OVERALL WORK PROGRAM
Fiscal Year 2017

Approved by the OahuMPO Policy Board on
XXXXX

FTA Section 5303 Metropolitan Planning Program
HI-80-0026 and FHWA Project PL-052(39)

Prepared by

OAHU METROPOLITAN PLANNING ORGANIZATION

In Cooperation with
Its Participating Agencies

State of Hawaii Department of Transportation
State of Hawaii Department of Business, Economic Development, and Tourism
City and County of Honolulu Department of Transportation Services
City and County of Honolulu Department of Planning and Permitting
Honolulu Authority for Rapid Transportation

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List of Abbreviations

Abbreviation	Definition
CAC	Citizen Advisory Committee (OahuMPO)
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
DBE	Disadvantaged Business Enterprise
DBEDT	Department of Business, Economic Development, and Tourism (State)
OP	Office of Planning (State)
DOH	Department of Health (State)
DPP	Department of Planning and Permitting (City)
DTS	Department of Transportation Services (City)
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year (October 1st-September 30th)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	State of Hawaii Fiscal Year (July 1st-June 30th)
GIS	Geographic Information System
HART	Honolulu Authority for Rapid Transportation
HDOT	Department of Transportation (State)
HRS	Hawaii Revised Statutes
HSHSP	Hawaii Strategic Highway Safety Plan
HSTP	Hawaii Statewide Transportation Plan
HUD	Housing and Urban Development
ID	Identification Number
ITS	Intelligent Transportation Systems
JTFHD	Joint Task Force – Homeland Defense
MAP-21	Moving Ahead for Progress in the Twenty-First Century
MARAD	Federal Maritime Administration
MPA	Metropolitan Planning Area
NHS	National Highway System
OahuMPO	Oahu Metropolitan Planning Organization
OMB	Office of Management and Budget (Federal)
OPP	OahuMPO Participation Plan
ORITSA	Oahu Regional Intelligent Transportation Systems Architecture
ORTP	Oahu Regional Transportation Plan
OWP	Overall Work Program
PL	Planning Funds (FHWA)
RFP	Request for Proposal

ROW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SLH	Session Laws of Hawaii
SLRLTP	Statewide Long-Range Land Transportation Plan
SPR	State Planning and Research Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program (FHWA)
T6/EJ	Title VI and Environmental Justice
TAC	Technical Advisory Committee (OahuMPO)
TAZ	Traffic Analysis Zone
TDFM	Travel Demand Forecasting Model
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TSM	Transportation Systems Management
US	United States
USC	United States Code
USCB	United States Census Bureau
USDOT	United States Department of Transportation
WE	Work Element
3-C	Continuing, Cooperative, Comprehensive
§	Section

Executive Summary

The Overall Work Program (OWP) for the State of Hawaii (State) Fiscal Year (FY) 2017[1] proposes to program twenty-three (23) work elements (WE) plus indirect costs. This OWP presents both those initiatives that will commence in FY2017 provides a status of planning studies that were programmed in earlier years on which work continues.

The OWP is intended to serve two purposes. The first is to provide proposals for and progress updates to all surface-transportation planning projects being undertaken on Oahu to government officials, local communities, and the general public. The second is to provide complete budget information to Federal, State, and City officials about the expenditure of Federal funds for those projects being carried out by the OahuMPO and its participating agencies.

With the continuing development of an MPO on the island of Maui, a sub-allocation formula must be approved to split the available Federal planning funds between the two MPOs in Hawaii. For purposes of budgeting and programming for OahuMPO, the following assumption was made, based on a draft distribution formula:

Table 1. Hawaii Planning Fund Distribution Estimation for FY2017

	Oahu	Maui	Total
FTA-5303	$263,242	$167,161	$430,403
FHWA-PL	$1,512,427	$229,198	$1,741,625
Total	**$1,775,669**	**$396,359**	**$2,172,028**

In Tables 2 and 3 below, programmed expenditures for local match is the amount of local match that OahuMPO participating agencies must contribute in order to leverage the Federal funds programmed in that that year. There is, however, an available pool of unobligated FHWA planning funds from which OahuMPO can draw whenever additional local match is available.

Table 2. Summary of Estimated FY2017 Revenues and Programmed Expenditures

	FHWA-PL	FTA 5303	OahuMPO Local Pooled Fund Match	City Held Local Match	HDOT Held Local Match	HART Held Local Match	Total
FY2017 Expected Revenue[2]	$1,512,427	$263,242	$286,850	$353,000	$10,000	$0	$2,425,519
Estimated Unobligated Balance	$3,600,000	$0	$0	$0	$0	$0	$3,600,000
Total Available Revenue	$5,112,427	$263,242	$286,850	$353,000	$10,000	$0	$6,025,519
Programmed Expenditures	$2,320,158	$263,242	$286,850	$353,000	$10,000	$0	$3,233,250
Difference	$2,792,269	$0	$0	$0	$0	$0	$2,792,269

All of the planning studies identified in the OWP receive funding assistance from the United States Department of Transportation (USDOT) through either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), or a combination of FHWA and FTA funds. That funding is matched with non-Federal funds provided by the State, City and County of Honolulu (City), and the Honolulu Authority for Rapid Transportation (HART). The OWP has been prepared in accordance with *Fixing America's Surface*

[1] The State fiscal year 2017 covers the period between July 1, 2016 and June 30, 2017, inclusive. Funding for these projects utilizes the Federal appropriation received for Federal fiscal year 2016, which covers the period between October 1, 2015 and September 30, 2016.
[2] FTA Section 5303 HI-80-0026 and FHWA PL-052(39)

Transportation Act (FAST Act); with FHWA and FTA grant application requirements; and the Federal planning factors.[3]

Table 3. Unencumbered Local Match Remaining from Previous Years

Unencumbered Local Cash Match Remaining from Previous Years	One-Third Credit Provided to Participating Agencies
$78,400	$26,133

Table 4. Local Match from Participating Agencies

	City & County of Honolulu		State Department of Transportation		Honolulu Authority for Rapid Transportation		Total
	Provided as Cash to OahuMPO	Provided Directly to Consultants or Staff	Provided as Cash to OahuMPO	Provided Directly to Consultants or Staff	Provided as Cash to OahuMPO	Provided Directly to Consultants or Staff	
FY2017	$95,617	$353,000	$95,617	$10,000	$95,617	$0	$649,851

Each year, any unspent and unencumbered cash match from previous years will be calculated and used to offset cash match requirements for the current year.

In addition to the usual core work elements which are part of OahuMPO's operations every year (see Series 300 in Table 6, page 21) the planning initiatives requiring resources (i.e., either staff time or funding) in FY2017 include:

For the Oahu Metropolitan Planning Organization (OahuMPO)

- Title VI & Environmental Justice Monitoring (originally programmed in FY2014)
- Central Oahu Transportation Study (originally programmed in FY2015)
- Farrington Highway Realignment Feasibility Study (originally programmed in FY2015)
- Comprehensive Data Management and Sharing Study
- Public Participation Plan (to become an annual work element)
- Sub-Recipient Monitoring (to become an annual work element)
- Transit-Oriented Development Advisory Committee (to become an annual work element)
- Performance-Based Planning (replacing *Census & Other Data* as an annual work element)
- OahuMPO Staff Support of Consultant Projects (to become annual work element)

For the City Department of Transportation Services (DTS)

- Oahu Bike Plan Update
- Review and Update of Planned Rights-of-Way for Existing Streets
- ITS Architecture Update

For the City Department of Emergency Management (DEM)

- Oahu Coastal Communities Evacuation Planning Project – Phase 2

Planning Projects at Other Agencies That Use USDOT Funding

In addition to the work elements and projects shown above that are being programmed using planning funds from OahuMPO, there is one other planning project being under taken that does not use planning funds from OahuMPO, but does use funds from USDOT:

For the Hawaii Department of Transportation:

- Interstate Route H-1, Corridor Study, Short-Term Improvements

[3] 23 CFR 450.306.

Overview and Process

Purpose of the Overall Work Program

The OWP serves as the key management tool for conducting OahuMPO, State, and City transportation planning activities on the island of Oahu. The OWP provides a listing of planning studies; and defines their objectives, associated tasks, and deliverables, as well as budgetary and staffing requirements. The OWP is a prerequisite for metropolitan transportation planning activities performed with Federal funds provided under 23 United States Code (USC) and 49 USC 53.[4]

The OWP is used as a support document for the programming of these federally-assisted initiatives. While planning studies funded by other, non-Federal sources need not be identified in the OWP, the OahuMPO includes them to reflect the context and direction they set for the major transportation planning efforts being undertaken for the metropolitan planning area.[5]

OahuMPO Structure

The process of developing the annual OWP entails a closely coordinated effort among the OahuMPO and its participating agencies: the State Departments of Transportation (HDOT) and Business, Economic Development, and Tourism (DBEDT), [6] and the City Departments of DTS and Planning and Permitting (DPP). A diagram of the OahuMPO's organization is shown in Figure 1. The current *Comprehensive Agreement*,[7] describing the specific roles and responsibilities of the OahuMPO and its participating agencies, was signed by the Governor, the City Council Chair (on behalf of the City as the transit operator), and the OahuMPO Policy Committee Chair in 2008.

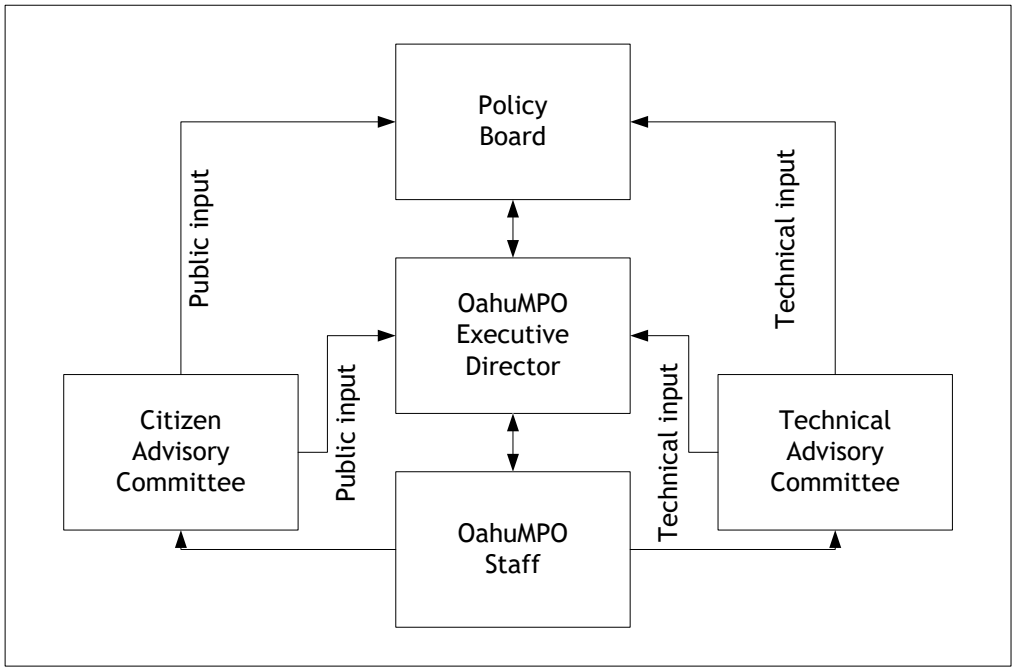


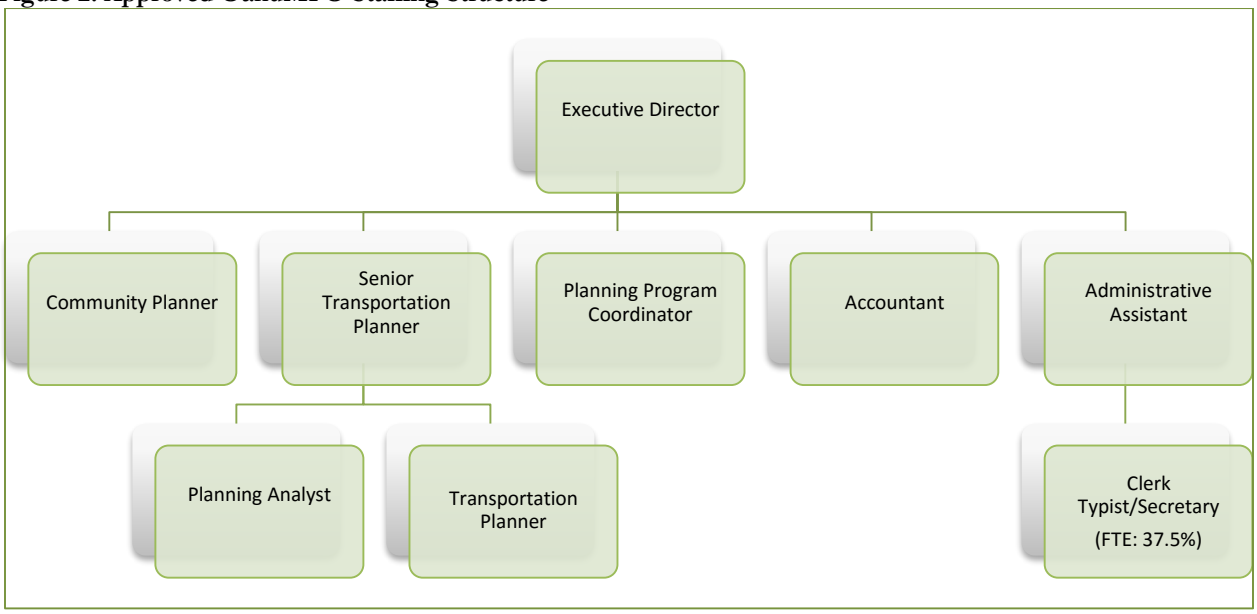
Figure 1. OahuMPO organizational components and information flow.

