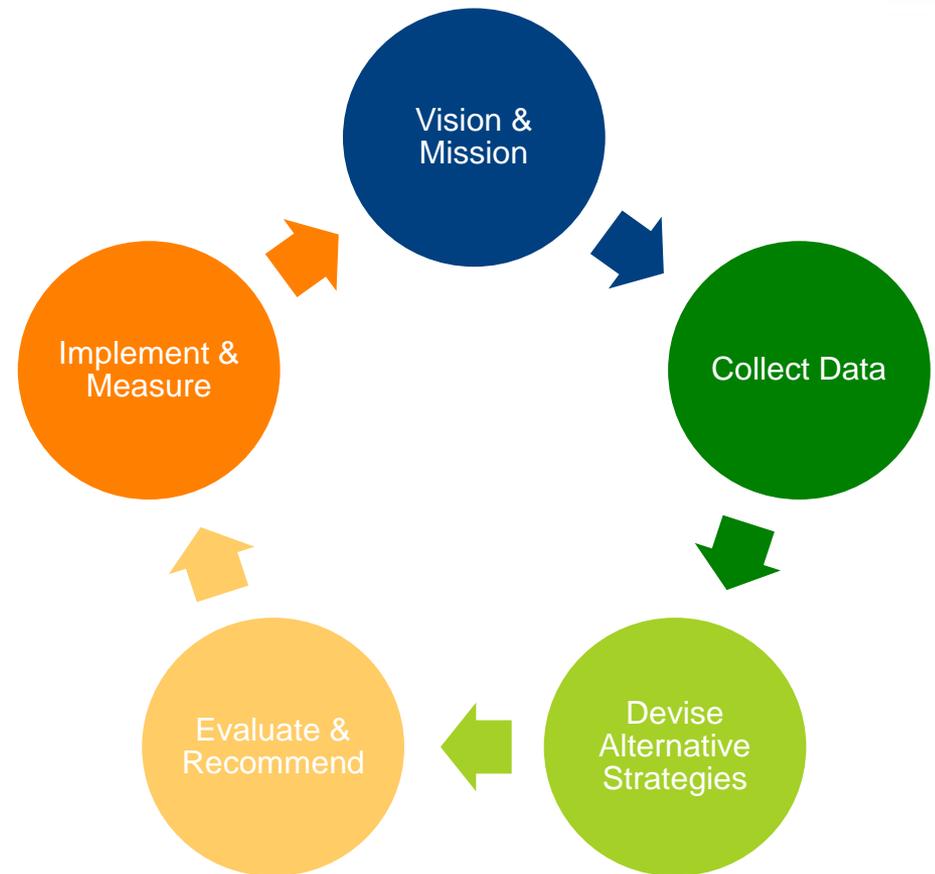
Oahu Planning Process Review (OPPR) Early Input Opportunity

Brian Gibson & Randolph Sykes



OPPR Early Input

- How do we improve OahuMPO's planning process?
 - Because "That's just the way we have always done it" needs to be re-examined periodically
 - Because Federal law and expectations have changed over the last 40 years
 - Because our Certification Review contained a Corrective Action
 - Because if we do not improve, millions of \$ may be at stake





OPPR Early Input

- The Review so far
 - Many one-on-one or one-on-few interviews with key stakeholders
 - How are things currently operating?
 - Document review
 - Where are the inconsistencies?
 - Best Practice MPOs
 - How do others do it?
 - Tech Memo #1
 - Preliminary findings
 - Draft vision statement, goals, action steps
- The Consulting Team
 - Tindale-Oliver & Associates
 - Seattle
 - Weslin Consulting
 - Honolulu



