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# 2050 OAHU REGIONAL TRANSPORTATION PLAN

TOD COUNCIL MEETING

January 17, 2025

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Oahu Metropolitan Planning Organization



# ORTP 2050 UPDATE

- Overview of the Oahu Metropolitan Planning Organization (OahuMPO)
- Vision and Goals for 2050 adopted by the Policy Board
- Scenario Planning
- Public Outreach
- Project Evaluation Process
- Project Schedule



# Overview of the Oahu MPO

- Urban areas in the United States are required by federal law to have an MPO to receive federal transportation funds
  - <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C>
  - [https://oahumpo.org/?wpfb\\_dl=2953](https://oahumpo.org/?wpfb_dl=2953)
- The MPO is a forum for local officials to jointly discuss, evaluate, and select transportation projects paid for with federal funds
- The MPO sets policy and guides the transportation planning process for the region
- OahuMPO has existed since 1973
- Planning area: Island of Oahu
- Implementation partners:
  - City and County of Honolulu Department of Transportation Services
  - Hawaii State Department of Transportation
  - Honolulu Authority for Rapid Transportation



# OahuMPO Governance

- The OahuMPO is governed by the Policy Board:

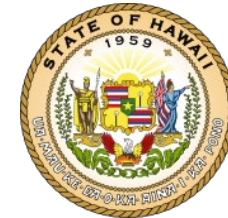
- The Policy Board is the MPO and decision-making body
- Current Chair: Representative Darius Kila
- Current Vice Chair: City Councilmember Val Okimoto

- 11 Voting Members:

- 3 City Council Members
- 2 State Senators
- 2 State Representatives
- HART CEO
- DTS Director
- HDOT Director
- DPP Director

- 3 Non-Voting Members:

- FHWA Administrator
- State Department of Health Director
- State Office of Planning and Sustainable Development Director



# OahuMPO Key Work Products

## Oahu Regional Transportation Plan

- Long-term transportation plan
- Establishes vision and goals for the region
- 20 to 25-year planning horizon
- List of projects and programs
- Updated at least every 5 years; Current: ORTP 2045

## Transportation Improvement Program

- Short-term schedule of projects and programs
- Covers a 4-year time period
- New TIP development cycle every 3 years
- Consistent with ORTP
- Budgeting tool AND legal commitment for use of funds
- Amended twice annually

## Overall Work Program

- OahuMPO's operating budget
- Covers a two-year period
- Supports planning studies and other activities such as the Congestion Management Process and Training Programs

# O R T P 2 0 5 0 V I S I O N

In 2050, Oahu's transportation system serves the health, economic, social, and cultural well-being of all people who live and visit the island with safe, reliable, and affordable multi-modal travel choices. The network is equitably maintained and operated, resilient to the effects of climate change, and upholds our community's commitments to culture and the environment.



**O'ahu Regional  
Transportation  
Plan 2050**

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# ORTP 2050 GOALS



Goal 1: Reduce serious injuries and traffic deaths to zero



Goal 2: Enhance the transportation network to increase active and public transportation



Goal 3: Provide an equitable and affordable transportation system



Goal 4: Adapt Oahu's transportation network to be resilient to the effects of climate change



Goal 5: Invest in maintenance to preserve transportation facilities



Goal 6: Integrate land use and transportation planning to provide a reliable and efficient multimodal transportation system



Goal 7: Achieve state and county commitments to the environment, health, and culture in the development, maintenance, and operation of the transportation system

## Comment from the **2022 OahuMPO Federal Certification Review** regarding the Oahu Regional Transportation Plan:

“The OahuMPO should identify a process by which it can analyze transportation forecasting, including tradeoffs among its goals and objectives, and among multimodal transportation options, in the generation and evaluation of its funded program and project list.”