[4] 23 CFR 450.308.
[5] As defined in 23 CFR 450.104, a metropolitan planning area (MPA) means the geographic area determined by agreement between the metropolitan planning organization for the area (OahuMPO) and the Governor, in which the metropolitan transportation planning process is carried out. For Oahu, the MPA includes the entire island.
[6] Includes the State Office of Planning.
[7] See http://www.oahumpo.org/about-docs/CompAg_10-23-08.pdf.

OahuMPO Staff Structure and Pay Ranges

One of the biggest expenses for OahuMPO is staff. The Policy Board approves staff positions and pay ranges. The current, approved staffing plan for the agency includes eight full-time equivalent (FTE) staff members, and one part-time clerk typist.

Figure 2. Approved OahuMPO Staffing Structure



Brief descriptions of job responsibilities and the approved pay ranges for each position are as follows:

- **Executive Director ($72,500 - $107,500)**: responsible for the implementation of the metropolitan transportation planning process; responsible for the OWP process as well as preparing OahuMPO budgets; prepares, updates, clarifies operational policies and procedures; hires OahuMPO staff and manages day-to-day; monitors Administrative Supplemental Agreement; oversees personnel and human resource matters; represents the Policy Board in meetings, and is the Policy Board coordinator.
- **Senior Transportation Planner ($67,000 - $99,500)**: responsible for the ORTP process as well as overseeing modeling work and products completed internally or by participating agencies or consultants; manages and completes various corridor and sub-area studies led by the OahuMPO; is the coordinator for the new Transit-Oriented Development Advisory Committee; supervises and coordinates the work of the Transportation Planner and Planning Analyst.
- **Transportation Planner ($48,000 – $70,000)**: responsible for assisting the Senior Transportation Planner in the development and maintenance of the ORTP; maintains and implements the Transportation Alternatives Program; manages the completion of various corridor and sub-area studies led by OahuMPO.
- **Planning Analyst ($48,000 - $70,000)**: responsible for development and maintenance of the Transportation Improvement Program; maintains data bases and communicates with participating agencies regarding transportation data; monitors transportation system performance, collects data and analyzes; maintains the Data-Sharing Supplemental agreement and recommends updates as needed; monitors performance measures and targets and recommends updates as needed; maintains and implements the agency's performance-based planning and programming process.
- **Planning Program Coordinator ($55,000 - $82,000)**: responsible for monitoring and assisting Federal grant sub-recipients; serves on steering committees for participating agency projects; provides intergovernmental staff interface to carry out the metropolitan transportation planning process; is the coordinator for the Technical Advisory Committee.
- **Community Planner ($48,000 - $70,000)**: responsible for developing, maintaining, and implementing the Public Participation Plan; is the coordinator for the Citizen Advisory Committee; monitors Title VI

& Environmental Justice issues and completes reports as needed; maintains website and social media resources; serves as OahuMPO's "customer service representative" to the general public.

- **Accountant ($45,000 - $70,000)**: responsible for all financial and accounting matters related to the OahuMPO, including general accounting functions and financial management/reporting; monitors and maintains the Finance Supplemental Agreement; also serves as procurement specialist for the agency.
- **Administrative Assistant ($35,000 - $55,000)**: responsible for overseeing day-to-day administrative functions of the OahuMPO office, including answering phones, filing, copying, mailing, meeting coordination, posting meeting notices, and preparing meeting minutes; will also assist the Executive Director in developing policies and procedures consistent with applicable State and Federal laws and regulations.
- **Clerk Typist/Secretary (0.375 FTE) ($12 - $18/hour)**: responsible for assisting the Administrative Assistant with routine typing, filing, and mail-out of meeting agenda packets, and other duties as needed.

The Policy Board is the decision-making body of the OahuMPO. The voting membership of this eleven-member body consists of two State Senators; two State Representatives; three City Councilmembers; the HDOT Director; the DTS Director; the DPP Director and the HART Director. The non-voting members of the Policy Board include the Administrator of the Federal Highway Administration Hawaii Division Office, the Director of the State Department of Health, and the Director of the State Office of Planning.

The Technical Advisory Committee (TAC) provides technical input to both the Policy Board and the OahuMPO Executive Director to carry out the continuing, cooperative, and comprehensive multimodal transportation planning process for OahuMPO.

The voting membership of the TAC is composed of 10 members:

- Two staff members from the State Department of Transportation
- One staff member from the State Department of Business, Economic Development, and Tourism
- One staff member from the State Office of Planning
- Two staff members from the City Department of Transportation Services
- Two staff members from the City Department of Planning and Permitting
- Two staff members from the Honolulu Authority for Rapid Transportation

The non-voting membership includes:

- One representative from the Hawaii Transportation Association
- One representative from the Federal Highway Administration
- One representative from the Federal Aviation Administration
- One representative from the Federal Transit Administration
- One staff member from the City Department of Design and Construction
- One staff member from the City Department of Facilities Maintenance

The Citizen Advisory Committee (CAC) is the primary vehicle for citizens to provide public input to the Policy Board and the OahuMPO Executive Director on Oahu's transportation planning needs and processes. At present, the CAC[8] consists of representatives from 44 community associations, neighborhood boards, professional associations, businesses, private transportation providers, a transportation management association, developers, and other interested parties. Activities of the CAC are organized based on the *OahuMPO Participation Plan* (OPP),[9] which is compliant with the Federal requirements.[10]

The development of the OWP begins with input from the CAC and the drafting of potential studies or work elements by the OahuMPO and its participating agencies. In addition to being used to develop and promote transportation programs and policies, and to provide guidance for capital improvement projects, these work elements may respond to requests made by the public, State Legislature, City Council, or a Federal agency.

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[8] See http://www.oahumpo.org/about-mpo/committees/citizen-advisory-committee/

[9] See http://www.oahumpo.org/misc-docs/Participation_Plan_rev-bylaws2-22-11.pdf

[10] 23 CFR 450.316.

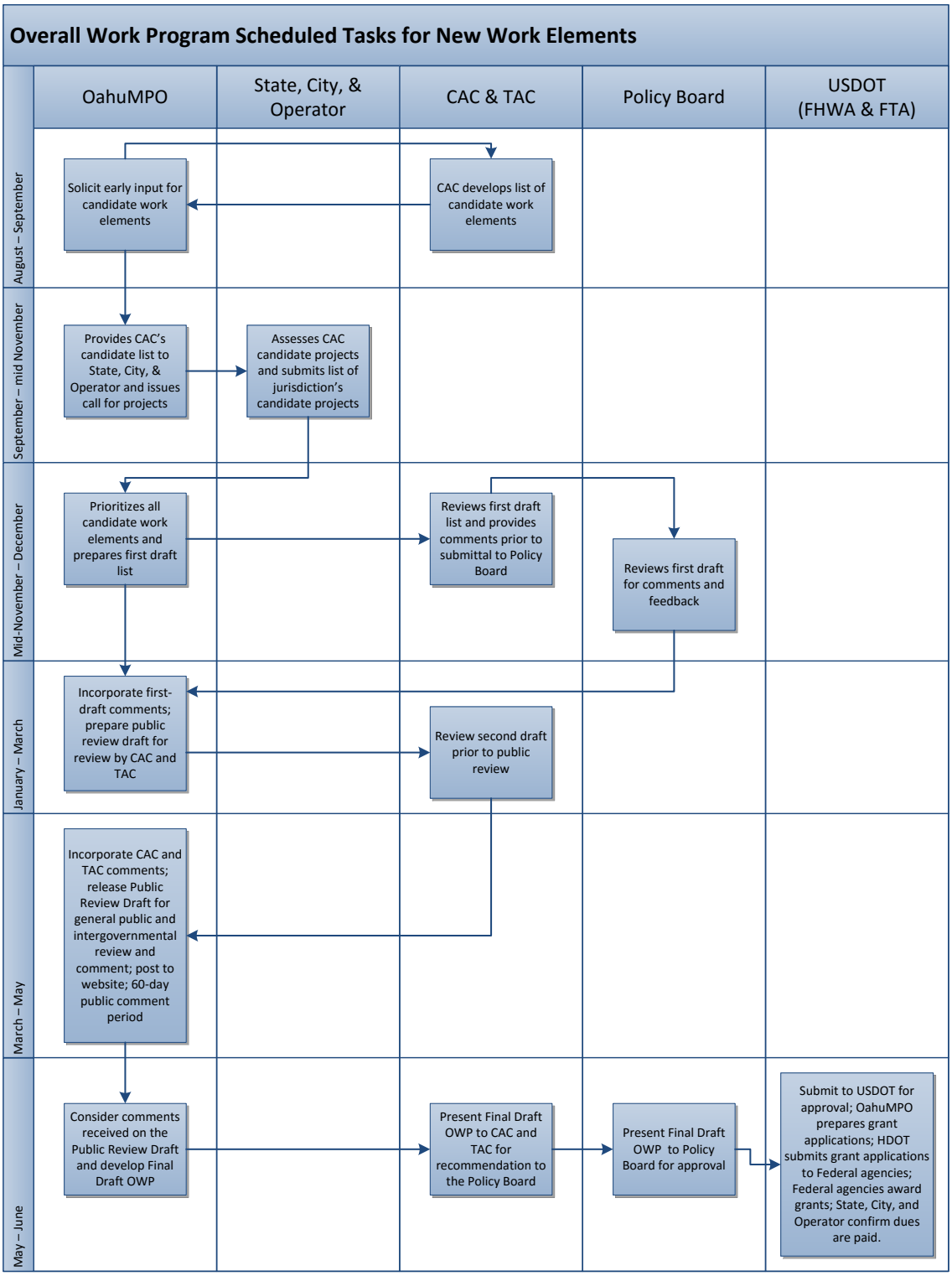

Figure 2. Overall Work Program development process.

Table 5. Approximate OWP Development Timeline

Aug – Sept	OahuMPO staff solicits early input regarding candidate work elements (WEs); and solicit lists of planning studies from other agencies for regional planning coordination.
Sept – Oct	OahuMPO staff provides the candidate WEs to the Policy Board members and participating agencies; issues a call for candidate WEs to the Policy Board members and participating agencies
Nov – Dec	OahuMPO staff receives progress reports from all previously obligated projects and evaluate; accounts for previously obligated WEs and deducts staff time or funding from available resources as warranted; prioritizes all first-time candidate work elements; develops a first-draft list of WE proposed for programming in the OWP; presents the first-draft list to the CAC, TAC, and the Policy Board for comments and feedback; *this is the last opportunity for new candidate work elements to be identified for evaluation and possible inclusion in the OWP*
Jan-Mar	OahuMPO staff considers the feedback and comments received on the first-draft list of WEs; develops the Public Review Draft of the OWP; and presents Public Review Draft to the TAC and CAC for review and comment prior to releasing it for general public and intergovernmental review.
March-May	OahuMPO staff releases the Public-Review Draft OWP for 60 days of general public and intergovernmental review and comment; notifies CAC, TAC, Policy Board, intergovernmental review list, and interested parties of the release of draft OWP; and posts Public Review Draft to the OahuMPO website and provides instructions for submitting comments.
May	OahuMPO staff considers comments received on the Public Review Draft; documents all comments received and their final disposition in the OWP; and develops Final Draft OWP.
June	OahuMPO staff presents Final Draft OWP to the TAC and CAC for recommendation to the Policy Board; and presents the Final Draft OWP to the Policy Board along with recommendations of the advisory committees.
June – Sept	OahuMPO staff submits Policy Board endorsed OWP to FHWA/FTA for approval; and sends invoices to participating agencies for annual dues (i.e., local match). HDOT staff: submits grant applications to appropriate Federal agencies Federal agencies: award grants

The OahuMPO coordinates the review of the draft work elements by staff members of the participating agencies, CAC, the public, TAC, and Federal agencies (USDOT: FTA, FHWA, FAA, Federal Maritime Administration (MARAD); Environmental Protection Agency; and Department of Housing and Urban Development), as well as an intergovernmental review. The OWP is then submitted to the Policy Board for its endorsement prior to its submittal for FHWA and FTA approval. An overview of the OWP development process is shown in Figure 2.