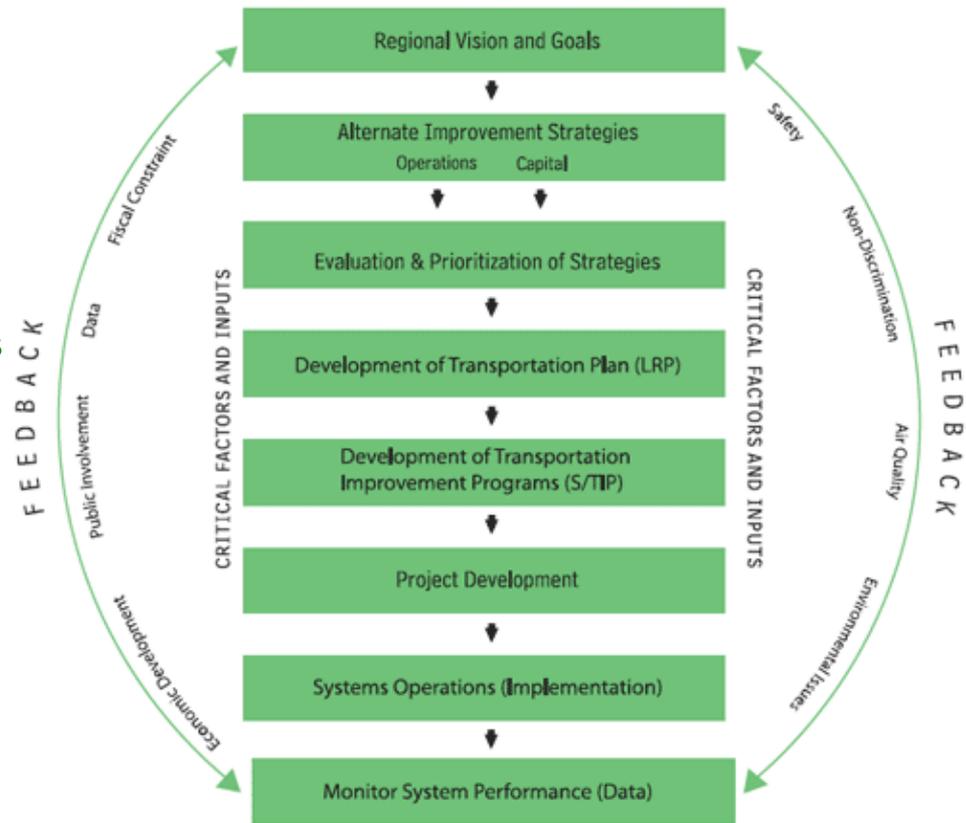
OPPR Early Input

- Where are we now?
 - Talk with CAC, TAC, and Policy Committee about findings and preliminary vision, goals, action steps
 - Get feedback
 - Where is there consensus?
 - What are non-starters?
 - Where is there work yet to be done?
 - How do we become a more efficient, more effective MPO?
- Introduce now
 - Bring you up to speed
- Talk more specifically in April



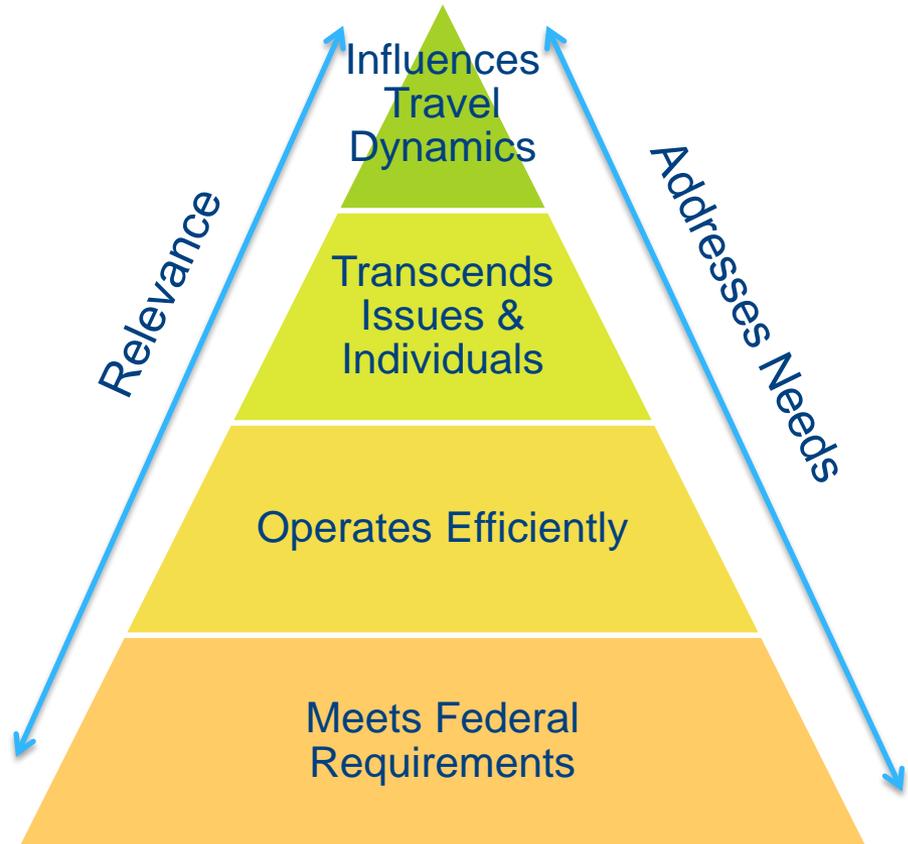
OPPR Early Input – Summary of Findings

- HRS 279E must be repealed or updated to reflect current Federal requirements
 - Defines OahuMPO as “advisory” only
 - By Fed regulation, OahuMPO is a decision-making body, not advisor
 - Planning functions remain with HDOT and C&C
 - HDOT as “approval” authority
 - Not all roles of a large MPO (known as a Transportation Management Area or “TMA”) are recognized