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## ORTP SCENARIO PLANNING



### PURPOSE



Learn how different sets of potential transportation projects (scenarios) can help us achieve the Vision, Goals, and Objectives of the ORTP 2050



### GOALS



Understand what the community values in a future transportation system

See potential tradeoffs and impacts of potential transportation projects



### ASSESS



Evaluate scenarios based on ORTP Goals and Objectives

Understand how potential policy choices such as a Road Usage Charge (RUC) or High-Occupancy Toll (HOT) lanes could impact mode choice

# SCENARIO MODELING

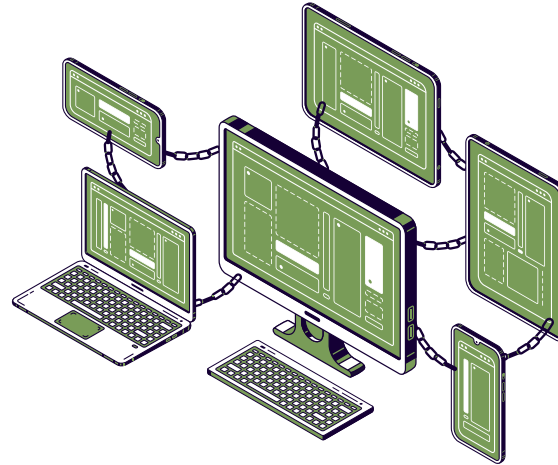
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## What we did:

We used the Travel Demand Model to evaluate the three mode-focused scenarios and two policies:

- Rail: 6 Rail Extensions
- Bus Rapid Transit (BRT): 12 Routes
- Roadway: 12 Projects
  
- Road User Charge (RUC): All Roads
- High Occupancy Toll lane (HOT Lane): H-1 and H-201 Only

The model showed differences between the scenarios and policies in terms of future Vehicle Miles Traveled (VMT), Vehicle Congestion, and Transit Ridership



## What we learned:

Scenarios:

Future Vehicle Miles Traveled (VMT) would increase the most under the

Roadway Scenario

Extending Rail to UH and Waikiki will increase transit demand the most  
Potential BRT Routes between Downtown and Waikiki, and Downtown and Hawaii Kai would have the highest demand

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Policy Impacts:

Implementing RUC will have a minimal impact on VMT, while converting High Occupancy Vehicle (HOV) lanes to HOT Lanes on the H-1 during peak hours would reduce both VMT and congestion

# SCENARIO EVALUATION

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## What we did:

Evaluated the scenarios against each other based on ORTP Goals and Objectives

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## What we learned:

Both the Rail and BRT Scenarios are more supportive of the ORTP Goals and Objectives compared with the Roadway Scenario

The Rail Scenario was More Supportive in 6 of the 7 Goals and 9 of the 17 Objectives

The BRT Scenario was more supportive in 4 of the 7 Goals and 5 of the 17 Objectives

The Roadway Scenario was more supportive in 2 of the 7 Goals and 2 of the 17 Objectives

# Scenario Evaluation

ORTP 2050 Objectives	Rail Focused Scenario	BRT Focused Scenario	Roadway Focused Scenario
1.1 Prioritize safety in the planning, design, and selection of projects. 1.2 Reduce Dangerous Driving Behaviors. 1.3 Implement safety plans for transit.			
2.1 Increase the number of people who walk and bike. 2.2 Increase the number of people who utilize transit. 2.3 Reduce the percentage of people driving alone.			
3.1 Invest in Title VI and Environmental Justice Areas. 3.2 Provide transit access to assist in reducing household transportation costs.			
4.1 Address the vulnerability of Oahu’s surface transportation facilities caused by sea level rise. 4.2 Provide redundant emergency access, especially in singular access communities.			
5.1 Ensure roadways and bridges are in good condition. 5.2 Ensure transit vehicles and facilities are in good condition.			
6.1 Improve coordination between land use and transportation. 6.2 Improve transit reliability. 6.3 Improve the reliability and efficiency of highways freight networks.			
7.1 Reduce greenhouse gas emissions from surface transportation. 7.2 Support active living by increasing mileage of sidewalks and bike facilities.			
<b>Less Supportive</b>			<b>More Supportive</b>

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## What we did:

Conducted an online survey to prioritize the ORTP goals and objectives along with their vision of a future transportation system

Coordinated with Uehiro to engage and educate youth on transportation related topics



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Heard from 1500+ Oahu residents, including over 400 youth, from all planning areas, income brackets, and races.