Planning Priorities

The OahuMPO used the following priorities to evaluate projects for funding through the OWP:

1. Projects that fulfill requirements under metropolitan transportation regulations set forth in 23 Code of Federal Regulations (CFR) 450 Subpart C and 23 CFR 420.
2. Projects which are necessary to enable the OahuMPO and its participating agencies to support the metropolitan transportation planning process or fulfill other Federal, State, or City regulations applicable to this process.
3. Projects that support planning efforts for projects identified in the Oahu Regional Transportation Plan (ORTP).
4. Projects that support planning efforts consistent with the direction set forth in master plans or other planning documents adopted by the OahuMPO, the State, and/or the City.
5. Projects that support planning efforts to enable the State and the City to meet other needs that support Oahu's integrated, multimodal transportation system.

Consideration of the Eight Planning Factors

In addition to the Planning Priorities above, Federal regulations require that the metropolitan planning process consider projects and strategies that address eight planning factors[11] which are part of the framework used to evaluate Oahu's transportation planning program. Studies and projects are reviewed in light of both the OahuMPO planning priorities and how they address these factors:

[11] 23 CFR 450.306(a).

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security[12] of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

FHWA Planning Emphasis Areas

On March 18, 2015, FHWA issued a letter encouraging all MPOs to give priority to the following emphasis areas:

1. **MAP-21 Implementation – Transition to Performance Based Planning**
    a. State DOTs and MPOs were encouraged to further develop their performance management approach to transportation planning and programming, including using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes.
2. **Regional Models of Cooperation – Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO, and State Boundaries**
    a. To improve the effectiveness of transportation decision-making, State DOTs, MPOs, and providers of public transportation were encouraged to think beyond traditional borders and adopt a coordinated approach to transportation planning, including supporting common goals, capitalizing on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries.
3. **Ladders of Opportunity – Access to Essential Services**
    a. State DOTs, MPOs, and providers of public transportation we encouraged to identify gaps in accessing essential services, including employment, health care, schools/education, and recreation.

These FHWA planning emphasis areas were considered in the evaluation of candidate planning projects (see Appendix A for more details).

Vision and Goals of the Oahu Regional Transportation Plan 2035

Oahu Regional Transportation Plan (ORTP) 2035 was developed in layers, beginning with one broad, over-arching vision that leads to increasingly specific steps to accomplish that vision.

ORTP 2035 Vision

"In 2035, Oahu will be a place where we will have efficient, well-maintained, safe, secure, convenient, appropriate, and economical choices in getting from place to place. Our transportation system will move us and the goods we use in a manner that supports the island's high quality of life, natural beauty, economic vitality, and land use policies by supporting appropriate density development and avoiding urban sprawl. This system will promote energy conservation and economic sustainability as well as the protection of our ports of entry, preparation for emergency situations, and changes in global climate patterns."

Goals:

1. Provide an inclusive, multi-modal transport system whose connectedness provides efficient means for users desiring to move about this island by bicycle, freight carrier, pedestrian facility, road, transit service, and intermodal connectors

[12] Congressional intent is that "security," in this context, means both infrastructure protection and emergency preparedness.

2. Develop, operate, and maintain Oahu's islandwide transportation system to ensure the efficient, dependable, safe, secure, convenient, and economical movement of people and goods
3. Develop, operate, and maintain Oahu's transportation system in a manner that sustains environmental quality
4. Develop, operate, and maintain Oahu's transportation system in a manner that support community-wide values related to health, safety, and civil rights
5. Develop, operate, and maintain Oahu's transportation system in a manner that integrates effective land use and transportation with established sources of funding in a fair and equitable manner

Overview of Oahu Planning Issues

One of the largest transportation projects in the history of Hawaii, the Honolulu High-Capacity Transit Corridor Project (a.k.a., the Rail Project), is currently being constructed and will have a major impact on transportation. The first segment is scheduled to be operational in 2017 and the full project, stretching from Kapolei to Ala Moana shopping center, is scheduled to be operational in 2019. The Department of Transportation Services (DTS) is already planning for a realignment of TheBus transit services in the wake of the Rail Project's completion. Many of the express buses currently operating between the primary urban center and the second city area in west Oahu will be effectively replaced by the Rail Project, and it is anticipated that buses will be reassigned to better connect neighborhoods to the rail stations to facilitate the flow of passengers. The Department of Planning and Permitting is developing Transit-Oriented Development (TOD) plans for rail station areas so that surrounding land-uses can take maximum advantage of rail transit, and the efficiency of rail transit can be maximized. Initial traffic modeling indicates that traffic congestion will get slightly worse on the H-1 corridor even with the Rail Project – this appears to be a function of both induced demand and the anticipated overall growth in population. Without the Rail Project, congestion on H-1 would get even worse.[13]

Recurrent traffic congestion on major arterials and on the Interstate H-1 corridor continues to be a significant transportation issue. The Hawaii Department of Transportation (HDOT) recently completed an H-1 corridor planning study to identify future capacity needs, alternatives, and the feasibility of those alternatives. Potential impacts of changes to H-1 on major parallel corridors were also considered. HDOT intends to undertake a follow-up study to further define and prioritize short-range improvements that could be made to the H-1 corridor.

The planned urban growth in the Ewa-Kapolei area continues. The designation of west Oahu as the second city has already resulted in significant population growth for the area, and some additional jobs too. In general, however, the residents of this area remain dependent on jobs in the Honolulu urban center; and the urban design of Ewa-Kapolei is auto-dependent. The other major growth area for Oahu is the Kaka'ako neighborhood in the primary urban center, with population density expected to increase significantly.

Other significant Oahu planning issues include:

- Aging of the population and its potential impact on transportation and current high rate of pedestrian fatalities among senior populations (more than double the national average)
- Climate change and its potential impacts on travel behavior and infrastructure along with transportation system impacts to the island's delicate natural environment, such as stormwater runoff into our watersheds and reef environments
- Balancing economic development with quality of life for residents, environmental preservation, and food security
- Oahu's high cost of living, with transportation costs comprising a significant portion of household budgets

A list of recent and ongoing transportation-focused planning activities is included in Section V of this document.

[13] For a comparison of No Build and Fixed Guideway alternatives, see the *Honolulu High-Capacity Transit Corridor Alternatives Analysis*, page 3-20, (http://www.honolulutransit.org/media/9630/20110701-alterntives-analysis-chapter3-to-end.pdf)

Sources of Funds

The Federal government authorizes funding of transportation programs in the Federal surface transportation authorization (i.e., FAST Act) which took effect on October 1, 2015. The FAST Act is a five-year authorization covering Federal fiscal years 2016 through 2020.

However, the funds programmed by the OWP for each State fiscal year utilizes the funds from the previous Federal fiscal year. For example, the Federal funds programmed for State fiscal year 2017 (i.e., July 1, 2016 through June 30, 2017) will be the Federal fiscal year allocation to the State of Hawaii on October 1, 2015. The funding available for FFY 2017 has been estimated based upon MAP-21 funding levels, as distributed by the Hawaii MPO planning fund distribution agreement. (See Table 1 on page 8). The funding levels may change with future Federal Surface Transportation Authorization Acts.

49 USC 5303. These FTA funds are used for planning purposes and often involve transit-related projects. The Federal-local matching ratio is 80:20; metropolitan transportation planning activities using these funds must be programmed in the OWP. While, the HDOT is the recipient of these monies, the MPOs are the expending agencies. The amount available in FY 2015 was $424,043. The amount estimated to be available from Section 5303 for OahuMPO in FY 2017 is estimated to be $263,255.

49 USC 5307. These FTA funds are typically used for capital, operating, and maintenance costs of mass transit projects, but can also be used for planning. If these monies are used for planning purposes, the Federal-local matching ratio is 80:20, and the associated planning activities must be programmed in the OWP. The City & County of Honolulu is the designated recipient of Section 5307 funds apportioned to the Honolulu and Kailua-Kaneohe urbanized areas.

23 USC 104(f) FHWA-Planning Funds (PL). FHWA PL funds can only be used for planning to address intermodal and transportation planning issues. The Federal-local matching ratio is 80:20; activities using these funds must be programmed in the OWP. HDOT is the pass-through agency of these monies; the MPOs are the expending agencies. Hawaii's PL FY 2015 apportionment was $1,695,029. The FYs 2016 apportionment for Hawaii is estimated to be $1,741,625, of which $1,512,427 would be available to OahuMPO.

Other Federal Funds. There are two broad funding categories – National Highway Performance Program (NHPP) and Surface Transportation Block Program (STBP) – which are generally used for highway or transportation projects. Although they may be used to conduct metropolitan transportation planning initiatives, it is seldom done due to the large transportation infrastructure needs of Oahu's roadway system.

CMAQ. The focus of FHWA's Congestion Mitigation and Air Quality Improvement Program (CMAQ) is remediation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. Since Hawaii is an in attainment area, these funds are used as if they were STP funds. Planning study activities using CMAQ funds must appear in the OWP.

Local. The State and the City provide local matching funds for federally-assisted planning activities. The amount of local matching funds needed to leverage the Federal funds for the FY 2017 OWP is $650,200.

Planning Categories

The planning initiatives presented in the OWP are assigned to one of three categories, which help to identify the nature of the work element:

100 series – Hawaii Statewide Planning – focuses on overall planning within the State, including the Statewide Transportation Plan, and the Hawaii Pedestrian Master Plan. Though OahuMPO planning funds can only be used for planning on Oahu, the funds can be joined with statewide SPR funds when planning on Oahu is a component of an overall statewide planning effort.

200 series – Oahu Transportation Planning – identifies specific transportation planning, monitoring, and analysis projects for Oahu. Projects are further divided into sub-categories:

- 200.XX Safety
- 201.XX Regional Transportation Monitoring & Analysis
- 202.XX Long-Range Planning

- 203.XX Short-Range Planning

The 200 series work elements are often discrete planning efforts that occur over the course of a few years and focus on specific goals or deliverables.

300 series – OahuMPO Operations – supports the administration of transportation planning grants for Oahu. These work elements are ongoing and/or reoccurring efforts and serve to meet Federal requirements and to broadly support comprehensive, continuous, and cooperative transportation planning.

Each work elements is given a unique identification number (ID) and a title. The ID consists of three-digits which identify the appropriate category or sub-category, then a decimal point followed by a two-digit unique identifier. Next there is a hyphen followed by a two-digit fiscal year identifier. For example, the WE 202.04-15 indicates it is a long-range planning effort scheduled for obligation in FY 2015.

A Word About Complete Streets. Complete Streets[14] deals with the balancing of all modes of transportation (e.g., automobiles, transit, trucks, bicycles, pedestrians, etc.) to maximize the overall flow of people and goods regardless of their mode of travel. From a planning perspective, Complete Streets is not a product, but a process by which all modes of travel and all users of a corridor or transportation asset are given specific consideration. As such, any transportation plan, corridor study, or sub-area plan should also be a Complete Streets plan. For that reason, Complete Streets is not given a separate category in the series above. Instead, the Complete Streets philosophy will permeate all of the projects and plans completed by OahuMPO.

Draft Scopes-of-Work

The reader should note that the scopes-of-work defined for the projects in Section II are conceptual only. They represent an overall vision and best estimate of the tasks within each work element, as defined by OahuMPO staff or the staff members of partner agencies, and serve only to guide project development. The final, contracted scopes-of-work for these projects will change somewhat based upon additional data and information, further thought and deliberation, and consultation with other transportation professionals. A certain amount of change and additional definition is to be expected, and is a natural part of the project development process. By contrast, the scopes-of-work shown in the Section III progress reports should reflect the actual contracted services for those projects.

[14] Senate Bill 718 (2009) requires the department of transportation and the county transportation departments to seek to reasonably accommodate access and mobility for all users of public highways, including pedestrians, bicyclists, transit users, motorists, and persons of all abilities. See also: http://capitol.hawaii.gov/Archives/measure_indiv_Archives.aspx?billtype=SB&billnumber=718&year=2009

OahuMPO FY 2017 Work Plan

Table 6 provides a listing of the work elements on which OahuMPO staff will work or for which consultants will be hired to work during FY 2017. In some cases, projects initiated in prior years will be continued in FY 2017.