OPPR Early Input – Summary of Findings

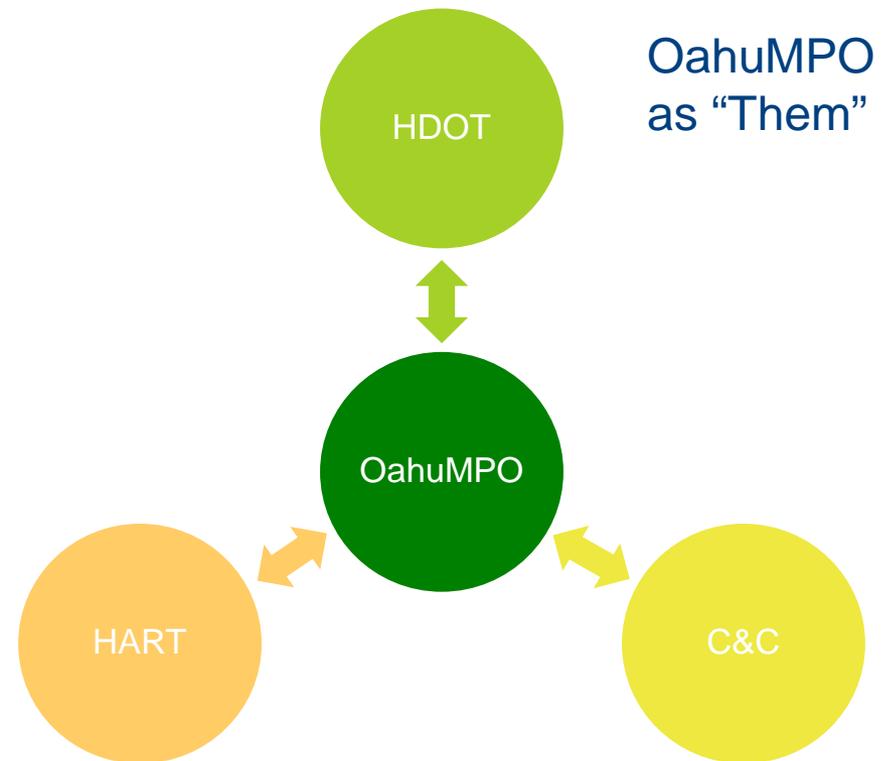
- TMAs are supposed to select projects and set priorities
 - Current process is for OahuMPO to collect and assemble lists of projects from HDOT and C&C regardless of whether they are priorities of the MPO.
 - Supposed to be performance driven