## What we learned:

Strong desire for more...  
Active Transportation  
Public Transportation  
Improved Safety

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Strong Preference For:  
More Sidewalks and Bikeways  
Extensions to Rail  
Bus Rapid Transit Service

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Based on the results of the scenario planning process and public surveys, these are the recommended types of projects:



**COMPLETE  
STREETS**

Provide safe access  
for all modes of  
transportation and all  
ages and abilities



**SAFETY  
PROJECTS**

Minimize risks to all  
users of the  
transportation  
system, especially  
vulnerable users



**ACTIVE  
TRANSPORTATION  
PROJECTS**

Enhance connections  
and accessibility with  
sidewalks, bikeways,  
and greenways



**RAIL EXTENSIONS**

Extend the current  
system



**BUS RAPID  
TRANSIT**

Implement high  
frequency BRT along  
major corridors –  
supporting and  
connecting to rail



**HOT LANES**

Implement HOT Lanes  
to encourage  
carpooling and transit  
use

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# ORTP PROJECT EVALUATION PROCESS

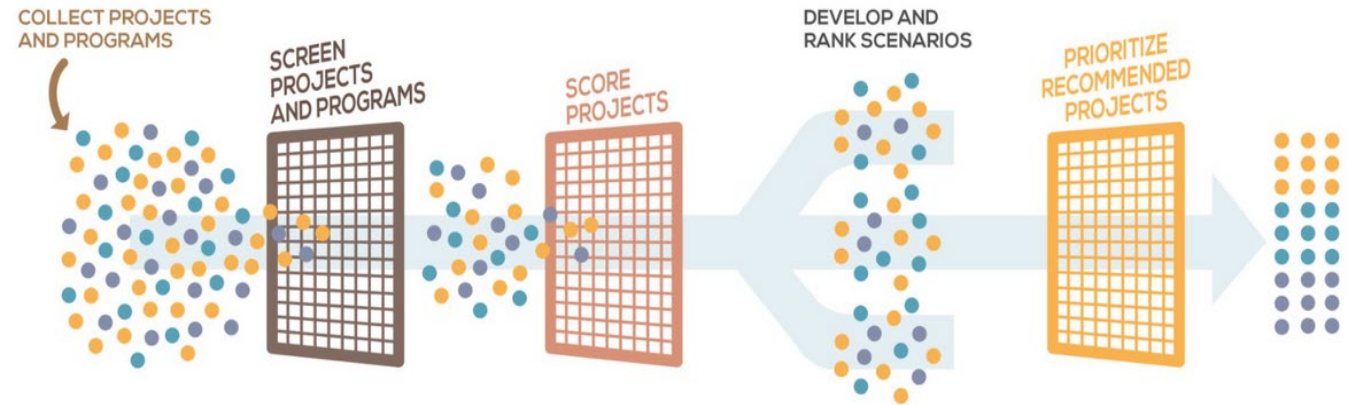


Evaluation Criteria Update

Project Identification

Project Screening and Scoring

Develop Project Program



IDENTIFY PROJECTS FOR INCLUSION IN THE ORTP BASED ON SCORING CRITERIA THAT REFLECT THE VISION, GOALS, AND OBJECTIVES

# ORTP Project Schedule

Task	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26
Revenue Forecasting																
Congestion Management Process																
Multimodal Assessment																
Evaluation Framework																
Project Identification																
Project Evaluation																
Public Outreach - Project Evaluation																
Scenario Planning																
Develop Project Program																
Report Production																
Public Outreach - Report																
Report Approval																

PB = Policy Board Approval



# Q u e s t i o n s f o r T h o u g h t

1. How can the OahuMPO and the TOD Council work together to achieve more compact, walkable, and transit-oriented communities?
2. How can we better coordinate land use and transportation planning to achieve our regional goals?
3. How can we ensure infrastructure will be in place to support future transit-oriented communities?