Table 6. Listing of FY 2017 Work Elements by Budgeted Staff Hours.

Work Element ID Number	Title	Hours of OahuMPO Staff Time Budgeted FY 2017
Series 200	*Oahu Transportation Planning*	
201.04-16	Title VI & Environmental Justice Monitoring*	**
202.02-14	Central Oahu Transportation Study*	**
202.04-15	Farrington Highway (Route 93) Realignment Feasibility Study*	**
201.16-17	Comprehensive Data Management and Sharing Study	**
202.06-17	ITS Architecture Update	0***
202.07-17	Oahu Bike Plan Update	0***
203.07-17	Review and Update of Planned Rights-of-Way for Existing Streets	0***
206.02-17	Oahu Coastal Communities Evacuation Planning Project – Phase 2	0***
Series 300	*OahuMPO Operations*	
301.01-17	Program Administration & Support	4,410
301.02-17	General Technical Assistance & Planning Support	790
301.03-17	Overall Work Program	1,110
301.04-17	Support for Citizen Advisory Committee & Additional Public Outreach	1,040
301.05-17	Single Audit	1,730
301.06-17	Public Participation Plan	350
301.08-17	Disadvantaged Business Enterprise	60
301.09-17	Professional Development	320
301.10-17	Computer & Network Maintenance	80
301.11-17	Subrecipient Monitoring	1,140
301.12-17	Transit-Oriented Development Advisory Committee	460
301.13-17	Performance-Based Planning	400
301.14-17	Federal Planning Requirements	380
301.15-17	Computer Model Operation & Support	500
301.16-17	Oahu Regional Transportation Plan	1,330
301.17-17	Transportation Improvement Program	1,410
301.18-17	Transportation Alternatives Program	210
301.19-17	OahuMPO Staff Support of Consultant Projects	655
302.01-17	Overhead (Indirect Costs)	0
Total OahuMPO Staff Time		**16,375**

**Project was obligated under a previous OWP; the year of obligation is indicated by the last two digits of the work element ID number shown at left in the table.*

***Staff hours to support these work elements has been previously programmed or is accounted for in WE 301.19-17*

****These projects are managed by subrecipients; OahuMPO staff time in support of the project is accounted for under 301.11 Subrecipeint Monitoring*

How Work Element Budgets Are Estimated

The budget estimates for consultant work elements are derived by estimating the number of hours the consultant is expected to work on individual tasks times an average of $200 per hour. That total is then added to the estimate for the staff time support of the project, which is derived in the same way as the OahuMPO staff work element budgets, below.

Table 7. Consultant Work Element Budget Estimate Example

	Estimated Hours	Rate per Hour	Total
Consultant	2,000	$200	$400,000
Staff Time	400	$50	$20,000
Total			$420,000

For OahuMPO staff work elements, the estimated budget is derived based upon a running average of the number of hours staff has spent on the individual work elements in past years times their hourly pay rate. The resulting estimate is then multiplied by a small contingency rate to help ensure that adequate resources are budgeted for all work elements and to provide flexibility for staff to respond to unanticipated needs as they occur.

Table 8. OahuMPO Staff Work Element Budget Estimate Example

	Estimated Hours (based on hours expended in past years)	Rate per Hour	Total
Planners	200	$50	$10,000
Support Staff	150	$35	$5,250
Total	350		$15,250
Contingency	20	$43.57 (avg.)	$871
Grand Total	370		$16,121

Comprehensive Data Management & Sharing Study

WE Number	201.06-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Mike Galizio	**Fax Number**	808-587-2018
Position	Transportation Planner	**Email Address**	Mike.galizio@oahumpo.org

Objectives:

- To improve coordination in data management and sharing between OahuMPO and its participating agencies;
- To establish a data sharing pool;
- To recommend a program to outline specific policies and procedures concerning the collection, management, and distribution of data to support the local, metropolitan, and state decision-making process

Project Description:
In July 2015, in order to meet the terms of Federal Certification Review corrective action, the OahuMPO Policy Board approved the *Data Sharing Supplemental Agreement* between the OahuMPO, the Hawaii Department of Transportation, the Department of Business Economic Development and Tourism Research and Economic Analysis Division, the State Office of Planning, the State of Hawaii Department of Health, the City and County of Honolulu, and the Honolulu Authority for Rapid Transportation. The agreement established some initial interagency procedures for the collection, maintenance, and sharing of regional data and information necessary to carry out the 3-C transportation planning process. As part of that agreement, however, OahuMPO committed to completing a Comprehensive Data Management and Sharing Study to more fully examine the issues and opportunities for data coordination, management, and sharing between agencies and develop more robust policies and procedures. This work element fulfills that commitment.

Work Products/Outcomes:
A comprehensive data management and sharing study that will:

- recommend specific policies and procedures concerning the collection, management and distribution of data to support the local, metropolitan, and state decision-making processes, including the formation of a data sharing pool;
- recommend a set of proposed amendments to the existing *Data Sharing Supplemental Agreement*;
- improve coordination in data management and sharing between OahuMPO and its participating agencies

Project Justification:
Completion of this study is part of the *Data Sharing Supplemental Agreement*, effective July 1, 2015.

Previous or Ongoing Work Related to Proposed Planning Study or Project:
The *Data Sharing Supplemental Agreement*

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget*
OahuMPO Staff	Staff hours for this work element are budgeted in 301.19-17	$0
STAFF LABOR SUB-TOTAL		**$0**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget*
Staff Tasks			
			$0
STAFF LABOR SUB-TOTAL			**$0**
Consultant Tasks			
1	Review the *Data Sharing Supplemental Agreement*, effective July 1, 2015; research best practices in data sharing policies and procedures between MPOs and their participating agencies	12/2017	$20,000
2	In coordination with the Project Steering Committee, explore and document the challenges and opportunities for improving interagency data collection, management, and sharing, including the possibility of forming a formal data pool	6/2018	$50,000
3	In cooperation with the Project Steering Committee, evaluate available data, identity future needs, and develop a set of recommended data sharing policies and procedures	4/2019	$90,000
4	Using the recommended set of policies and procedures from Task 3, show recommended changes in the Data Sharing Supplemental Agreement in Ramseyer format	6/2019	$5,000
CONSULTANT SUB-TOTAL			**$165,000**
Other Costs (e.g., travel, software, equipment, etc.)			
N/A			
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$165,000**

Intelligent Transportation System (ITS) Architecture and Plan Update

WE Number	202.06-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	Department of Transportation Services	**Phone Number**	808-768-8310
Coordinator	Don Hamada	**Fax Number**	NA
Position	Chief Planner	**Email Address**	dhamada@honolulu.gov

Objectives: Update the Oahu Regional ITS Plan
As advancing ITS-related projects are implemented on Oahu, the Oahu Regional ITS Plan needs to be updated to reflect new functions, priorities, initiatives, technologies, strategies, and services which emerge through Oahu's transportation planning and design process. The project's goal is to complete a current Architecture which identifies accurately Oahu's on-going ITS programs, integration, and capabilities, and will serve as guidance for present ITS functions, expansion of ITS services, and evaluation of new concepts.

Project Description: Maintenance of Oahu Regional ITS Architecture Plan
Oahu Regional ITS Architecture Plan is a framework of institutional agreements and technical integration of ITS functions. The Architecture is functionality-based and not technology driven. Integration of various ITS functions requires an Architecture addressing placement and compatibility of each stakeholder's functions and systems. As Oahu has made substantial ITS progress, the project will identify and modify the existing 2003 Architecture to reflect the latest ITS functions, systems, and services developed by various stakeholders. The maintenance configurations for Oahu's Architecture are likely to come from:

a) Changes in Oahu Regional Needs;
b) Changes in Stakeholders;
c) Changes in expanding Scope of Services;
d) Change in Oahu Architecture framework and consistency with Hawaii State Architecture;
e) Changes due to Project Definitions or Implementation;
f) Changes due to Project Additions or Deletions; and
g) Changes in Project Priority, Deployment, or Status.

Work Products/Outcomes: Current Oahu Regional Architecture ITS Plan
Within 15 months, the project will deliver an updated Oahu ITS Architecture Plan to serve as a useful and current institutional functional reference and guidance for ITS projects. The maintenance of the ITS architecture will address the prevailing base components such as: Description of the Region; List of Stakeholders; Operational Concept; List of ITS Elements; List of Agreements; Interfaces between Elements; System Functional Requirements; Application of ITS Standards; Project Scheduling; and Configuration Management.

Project Justification:
The maintenance of an Architecture Plan is a requirement of the FHWA DOT ITS Architecture Standards Final Rule which applies to agencies and stakeholders accepting FHWA funds for their ITS needs. Besides the statutory FHWA requirement, the purpose of maintaining Oahu's ITS architecture is relevancy and usefulness as a technical and institutional reference as agreed upon by stakeholders when developing their ITS projects.

Previous or Ongoing Work Related to Proposed Planning Study or Project:
a) Oahu Regional ITS Architecture (2003)
b) Hawaii DOT Development of Statewide ITS Architecture (2016)

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
		$0
STAFF LABOR SUB-TOTAL		**$0**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget*
Staff Tasks			
			$0
STAFF LABOR SUB-TOTAL			**$0**
Consultant Tasks			
1	Program Management Plan. Overview of existing Architecture and Educational Briefing of Concepts; Project Management; Progress Reporting; and Invoicing	06/2019	$20,000
2	Project Initiation. Identify stakeholders; Kickoff Meetings; and Interview Stakeholders	03/2018	$50,000
3	Baseline Assessment. Inventory systems; Determine Needs and Services; and Develop Operational Concepts	07/2018	$50,000
4	Build Turbo Architecture Database. Functional Requirements; Interconnects; Architecture Flows; and ITS Standards	09/2018	$15,000
5	Draft Regional ITS Architecture. Web-based Draft Architecture; Draft Architecture Document; FHWA Architecture Checklist; and Present Architecture to Stakeholders	12/2018	$30,000
6	Final Architecture. Web-based Final Architecture; Final Architecture Document; and Executive Summary	01/2019	$10,000
7	Agreements. Stakeholder and other Agencies Agreements; Operational Responsibilities; Security Issues; and Infrastructure, Operational, and Maintenance Costs	03/2019	$15,000
8	Administrative, Agency, and Community Briefings. Briefing Materials and Meeting Summaries	06/2019	$10,000
CONSULTANT SUB-TOTAL			**$200,000**
Other Costs (e.g., travel, software, equipment, etc.)			
Contingency			$10,000
Reimbursables			$5,000
OTHER COSTS SUB-TOTAL			**$15,000**
WORK ELEMENT GRAND-TOTAL			**$215,000**

Oahu Bike Plan Update

WE Number	202.07-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	Department of Transportation Services	**Phone Number**	808-768-8335
Coordinator	Chris Sayers	**Fax Number**	808-768-4775
Position	Bicycle Coordinator	**Email Address**	Csayers@honolulu.gov

Objectives:
Update the current Oahu Bike Plan, an island-wide bicycle master plan, which would satisfy the Honolulu City Council requirement to update the bike plan every five years.

Project Description:
This bike plan update will greatly improve the bikeway network and will be enhanced with the addition of protected bike lanes, which are preferred by most bicyclists. This will give more travel options for people that might not normally choose to ride a bicycle.

Work Products/Outcomes:
The update would include new bikeway designs, such as protected bike lanes, that are proving to be the preferred bikeway design. Protected bike lanes are not included in the current Oahu Bike Plan. This bike plan update would include a protected bike lane network with conceptual plans and design details for key bikeways

Project Justification:
Bicycling is a transportation mode that is increasing on Oahu and will continue to do so as long as there are safe places for people to ride. The King Street protected bike lane has seen an 88% increase in bicycle use since it opened in December 2014. With bike share coming to Honolulu in 2016 there will be an even greater need for protected bike lanes and safe bikeways.