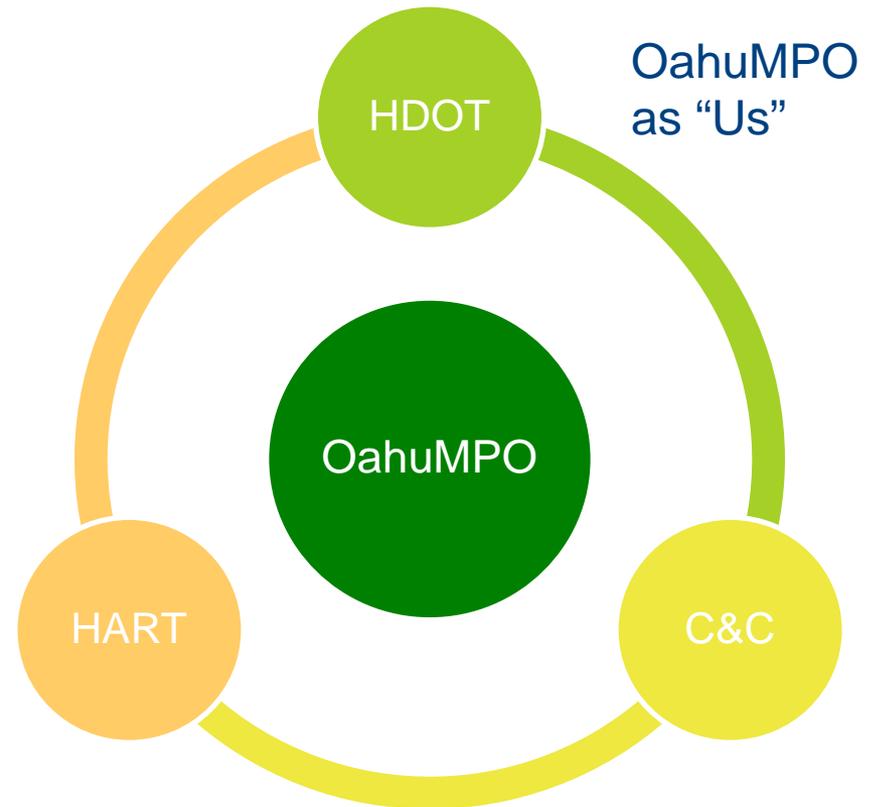
OPPR Early Input – Summary of Findings

- The MPO's role is to facilitate 3-C Planning Process
 - Continuous, Comprehensive, Cooperative
 - Get the right people in the same room and get them talking
 - The MPO (Policy Committee) is not expected to be subordinate to HDOT or any other agency



OPPR Early Input – Summary of Findings

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OPPR Early Input – Summary of Findings

- **Secure funding**
 - State has not yet obligated FY 2014 funding
 - Move toward annual dues rather than matching project-by-project
 - Address the Certification Review corrective action or risk the loss of Federal funding for Oahu





OPPR Early Input – Summary of Findings

- Performance measures
 - Need to be established
 - Need to support the decision-making process
- The role of OahuMPO concerning multimodal transportation planning projects must be clearly defined.
 - Multi-modal planning is a Federal (and now local) requirement





OPPR Early Input – Summary of Findings

- Assuring the independence of OahuMPO
 - Currently, OahuMPO is administratively under HDOT
 - Should it be attached somewhere else?
 - Federal requirement is for MPO staff independent of State and City agencies





OPPR Early Input – Summary of Findings

- Who should sit on the Policy Committee?
 - Is the current mix optimal?
 - Difficult to hold meetings 5 months of the year because of Leg.
 - Members should live on Oahu
 - DBEDT?
 - Office of Planning?
 - Other agencies?
 - CAC/TAC?





OPPR Early Input – Summary of Findings

- Policy Committee functionality
 - Quorum problems
 - Bylaws
 - Attendance requirements
 - Alternates/proxies allowed?
 - Multi-Year Chairs?
 - Regularly scheduled monthly meetings?
 - Rename if the “OahuMPO Policy Board”
 - To distinguish it from advisory committees
 - Review purpose and composition of Executive Committee
 - Include HART?
 - Others?
 - Voting vs. *ex officio*?



OPPR Early Input – Summary of Findings

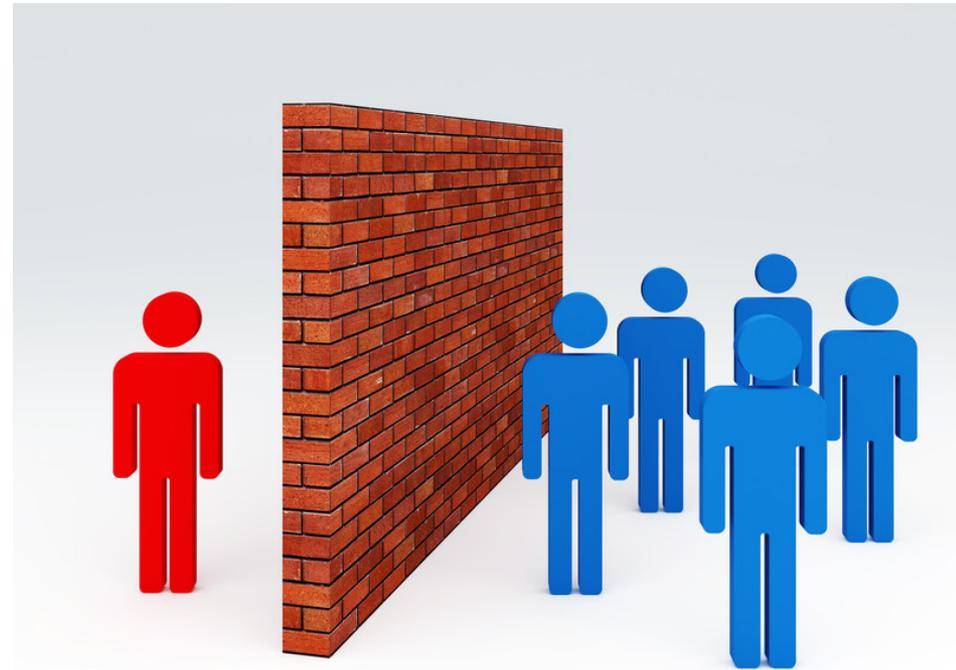
- Review composition and role of TAC
 - Lack of empowerment?
 - Is everyone at the table?
 - Bylaws
- Review role of CAC
 - Better define
 - An advisory committee equal to the TAC
- Other advisory committees?
 - Bike/Ped Committee?
 - Livability Committee?
 - Maintenance and operations?
 - Freight?
 - Environmental?