Previous or Ongoing Work Related to Proposed Planning Study or Project:
The current Oahu Bike Plan was completed in 2012.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
DTS Staff		$0
STAFF LABOR SUB-TOTAL		**$0**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget*
Staff Tasks			
			$0
STAFF LABOR SUB-TOTAL			**$0**
Consultant Tasks			
1	Inventory of existing plan	6/2017	$50,000
2	Public Involvement Component	12/2017	$50,000
3	Draft Plan	6/2018	$100,000
4	Final Plan	9/2018	$40,000
CONSULTANT SUB-TOTAL			**$240,000**
Other Costs (e.g., travel, software, equipment, etc.)			
Consultant Travel Expenses			$10,000
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$250,000**

Review and Update of Planned Rights-of-Way (ROW) for Existing Streets

WE Number	203.07-17	**Period of Performance**	July 1, 2016 – Dec. 31, 2019
Agency	Department of Transportation Services	**Phone Number**	808-768-8304
Coordinator	Mark Garrity	**Fax Number**	808-768-4730
Position	Deputy Director	**Email Address**	mgarrity@honolulu.gov

Objectives:
This study will review the City's existing policies regarding widening and improvement of existing streets islandwide, consistent with recommendations from the Primary Urban Center Development Plan and the ongoing Complete Streets Implementation Study. The goals of this important efforts are:

- To undertake a comprehensive review and update of the entire island's planned street widening maps based on current land use plans, best practice planning models, and updated assumptions regarding trip generation by different modes of travel;
- To help identify how street rights-of-way (ROW) can best be allocated to the various modes of transportation, resulting in an overall optimal movement of people regardless of mode;
- To ensure the implementation of the goals and requirements of the Complete Streets ordinance as it applies to existing streets and ROWs;
- To prepare for the rail transit system and assist with implementation of the neighborhood transit-oriented development (TOD) plans;
- To increase safety, accessibility, mobility, and connectivity for motorized and non-motorized users; and
- To ensure an engagement process with the public and planning and engineering professionals.

Project Description:
The Department of Transportation Services (DTS) prepares the Planned Right-of-Way Widening Maps (created in the 1950s or earlier) and promulgates the Rules for the Establishment and Administration of Right-of-Way Widths and Setback Lines for Planned Street and Public Transit Improvements, adopted in the early 1980s. The Department of Planning and Permitting (DPP) enforces the street widenings and setback lines when reviewing applications for land use and building permits. Widenings are primarily triggered by Chapter 14, Article 21 of the Revised Ordinances of Honolulu (Ordinance 2412), which requires parties redeveloping or subdividing properties to dedicate land and construct street improvements according to the street widening plans.

The planned street widening maps and the companion regulations are based on land use policy plans that are many decades out of date, which results in a variety of undesirable consequences that negatively affect the local transportation network and diminish the capacity of implementing complete streets. These impacts include "sawtooth" sidewalk facilities, removal of mature trees, absence of bicycle facility considerations, and undesirable/unrealistic roadway widenings. These regulations may also be a barrier to redevelopment in certain areas. Until such time as updates can be made to the planned street sections, the City is required by law to continue to implement roadway widenings and street setbacks that may no longer be desirable for certain roadway segments.

This project will allow the DTS, in conjunction with its partner City agencies, to review and update the existing planned street widening maps for the entire island to determine the appropriateness of the planned ROWs based on current land use plans, the Honolulu Complete Streets Manual, a survey and evaluation of existing conditions, and community input. The project will also include an assessment of ROW widths necessary to improve conditions to meet minimum public health and safety standards. Updated maps and rules would help the City implement both roadway widenings, where still desired and appropriate, and complete streets improvements in urban areas, Transit-Oriented Neighborhoods (TOD) neighborhoods, and locations near schools and other pedestrian-trip generators.

Work Products/Outcomes:
The project will produce the following deliverables for use by the agencies involved in implementing changes to City streets:

- Updated street section maps based on current land use planning models and assumptions regarding trip generation by different modes of travel;
- List of streets in most critical need for improving access for emergency vehicles and/or that are a safety hazard for pedestrians;
- Identification of other ROWs needing priority improvements;
- List of locations, and best practices and recommendations of alternative strategies for improvement, of sections of street frontage where the ROW has been widened but is not usable for traffic because adjacent ROW frontages have not been widened;
- Appropriate documentation of the public input process used for the analysis, any data or findings, and other relevant information that was used to form the final recommendations is expected;
- Recommendations for amendments to City ordinances and policies to achieve desired street sections, including financial strategies.

Project Justification:
Implementation of this work element will ensure that policies and recommendations contained in the plans listed below can be implemented. In addition, this work element supports the State of Hawaii's Complete Streets Policy and the City and County of Honolulu's Complete Streets Ordinance.

- Oahu General Plan
- City's Development Plans and Sustainable Communities Plans
- Neighborhood TOD Plans
- Hawaii Statewide Pedestrian Master Plan
- Oahu Bike Plan
- Making Honolulu an Age-Friendly City: An Action Plan

Previous or Ongoing Work Related to Proposed Planning Study or Project:
Complete Streets Implementation Study (OWP FY14-15)
Plans listed above

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
DTS Staff		$0
STAFF LABOR SUB-TOTAL		**$0**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
STAFF LABOR SUB-TOTAL			**$0**
Consultant Tasks			
1	Survey and evaluate existing conditions and relevant land use plans for each area	3/2017	$90,000
2	Create and implement a public involvement plan to determine vision for islandwide streets	11/2017	$50,000
3	Identify improvements to streets	3/2018	$250,000
4	Update street widening maps and create GIS inventory	6/2018	$50,000
5	Produce draft and final report, including recommendations of ordinance/policy changes	9/2019	$50,000
6			
CONSULTANT SUB-TOTAL			**$490,000**
Other Costs (e.g., travel, software, equipment, etc.)			
25 copies of draft report, including updated maps			$5,000
25 copies of final report, including updated maps			$5,000
OTHER COSTS SUB-TOTAL			**$10,000**
WORK ELEMENT GRAND-TOTAL			**$500,000**

Oahu Coastal Communities Evacuation Planning Project – Phase 2

WE Number	206.02-17	**Period of Performance**	October 1, 2016 – September 30, 2019
Agency	Department of Emergency Management	**Phone Number**	808-723-8960
Coordinator	Crystal van Beelen	**Fax Number**	808-524-3439
Position	Disaster Preparedness Officer	**Email Address**	cvanbeelen@honolulu.gov

Objectives:
Following on the heels of the completion of an emergency evacuation plan for the geographic areas of Ewa, Kalaeloa, Ko Olina, Nanakuli, Maili, Waianae, Makaha, Mokuleia-Waialua, Waimea-Sunset Beach, Kahuku, Laie, Hauula, Kaaawa, Waikane-Waiahole, Kahaluu, Heeia, Kaneohe, Kailua, and Waimanalo, this Phase 2 study would include the remaining coastal areas not included as part of the Phase 1 study. The plan will include identifying refuge areas and shelter facilities as appropriate. If private road access will be required, the study will identify coordination/collaboration requirements. Additionally, the plan will also have a GIS evacuation route/tsunami boundary signage plan for Oahu using standard approved Manual of Uniform Traffic Control Devices (MUTCD) and NOAA/FHWA signs, and establish policies and procedures for tsunami-ready multi-story buildings in urban areas along the southern coast of Oahu for vertical evacuation.

Project Description:
The project will be accomplished by a consultant contractor over an estimated 36-month period. The consultant is expected to initially perform a gap analysis to validate the study areas and prepare a work plan to accomplish the planned work. Field work will include site visits and field interviews with community organizations and private land owners to determine MOA and other supporting use agreement documentations that should be put in place to permit usage during an expected emergency event. Public coordination/collaboration will include meetings with governmental and NGO partners including SCD, DOT, DOH, HAH, JTFHD, Outdoor Circle, community associations, and City departments. These meetings will provide input into the preparation of the GIS maps to delineate the evacuation routes and locations of recommended Route and Tsunami Boundary signage. In addition, the study will include a vertical evacuation module for urban areas. The entire study report, final product along with an Executive Summary of the project will be delivered with four (4) hard copies and two (2) CD.

Work Products/Outcomes:
An Emergency Evacuation Plan for the areas of Hawaii Kai, Aina Haina, Waialae-Kahala, Waikiki, Ala Moana, Kakaako, Downtown, Kalihi, the Honolulu International Airport, Aiea, Pearl City, and Waipahu.

Project Justification:
This project will document the informational gap that currently exists for the Community and visitor population on recommended evacuation routes from the coastal areas. In addition to the providing recommended evacuation routes, it will provide and identify locations for of refuge areas, shelter locations, and traffic signage which is not currently available. The Tsunami Evacuation zone Boundary signage will also help to better establish the minimum safe evacuation distance from the coastal shoreline which also does not currently exist.

Previous or Ongoing Work Related to Proposed Planning Study or Project:
Previous completed projects include various flood hazard analyses and storm surge modeling studies which would be made available for background and reference purposes.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
DEM Staff		$0
STAFF LABOR SUB-TOTAL		**$0**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
	N/A		$0
STAFF LABOR SUB-TOTAL			**$0**
Consultant Tasks			
1	Gap Analysis		$80,000
2	Field Work for Geographic Area Evacuation Route Plan (various)		$150,000
3	Plan development for Geographic Area Evacuation Route Plan (various); includes private road analyses		$250,000
4	GIS Mapping effort		$80,000
5	Vertical Evacuation Module		$150,000
6	Public Outreach Effort		$90,000
CONSULTANT SUB-TOTAL			**$800,000**
Other Costs (e.g., travel, software, equipment, etc.)			
N/A			
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$800,000**

Program Administration & Support

WE Number	301.01-17	**Period of Performance**	July 1, 2016– June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Brian Gibson	**Fax Number**	808-587-2018
Position	Executive Director	**Email Address**	Brian.gibson@oahumpo.org

Objectives:
To administer the appropriate Federal planning grants and the transportation planning program they support.

Project Description:
Since 1975, the OahuMPO has been responsible for managing and coordinating the transportation planning process on Oahu. The OahuMPO Executive Director and staff administer the metropolitan transportation planning process, as directed by the Policy Board, and ensure that all applicable Federal requirements are met. This includes activities such as submitting the necessary support documents to obtain Federal planning funds for the transportation planning program, monitoring Federal grants, supporting various aspects of the program, and continuous coordination of interagency planning activities.

Work Products/Outcomes:
Effective management of the transportation planning program

Project Justification:
Implementation of this work element will ensure that Oahu has a successful 3-C metropolitan transportation planning process. In addition, effective program management and coordination is required to provide the basis for decision-making by the Policy Board and to assure both the Policy Board and the public that Oahu has an effective, integrated transportation planning program.

Previous or Ongoing Work Related to the Work Element:
The Policy Board is the decision-making body of the OahuMPO. The Policy Board is assisted by an administrative staff and is advised by the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC), and the Transit-Oriented Development Advisory Committee (TODAC). Through this structure, Oahu's transportation planning efforts are continuing, cooperative, and comprehensive.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	4,410	$170,000
HDOT Administrative Staff Support	1,250	$50,000
STAFF LABOR SUB-TOTAL	**5,660**	**$220,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff to provide administrative support necessary to serve the Policy Board, TAC, TODAC, and OahuMPO office	On-going	
2	OahuMPO staff to represent OahuMPO at 3-C planning-related meetings and communicate with Federal representatives, as required	On-going	
3	OahuMPO staff to coordinate 3-C transportation planning process with the OahuMPO's participating agencies	On-going	
4	OahuMPO staff to manage and oversee selected work elements and assist agencies with project management services	On-going	
5	OahuMPO staff to provide necessary grant support functions	On-going	
6	OahuMPO staff to review and modify or add administrative procedures and documents to reflect current needs and policies	On-going	
7	OahuMPO staff to track, manage, and coordinate their work time	On-going	
8	Reimbursement to HDOT for time spent in administrative support of OahuMPO	On-going	
STAFF LABOR SUB-TOTAL			**$220,000**
Consultant Tasks			
	N/A		
CONSULTANT SUB-TOTAL			
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$220,000**

General Technical Assistance and Planning Support

WE Number	301.02-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Brian Gibson	**Fax Number**	808-587-2018
Position	Executive Director	**Email Address**	Brian.gibson@oahumpo.org

Objectives:

- To provide government agencies and other organizations with information and resources relating to the 3-C metropolitan transportation planning process, as required by Federal regulations[15] and as appropriate for effective execution of OahuMPO's mission.
- To provide OahuMPO staff with the flexibility to respond to unanticipated needs for time, support, and assistance, as appropriate.

Project Description:
The OahuMPO provides resources for the 3-C planning process to organizations and stakeholders – such as the participating agencies, the Neighborhood Commission, State and City Transportation Commissions, the Ewa Transportation Coalition, the Office on Aging, the Hawaii Local Technical Assistance Program, DTS' Committee on Accessible Transportation, the Institute of Transportation Engineers, the Department of Health, the University of Hawaii, MauiMPO, and others.

Invariably, unanticipated needs and requests for OahuMPO staff time arise from time-to-time. By utilizing time committed to this work element, staff can be flexible and responsive to these unanticipated requests and opportunities for planning and coordination.

Work Products/Outcomes:
An effective, responsive, and accessible 3-C metropolitan transportation planning process.

Project Justification:
Successful implementation of this work element will ensure that information developed as part of the 3-C planning process is made available to the various transportation decision-making bodies, government agencies, and other organizations. The success of the 3-C transportation planning process requires this type of interaction.

Previous or Ongoing Work Related to the Work Element:
The OahuMPO continues to act as a resource body to various transportation committees of the City Council and the State Legislature in both a general capacity and for specific projects.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	790	$40,000
STAFF LABOR SUB-TOTAL	**790**	**$40,000**

[15] 23 CFR 450.300(a)

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO Executive Director and/or staff to represent the OahuMPO on appropriate transportation-related organizations and committees	On-going	
2	OahuMPO staff to submit appropriate testimonies, documents, and responses to the City Council and the State Legislature	On-going	
3	OahuMPO staff to review the transportation planning aspects of transportation reports and materials for agencies and organizations	On-going	
4	OahuMPO staff to provide transportation presentations, materials, and information to organizations and the public	On-going	
5	OahuMPO staff to participate in the State, City, and private sector transportation planning activities as requested and as appropriate, such as preliminary review of public/private cost-sharing alternatives for transportation services and facility improvements which directly benefit private developments	On-going	
6	OahuMPO staff to respond to requests for information, analysis, assistance, and planning support from participating agencies and other stakeholders	On-going	
STAFF LABOR SUB-TOTAL			**$40,000**
Consultant Tasks			
	N/A		
CONSULTANT SUB-TOTAL			
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$40,000**

Overall Work Program

WE Number	301.03-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Brian Gibson	**Fax Number**	808-587-2018
Position	Executive Director	**Email Address**	Brian.gibson@oahumpo.org

Objectives:

- To develop an OWP in within which planning priorities for the metropolitan area are addressed.
- To track and document the progress of planning studies and the still active work elements from previous years.

Project Description:
The OWP identifies the transportation planning activities of the OahuMPO and its participating agencies for the upcoming fiscal year.[16] It includes transportation and transportation-related planning activities; identifies individual planning projects or work elements; and, provides a record of objectives, anticipated products, related work, tasks, and costs. As a result, it allows for the coordinated, interrelated review of the proposed transportation planning activities on Oahu by Federal officials, policy makers, and the general public. Specifically, it is designed to achieve the following:

- Eliminate duplication of transportation-related planning studies.
- Develop interrelationships among transportation planning; land use planning; and/or urban design/beautification, environmental, and other elements of the metropolitan planning process.
- Ensure coordinated phasing and implementation of State and City transportation planning activities.
- Provide the technical justification for future transportation projects and programs through planning studies conducted as part of the OWP.
- Qualify applicable planning activities for Federal reimbursement.

Work Products/Outcomes:

- An overall work program for FY 2018.
- Review and documentation of the progress of work elements.
- Revisions to existing approved OWPs, as necessary.

Project Justification:
The OWP serves as the key management tool for monitoring State, City, and HART transportation activities on Oahu. It describes transportation-related planning studies to be conducted in a given year. The OWP defines project objectives, priorities, and tasks; and identifies budgetary and staff requirements needed to carry out the projects. In addressing current transportation issues and problems, the OWP responds to local planning requirements, Federal transportation priorities, and Federal planning requirements. The OWP also includes land use studies as they relate to transportation needs.

Previous or Ongoing Work Related to the Work Element:
The OahuMPO is responsible for preparing the OWP. The OWP is developed with the active involvement and assistance from the State, City, and HART transportation and planning departments, as well as intergovernmental agencies, FHWA, FTA, TAC, and CAC.

In the current fiscal year, the OahuMPO will continue working with its participating agencies to review formats, debrief on the OWP process, and revise written procedures.

[16] 23 CFR 450-318(a)

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	1,110	$60,000
STAFF LABOR SUB-TOTAL	**1,110**	**$60,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	State and City agencies and the OahuMPO identify planning needs, approaches, and funding requirements for the FY 2018 OWP	On-going	
2	OahuMPO staff to follow the Process and Procedures document and Participation Plan in the development and revision of the OWP	On-going	
3	OahuMPO staff to evaluate compliance with the Title VI, Environmental Justice, and Disadvantaged Business Enterprise (DBE) Federal regulations	On-going	
4	OahuMPO staff to coordinate revision of the OWP Process and Procedures, as necessary	On-going	
5	OahuMPO staff a to provide the necessary support and coordination for OWP work elements	On-going	
6	OahuMPO to revise the OWP, as necessary	On-going	
STAFF LABOR SUB-TOTAL			**$60,000**
Consultant Tasks			
	N/A		
CONSULTANT SUB-TOTAL			
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$60,000**

Support for Citizen Advisory Committee

WE Number	301.04-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Amy Ford-Wagner	**Fax Number**	808-587-2018
Position	Community Planner	**Email Address**	Amy.ford-wagner@oahumpo.org

Objectives:
To ensure effective citizen participation in the 3-C transportation planning process on Oahu.

Project Description:
The CAC meetings provide an opportunity for member organizations and the public to hear about transportation issues and programs from the people involved in their development and/or implementation. *Ad hoc* committees are formed, as needed, to review specific transportation documents or to discuss transportation issues. These subcommittees present their recommendations to the full CAC for further discussion and/or approval.

The CAC members and general public may respond to the OahuMPO's request for input (such as, during public review periods) with comments through various means – including phone, mail, email, fax, and hand-delivery. The OahuMPO makes every effort to respond to comments received in a timely manner.

Work Products/Outcomes:
- An established CAC that reviews transportation planning issues and reports its recommendations to the Policy Committee.
- A current mailing list of all CAC member representatives, alternates, and chairs – as well as interested parties, including citizens, 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 organizations that represent traditionally underserved populations.[17]

Project Justification:
Successful implementation of this work element will provide necessary citizen input for decision-making by the Policy Committee and will promote improved public information about transportation planning issues.

Previous or Ongoing Work Related to the Work Element:
The OahuMPO CAC was created by the Policy Committee in July 1977 to ensure effective public input into Oahu's transportation planning process. The CAC currently consists of 44 member organizations representing a wide spectrum of interests on Oahu. Since its formation, the CAC has heard and discussed various transportation issues on Oahu; has become a vehicle for public input; and has made recommendations to the Policy Board on the OahuMPO documents and transportation projects and issues.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	1,040	$45,000
STAFF LABOR SUB-TOTAL	**1,040**	**$45,000**

[17] 23 CFR 450.316(a).

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff to coordinate, facilitate, and attend committee and subcommittee meetings, and provide available technical and staff support for the CAC and its subcommittees	On-going	
2	OahuMPO staff to provide effective coordination with other citizen groups on Oahu concerned with transportation planning – such as the Committee on Accessible Transportation, neighborhood boards, area-wide planning forums, and transportation management associations	On-going	
3	OahuMPO staff to coordinate the CAC's participation in the timely review of activities identified in the public participation plan	On-going	
5	OahuMPO staff to brief new and interested CAC members and organizations on the metropolitan planning process	On-going	
6	OahuMPO staff to maintain a mailing list of CAC member organizations, organizations that represent traditionally underserved populations and others interested in transportation	On-going	
STAFF LABOR SUB-TOTAL			**$45,000**
Consultant Tasks			
	N/A		$0
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$45,000**

Single Audit

WE Number	301.05-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Darryen Rhodes	**Fax Number**	808-587-2018
Position	Accountant	**Email Address**	Darryen.rhodes@oahumpo.org

Objectives:
To ensure that the financial operations of the OahuMPO and its subgrantees are in compliance with applicable Federal laws and regulations pursuant to the Single Audit Act Amendments of 1996.

Project Description:
The audit will determine and report whether:

- The financial statements of the OahuMPO present fairly the OahuMPO's financial position and the results of the OahuMPO's financial operations in accordance with generally accepted accounting principles;
- The OahuMPO has internal accounting and other control systems to provide reasonable assurance that the OahuMPO manages Federal financial assistance programs in compliance with applicable laws and regulations; and
- The OahuMPO has complied with laws and regulations of each major Federal grantor.

Work Products/Outcomes:
An independent auditor's report on compliance and on internal control over financial reporting, based on an audit of the financial statements of the OahuMPO and its sub-grantees, satisfying the requirements of US Office of Management and Budget (OMB) Circular A-133 (Audits of States, Local Governments, and Non-Profit Organizations) for FY 2016.[18]

Annual financial and progress reports on OWP work elements are prepared by the OahuMPO and submitted to FTA and FHWA.

Semi-annual DBE participation reports are prepared and submitted to the HDOT.

A set of policies and procedures that helps ensure that OahuMPO is compliant with Federal laws and regulations pursuant to the Single Audit Act, as amended, and generally accepted accounting standards.

Project Justification:
Financial audits of the OahuMPO and its subgrantees are conducted annually in accordance with the Single Audit Act Amendments of 1996 and OMB Circular A-133. The audit contract for FYs 2013, 2014, and 2015 was awarded to Gilford Sato & Associates CPA's, Inc., in accordance with the State's procurement laws.

Previous or Ongoing Work Related to the Work Element:
The audit for FY 2015 was completed in January 2016.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	1,730	$70,000
STAFF LABOR SUB-TOTAL	**1,730**	**$70,000**

[18] The audit for the year ended June 30, 2014, is available on the OahuMPO website at http://www.oahumpo.org/resources/publications-and-reports/financial-audit-of-the-oahumpo/.

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff to assist and cooperate with the auditor in the performance of OahuMPO's annual audit	On-going	
2	OahuMPO staff to identify and review guidance and resources required to maintain Federal grant programs	On-going	
3	OahuMPO staff to provide the necessary administrative and liaison support	On-going	
4	OahuMPO staff to monitor ongoing programs from participating agencies and provide information necessary for the financial review	On-going	
5	OahuMPO staff to prepare and maintain records and grants suitable for audit	On-going	
6	OahuMPO staff to comply with Federal financial management and reporting requirements	On-going	
7	• Office of the Auditor to coordinate the performance of the audit • Consultant will submit any drafts of findings and recommendations and financial statements directly to the Office of the Auditor. • Progress billings from the Consultant will be invoiced to the Office of the Auditor and paid out of its Audit Revolving Fund • Office of the Auditor will then request reimbursement from the OahuMPO	On-going	
8	OahuMPO staff to retain and manage consultant to assist the agency in resolving any outstanding audit findings, procedural comments, and corrective actions.	6/2017	
STAFF LABOR SUB-TOTAL			**$70,000**
Consultant Tasks			
8	State Office of the Auditor's consultant to audit the OahuMPO and its subgrantees, consistent with OMB Circular A-133 requirements and in accordance with generally accepted auditing standards as prescribed by the American Institute of Certified Public Accountants, and Government Auditing Standards issued by the Comptroller General of the United States	Annually	$22,000
CONSULTANT SUB-TOTAL			**$22,000**
Other Costs (e.g., travel, software, equipment, etc.)			
Accounting Software for OahuMPO			$3,000
OTHER COSTS SUB-TOTAL			**$3,000**
WORK ELEMENT GRAND-TOTAL			**$95,000**

Public Participation

WE Number	301.06-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Amy Ford-Wagner	**Fax Number**	808-587-2018
Position	Community Planner	**Email Address**	Amy.ford-wagner@oahumpo.org

Objectives:
To provide citizens, 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.

Project Description:
OahuMPO develops, maintains, and updates, in consultation with interested parties, a Public Participation Plan to describe explicit procedures, strategies, and desired outcomes for:

- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to the proposed Oahu Regional Transportation Plan (ORTP) and the Transportation Improvement Program (TIP);
- Providing timely notice and reasonable access to information about transportation issues and processes;
- Employing visualization techniques to describe the ORTPs and TIPs;
- Making public information available in electronically accessible formats and means;
- Holding any public meetings at convenient and accessible locations and times;
- Demonstrating explicit consideration and response to public input received during the development of the ORTP and the TIP;
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- Providing an additional opportunity for public comment, if the final ORTP or TIP differs significantly from the version that was made available for public comment, and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts
- Coordinating with the statewide transportation planning public involvement and consultation processes;
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process;
- Maintaining an updated website

Work Products/Outcomes:

- An OahuMPO Public Participation Plan that meets Federal requirements, and which is also effective at encouraging, enhancing, and ensuring fair and equitable access to information, respects communities, and results in better decisions that consider the interests of all affected stakeholders.