OPPR Early Input – Summary of Findings

- Overcome communication barriers
 - Regularly scheduled status reports by advisory committees to the Policy Board
 - Periodic joint meetings
 - Allow more interaction among and between committees and OahuMPO staff



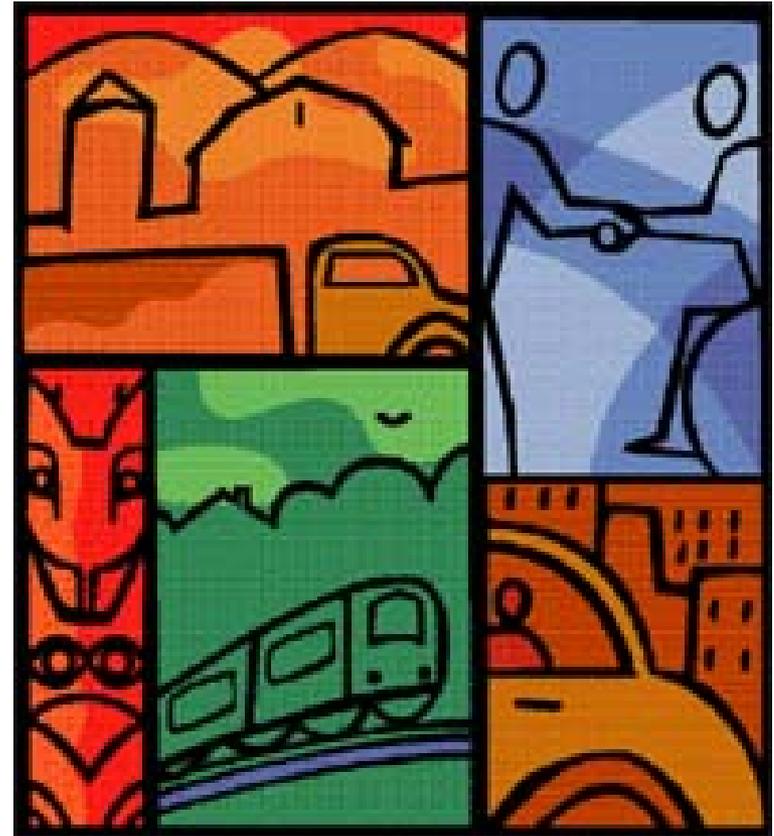


OPPR Early Input – Summary of Findings

- Better integrate and use public input
- Integrate public input and technical analysis to support decisions about the ORTP
- Improve the Congestion Management Process
- Develop formal project selection criteria and technical prioritization for TIP projects
- Improve coordination between transportation and land use planning
- Improve coordination between utility projects and transportation projects
- Define the role of the MPO for non-surface transport
- Are there other areas in which OahuMPO should play a larger role?
 - TOD
 - Smart growth
 - Transportation funding
 - Sustainable, livable, healthy communities

OPPR Early Input – Summary of Findings

- Assess OahuMPO staffing needs based on recommendations of the strategic plan





OPPR Early Input – Next Steps

- Wes Frysztacki and Randolph will be back in April to collect your thoughts and early input
 - Please read the draft vision, goals, and action steps
 - What do you like?
 - What would you oppose?
 - For more details, there is Tech Memo #1
 - If we were building OahuMPO today from the ground up, how would we make it the most effective and efficient MPO?
- TAC Review & Comment
- Policy Committee Review & Comment
- An electronic feedback tool is pending; an email will be sent to CAC members with the link



**KEEP
CALM
AND
READ A
BOOK**



OPPR Early Input – Next Steps

- Questions or comments?

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