Project Justification:
Public Participation Plans are required by Federal law[19] and regulation.[20]

Previous or Ongoing Work Related to the Work Element:
The OahuMPO Participation Plan

[19] 23 United States Code, Section 134(i)(6)
[20] 23 Code of Federal Regulation §450.316

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	350	$15,000
STAFF LABOR SUB-TOTAL	**350**	**$15,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff to develop and maintain an OahuMPO Public Participation Plan; update it as necessary	On-going	
2	OahuMPO staff to execute the defined public participation processes	On-going	
3	OahuMPO staff to research best practices in public participation and propose improvements to the OahuMPO Public Participation Plan	On-going	
4	OahuMPO staff to develop materials for public participation opportunities	On-going	
5	OahuMPO staff to attend relevant public participation meetings and other opportunities and events	On-going	
6	OahuMPO staff to maintain the OahuMPO website, Facebook page, Twitter account and other social media for information dissemination, as well as its use as a critical component of the OahuMPO's public participation outreach	On-going	
STAFF LABOR SUB-TOTAL			**$15,000**
Consultant Tasks			
	Consultant funding to update the OahuMPO Public Participation Plan has been previously obligated under work element 201.02-14		
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$15,000**

Disadvantaged Business Enterprise Program

WE Number	301.08-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Darryen Rhodes	**Fax Number**	808-587-2018
Position	Accountant	**Email Address**	Darryen.rhodes@oahumpo.org

Objectives:
To give minority-owned, women-owned, and other DBEs an opportunity to compete for Federally-assisted planning projects and to involve the private sector in the planning and programming phases of project development. The OahuMPO is committed to a policy of equal opportunity and nondiscrimination in the award and administration of USDOT-assisted contracts to DBEs.

Project Description:
As the OahuMPO advertises and awards contracts, it strives to meet DBE goals. The OahuMPO and its participating agencies have established DBE goals since 1980.

Work Products/Outcomes:
- The OahuMPO Tri-annual DBE goals and supporting documentation.
- List of DBE certified firms.
- Revision of the OahuMPO DBE goals, if necessary.
- Semi-annual Uniform Report of DBE Awards or Commitments and Payments.

Project Justification:
The certification and use of DBE firms in contracting opportunities will aid in achieving the OahuMPO's goals regarding its program for disadvantaged small businesses. This work element also strives to provide early involvement of private operators in the planning of transportation services.

Previous or Ongoing Work Related to the Work Element:
The USDOT has encouraged full consideration of the potential services that could be provided by DBE firms in the development of transportation plans and programs and the provision of transit services. The OahuMPO, for DBE program purposes, is considered a sub-recipient of the HDOT Federal assistance funds.

HDOT completed a DBE program economic disparity study in 2011.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	60	$3,000
STAFF LABOR SUB-TOTAL	**60**	**$3,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff to identify potential DBE firms and encourage them to apply for HDOT DBE certification	On-going	
2	OahuMPO will adopt HDOT DBE goals	On-going	
3	OahuMPO staff to monitor all payments made to consultants to ensure that DBE participation is reflected on all invoices submitted	On-going	
4	OahuMPO staff to document DBE activities to FTA and FHWA through the HDOT	On-going	
5	OahuMPO staff to develop annual DBE goals	On-going	
6	OahuMPO staff to attend semi-annual DBE coordinators meetings sponsored by the HDOT	On-going	
STAFF LABOR SUB-TOTAL			**$3,000**
Consultant Tasks			
	N/A		
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$3,000**

Professional Development

WE Number	301.09-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Brian Gibson	**Fax Number**	808-587-2018
Position	Executive Director	**Email Address**	Brian.gibson@oahumpo.org

Objectives:
To maintain a professional planning and support staff that is knowledgeable in the latest planning issues, techniques, analyses, and methodologies; to keep staff current with all required training, such as that required by the State Procurement Office.

Project Description:
There are many conferences, workshops, and other training opportunities available to members of the OahuMPO staff in any year. These professional development opportunities allow OahuMPO staff to improve their technical skills, learn from the planning processes (and sometimes the mistakes) of others, and gain knowledge of emerging trends and issues in transportation planning. Some examples of such opportunities include: the Transportation Research Board Annual Conference, the Association of Metropolitan Planning Organizations Annual Conference, the American Planning Association Annual Conference, as well as various local trainings, workshops, and conferences offered by the Local Technical Assistance Program or other organizations. Many opportunities are also offered via web-conference. Each request for training will be handled by the Executive Director on a case-by-case basis.

This work element includes a budget for travel costs and training fees, which are often required in order for staff to participate in relevant training opportunities.

This work element also includes the reimbursement of dues associated with membership in a relevant professional organization, such as The American Planning Association or The Institute of Transportation Engineers, and also includes reimbursement of costs for professional certification within those organizations. Total reimbursement to any one staff member is limited to $500 annually.

Work Products/Outcomes:
A knowledgeable, well-trained, multi-disciplinary staff

Project Justification:
The Code of Federal Regulation, part 23, section 450.300 "encourages continued development and improvement of the metropolitan transportation planning processes…." Continuous improvement necessitates continuous learning and development of technical skills.

Previous or Ongoing Work Related to the Work Element:
In recent years, OahuMPO staff has attended numerous conferences and workshops held on Oahu and web conferences. In the past, the time was accounted for in work element 301.01 Program Administration & Support.

In the past, scanning tours of other areas facing similar transportation issues and attendance at conferences held on the mainland were more common for OahuMPO staff.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	320	$15,000
STAFF LABOR SUB-TOTAL	**320**	**$15,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff to attend conferences and workshops related to transportation issues and/or transportation planning	On-going	
2	OahuMPO staff to attend mandatory trainings, as required by USDOT, State law, the City and County of Honolulu, or the Hawaii Department of Transportation	On-going	
3	OahuMPO staff may join, participate in, and be certified by a relevant professional organization	On-going	
STAFF LABOR SUB-TOTAL			**$15,000**
Consultant Tasks			
	N/A		$0
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
Travel costs, registration fees, per diem, etc.			$26,000
Reimbursement of Professional Dues and Certification Expenses			$4,000
OTHER COSTS SUB-TOTAL			**$30,000**
WORK ELEMENT GRAND-TOTAL			**$45,000**

Computer & Network Maintenance

WE Number	301.10-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Amy Ford Wagner	**Fax Number**	808-587-2018
Position	Community Planner	**Email Address**	Brian.gibson@oahumpo.org

Objectives:
To maintain individual computers and the OahuMPO computer network so that OahuMPO staff can complete their work tasks as efficiently as possible.

Project Description:
The reality of any modern office is that computers are an essential tool for completing work tasks as efficiently and effectively as possible. This work element covers a myriad of routine maintenance activities as well as less-routine activities necessary to keep individual computer units and the office computer network up and running. Examples of such activities include: serving as the chief point of contact with the technical support contractor charged with primary responsibility for maintaining OahuMPO systems, running virus and malware scanning software, defragging of hard drives, connecting and disconnecting printers or other peripherals to and from the network, replacing of computer hardware components, backing-up files, system reboots as needed, installing and uninstalling of software, system updates, and many others.

Work Products/Outcomes:
- Well-maintained and virus-free computers that run efficiently
- An effective and fast computer network that allows each workstation to access the server as needed
- Efficient email and Internet access for all workstations

Project Justification:
Computers are essential to the ability of OahuMPO to efficiently complete the activities required under the Code of Federal Regulations.

Previous or Ongoing Work Related to the Work Element:
This is an ongoing effort. New workstation computers for all staff members were purchased and installed in FY 2016.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	80	$4,000
STAFF LABOR SUB-TOTAL	**80**	**$4,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	Maintain individual computers to keep them virus-free and operating as efficiently as possible	On-going	
2	Maintain the office computer network to allow for file-sharing between OahuMPO staff members and to keep the office connected to email and Internet service	On-going	
STAFF LABOR SUB-TOTAL			**$4,000**
Consultant Tasks			
3	Computer System Maintenance Agreement		$25,000
CONSULTANT SUB-TOTAL			**$25,000**
Other Costs (e.g., travel, software, equipment, etc.)			
(Computer, peripheral equipment, and software purchases are accounted for in Overhead (Indirect Costs) – work element 302.01)			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$29,000**

Subrecipient Monitoring and Support

WE Number	301.11-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Randolph Sykes	**Fax Number**	808-587-2018
Position	Planning Program Coordinator	**Email Address**	Randolph.sykes@oahumpo.org

Objectives:

- To monitor subrecipients of OahuMPO Federal planning grant funds;
- To provide guidance and support to subrecipients to help ensure compliance with applicable Federal requirements;
- To ensure OahuMPO meets its Federal requirements as a pass-through entity.

Project Description:
OahuMPO can be a pass-through entity for its Federal planning grant by providing a portion of the grant to a subrecipient for purposes of completing eligible transportation planning activities. With this ability comes the responsibility of monitoring each subrecipient and overseeing the award-supported activities. For example, OahuMPO must[21]:

1. Ensure that every sub-award includes certain specific information at the time the sub-award is made;
2. Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the sub-award;
3. Monitor the activities of the subrecipient as necessary to ensure that the sub-award is used for authorized purposes;
4. Verify that each subrecipient is audited;
5. Take enforcement actions against non-compliant subrecipients.

Work Products/Outcomes:

- A sub-award monitoring guide which explains to potential subrecipients their responsibilities and requirements;
- Sub-award agreements that contain the Federally required information;
- Subrecipient risk assessments;
- Regular progress reports on award-supported activities;
- Verification of subrecipient audits;
- Sub-awards that are used for eligible and authorized purposes

Project Justification:
2 CFR 200.330 and 2 CFR 200.331

Previous or Ongoing Work Related to the Work Element:
The Overall Work Program Process and Procedures document does contain some of the requirements of subrecipients.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	1,140	$50,000
STAFF LABOR SUB-TOTAL	**1,140**	**$50,000**

[21] 2 CFR 200.331

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff will develop a sub-award guide to inform potential subrecipients of their responsibilities and requirements	On-going	
2	OahuMPO staff will receive sub-award requests and evaluate each potential subrecipients' risk of non-compliance with Federal requirements	On-going	
3	OahuMPO staff will monitor sub-award activities to ensure the grant is expended for authorized purposes, and will provide guidance and support for subrecipients to help ensure on-going compliance with Federal requirements	On-going	
4	Subrecipient project managers will keep OahuMPO staff informed of sub-award activities and provide required documentation as necessary for OahuMPO's monitoring activities	On-going	
5	OahuMPO staff will verify that each subrecipient is audited	On-going	
6	OahuMPO staff will, if necessary, take enforcement actions against subrecipients to bring the sub-award project back into compliance with Federal requirements	On-going	
STAFF LABOR SUB-TOTAL			**$50,000**
Consultant Tasks			
	N/A		$0
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$50,000**

Transit-Oriented Development Advisory Committee

WE Number	301.12-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Chris Clark	**Fax Number**	808-587-2018
Position	Senior Planner	**Email Address**	Chris.clark@oahumpo.org

Objectives:

- To form a Transit-Oriented Develop Advisory Committee (TODAC)
- To support the TODAC
- To establish TODAC Bylaws and the role and function of the committee in the metropolitan planning process

Project Description:
The Policy Board Bylaws stipulate that the board will be supported by a Transit-Oriented Development Advisory Committee. This work element will allow the committee to be formed, committee membership to be identified, committee bylaws to be developed, and the scope and purpose of the committee to be identified.

Work Products/Outcomes:

- An established TODAC that reviews transportation planning issues and reports its recommendations to the Policy Board.

Project Justification:
The approved Policy Board Bylaws

Previous or Ongoing Work Related to the Work Element:

- The Citizen Advisory Committee
- The Technical Advisory Committee

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	460	$20,000
STAFF LABOR SUB-TOTAL	**460**	**$20,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff, in cooperation with participating agencies, will identify potential members of the TODAC	On-going	
2	OahuMPO staff will support the development a recommended set of TODAC bylaws, including a mission statement, membership, organizational structure, responsibilities, and other typical bylaw provisions	On-going	
3	OahuMPO staff will get approval of the TODAC Bylaws by the Policy Board	On-going	
4	OahuMPO staff to coordinate, facilitate, and attend committee and subcommittee meetings, and provide available technical and staff support for the TODAC and its subcommittees	On-going	
STAFF LABOR SUB-TOTAL			**$20,000**
Consultant Tasks			
	N/A		$0
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$20,000**

Performance-Based Planning

WE Number	301.13-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Taylor Ellis	**Fax Number**	808-587-2018
Position	Planning Analyst	**Email Address**	Taylor.ellis@oahumpo.org

Objectives:
To ensure that OahuMPO meets its Federal requirements for a performance-based planning process.

Project Description:
This work element allows OahuMPO staff, in cooperation with the participating agencies, to establish, maintain, and use performance measures and performance targets to help inform the decision-making of the Policy Board, including the collection, analysis and use of relevant performance data.

Work Products/Outcomes:
- Maintain the List of Available Planning Data
- Transportation system performance measures and associated performance targets
- Integration of relevant data into the planning process
- OahuMPO collection, review, and analyses of census and transportation system performance data Incorporation of the most recent Census data in ArcMap 10 for Title VI and Environmental Justice analysis
- Participation in the activities of the Hawaii State Data Center

Project Justification:
23 U.S.C. Sec. 134(h)(A) states, "*In general – the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to the support the national goals described in section 150(b) of this title….*" Also, throughout the rest of Sec. 134, performance measures, performance targets, and performance-based decision-making are referenced regarding the development of the transportation plan, the transportation improvement program, and other planning products and processes of MPOs.

Previous or Ongoing Work Related to the Work Element:
OahuMPO has been an affiliate member of the Hawaii State Data Center since the late 1980s. By agreement with the USCB, the Hawaii State Data Center is one of the official repositories of census data for Hawaii. As an affiliate member, the OahuMPO receives and disseminates census data for purposes of metropolitan transportation planning.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	400	$15,000
STAFF LABOR SUB-TOTAL	**400**	**$15,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff to develop, maintain, and update, in cooperation with participation agencies, transportation system performance measures and performance targets	On-going	
2	OahuMPO staff to collect, analyze, and report transportation-system performance data as necessary to support the decision-making process	On-going	
3	OahuMPO staff to review and analyze the census data and incorporate it in ArcMap for Title VI and Environmental Justice analysis purposes.	On-going	
4	OahuMPO staff to integrate census data into the metropolitan transportation planning process	On-going	
5	OahuMPO staff to participate in the activities of the Hawaii State Data Center	On-going	
6	OahuMPO staff to use the Congestion Management Process for analyzing the potential impacts of candidate transportation projects		
STAFF LABOR SUB-TOTAL			**$15,000**
Consultant or Contractor Tasks			
	N/A		$0
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
7	Purchase of transportation system performance data and/or purchase of system performance data collection equipment, as necessary		$50,000
OTHER COSTS SUB-TOTAL			**$50,000**
WORK ELEMENT GRAND-TOTAL			**$65,000**

Federal Planning Requirements

WE Number	301.14-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Brian Gibson	**Fax Number**	808-587-2018
Position	Executive Director	**Email Address**	Brian.gibson@oahumpo.org

Objectives:
To ensure that Oahu's metropolitan transportation planning process carries out and complies with Federal metropolitan transportation planning requirements, including new requirements generated from Federal transportation laws and regulations and other State and City requirements.

Project Description:
The new Federal surface transportation authorization, Fixing America's Surface Transportation Act (FAST Act) was signed into law by President Obama in December 2015. It includes some significant changes and new requirements for MPOs nationwide. Additionally, the planning requirement changes from the previous authorization, known as MAP-21, have not yet been codified. Existing procedures will need to be re-examined and modified in light of any new planning requirements.

This work element will also be used to implement corrective actions from any Federal certification review and to explore, analyze, and determine the feasibility of action steps from the OahuMPO Planning Process Review and Implementation Plan, in addition to implementing those action steps approved by the Policy Board.

Work Products/Outcomes:
- New or revised guidelines and procedures for implementing metropolitan transportation planning requirements, as needed
- Revised planning documents consistent with requirements of 23 USC and 23 CFR §450
- Participation in workshops, seminars, and meetings regarding Federal planning requirements
- Implementation of the most recent OahuMPO Federal Certification Review Corrective Action Plan
- Implementation of approved action steps from the OahuMPO Planning Process Review and Implementation Plan

Project Justification:
The FHWA and FTA are required to review and evaluate the OahuMPO and its processes no less than once every four years. Through this review, non-compliance with metropolitan transportation planning regulations can result in sanctions and affect the receipt of Federal funding.

This work element continues to ensure that ongoing Federal metropolitan transportation planning requirements are satisfied and the planning process remains certified. If the OahuMPO metropolitan planning process is not certified, Federal surface transportation funding and project approval for Oahu would be adversely affected.

Previous or Ongoing Work Related to the Work Element:
- The certification of the metropolitan planning process, dated September 2014, including 11 corrective actions and 5 recommendations
- The OahuMPO Planning Process Review to review existing processes and documents and make recommendations for improving them so as to be compliant with Federal regulations

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	380	$20,000
STAFF LABOR SUB-TOTAL	**380**	**$20,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff will participate in Federal certification review activities and will implement corrective actions	On-going	
2	OahuMPO staff will coordinate local implementation of Federal planning regulations with its participating agencies and Federal officials	On-going	
3	OahuMPO staff will review, modify, and/or establish procedures and guidelines for incorporating Federal planning requirements into the OahuMPO, State, and City plans, programs, and processes	On-going	
4	OahuMPO staff will participate in training sessions, meetings, and presentations that promote a better understanding and implementation of the Federal surface transportation authorization and related requirements	On-going	
5	OahuMPO staff will implement metropolitan transportation planning requirements and develop applicable tools needed to implement those requirements	On-going	
6	OahuMPO staff will review proposed Federal regulations as they affect metropolitan transportation planning requirements	On-going	
7	OahuMPO staff will explore, analyze, and determine the feasibility of implementing action steps identified in the OahuMPO Planning Process Review and Implementation Plan	On-going	
8	OahuMPO staff will implement those action steps approved by the Policy Board	On-going	
STAFF LABOR SUB-TOTAL			**$20,000**
Consultant Tasks			
7	General Transportation Planning Contract to address required processes, procedures, and other general transportation planning activities for which individual work orders will be developed		$50,000
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$70,000**

Computer Model Operation and Support

WE Number	301.15-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Chris Clark	**Fax Number**	808-587-2018
Position	Senior Planner	**Email Address**	Chris.clark@oahumpo.org

Objectives:

- To support the metropolitan transportation planning process and the Federally required Congestion Management Process through the ongoing use of mathematical modeling

Project Description:
This work element will allow OahuMPO to run the Travel Demand Forecasting Model (TDFM) and coordinate with the Department of Planning and Permitting in the maintenance and use of the UrbanSim Land-Use Model (LUM), as well as provide the Policy Board and others with the technical analyses needed to make informed transportation decisions. This WE supports the day-to-day efforts required to run the models in conjunction with ongoing transportation planning needs. OahuMPO's congestion management process requires the use of the TDFM to evaluate projects proposed for the ORTP and TIP. Operation of the LUM will occur in cooperation with planners at the Department of Planning and Permitting, who are responsible for developing the land-use forecasts for the island.

Work Products/Outcomes:

- Analyses of travel times and trips using the TDFM for vehicle, transit, bicycle, and pedestrian modes
- Estimates of land-use impacts of transportation choices and vice-versa
- Documentation of changes and analyses

Project Justification:
Mathematical modeling is an essential tool in the analyses of transportation and land-use plan alternatives at both regional and project levels.

Previous or Ongoing Work Related to the Work Element:
OahuMPO uses the TDFM and LUM to evaluate projects proposed for inclusion in the ORTP and TIP.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	500	$30,000
STAFF LABOR SUB-TOTAL	**500**	**$30,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff and DPP to run the TDFM and LUM and analyze the results, as necessary	On-going	
2	OahuMPO staff and DPP to update the model specifications, as necessary	On-going	
3	OahuMPO staff and DPP to document any modification to user's manual	On-going	
4	Procurement of and coordination with consultant for operation of the TDFM and LUM to support planning efforts (if needed)	On-going	
5	Procure and manage consultants as necessary	TBD	
STAFF LABOR SUB-TOTAL			**$30,000**
Consultant Tasks			
6	Operate TDFM and LUM in support of local planning efforts; maintain the models in good working order	TBD	$150,000
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$180,000**

Oahu Regional Transportation Plan

WE Number	301.16-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Chris Clark	**Fax Number**	808-587-2018
Position	Senior Planner	**Email Address**	Chris.clark@oahumpo.org

Objectives:

- To support the implementation of the current *Oahu Regional Transportation Plan*[22] (ORTP) and continue to ensuring that it reflects current transportation and land-use priorities
- To begin development and documentation of the next ORTP which will be consistent with other pertinent City and State planning documents
- To provide financial resources for consulting services related to the development of the next ORTP

Project Description:

The update of a financially-constrained regional transportation plan is one of the requirements of the 3-C planning process, as stated in 23 CFR 450.300. The plan assists in educating decision-makers about the options that are available to improve the transportation system and how they address mobility needs and ensure that programming is based on a full understanding of a policy framework, the role of data, and technical analyses.[23]

Additionally, the following corrective actions from OahuMPO's 2014 Federal Certification Review will be addressed:

- Consult with State and local agencies responsible for land management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan.
- The ORTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities.
- The ORTP must demonstrate and document implementation of the approved Congestion Management Process.
- The final ORTP must include a documented disposition of public comments received.
- The ORTP must include documentation of the analysis completed for Title VI/EJ.

This work element also includes the management of consultant projects relevant to the development of the ORTP.

Work Products/Outcomes:

- Amendments and revisions to the current ORTP, as necessary;
- Products and deliverables associated with the development of the next ORTP, including but not limited to, the Congestion Management Process (CMP) Update (WE 201.05-15), the Transportation Revenue Forecasting & Alternative Revenue Exploration (202.03-14), public input, existing conditions data, identification of alternatives, analysis of alternatives, project selection and evaluation, and other tasks common to the development of a long-range transportation plan

Project Justification:

This regional planning document is mandated by 23 USC 134 (i)[24] as a means to verify the eligibility of metropolitan areas for Federal funds earmarked for surface transportation systems. Any future regionally-significant transportation improvement for Oahu that receives Federal transportation funds must be identified within and/or be consistent with the ORTP in order to be eligible for these funds.

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[22] The *Oahu Regional Transportation 2035*, as revised, may be found at http://www.oahumpo.org/programs/ortpcurrent.html

[23] See NCHRP Report 591, *Factors that support the Planning-Programming Linkage*, (Transportation Research Board), Table 6 on page 27 and section 5.2.4(14) on page 60.

[24] 23 CFR 450.322.

Previous or Ongoing Work Related to the Work Element:
The ORTP 2035 was approved by the Policy Committee in April 2011 and is required to be updated every five years.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	1,330	$70,000
STAFF LABOR SUB-TOTAL	**1,330**	**$70,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff to attend meetings; make presentations to organizations, agencies, and the public requiring information or briefings on the ORTP, including its development process, products, or related activities; and solicit input	On-going	
2	OahuMPO staff to administer the implementation of ORTP 2040 by coordinating with its member agencies, identifying potential OWP planning projects that assist in implementing the goals and objectives of the ORTP, and processing revisions and/or amendments as necessary	On-going	
3	OahuMPO staff, in cooperation with participating agencies, to implement ORTP-relevant recommendations of the 2012 Planning Process Review and 2014 Federal Certification Review	On-going	
4	OahuMPO staff, in cooperation with participating agencies, to develop products and deliverables associated with the next ORTP	On-going	
5	Coordinate with partner agencies in the development of the next ORTP	On-going	
6	Procure and manage consultants for the development of specific elements of the next ORTP	On-going	
STAFF LABOR SUB-TOTAL			**$70,000**
Consultant Tasks			
	N/A		$0
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$70,000**

Transportation Improvement Program

WE Number	301.17-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Planning Analyst	**Fax Number**	808-587-2018
Position	Planning Analyst	**Email Address**	

Objectives:

- To ensure that the Transportation Improvement Program (TIP) documents the priority and funding anticipated to be spent on transportation projects for Oahu covering a period of four years. Projects included in the TIP must be consistent with the Oahu Regional Transportation Plan (ORTP) and the Oahu Regional Intelligent Transportation Systems Architecture (ORITSA)
- To comply with applicable Federal requirements
- To identify and implement improvements to the TIP development process
- To maintain an electronic TIP ("e-TIP") which is available to the public and the participating agencies over the web

Project Description:
A TIP, which is reviewed and approved by the OahuMPO Policy Committee and the Governor, provides the basis for funding and implementing surface transportation improvement projects on Oahu.

Work Products/Outcomes:

- Revisions to the FFYs 2015-2018 TIP,[25] as necessary.
- Develop the FFYs 2019-2023 TIP
- Semi-annual Status Reports to the Policy Board
- Improvements to the TIP development process
- Maintaining an e-TIP

Project Justification:
Developing and maintaining a current and financially-constrained TIP is a Federal requirement.[26]

Previous or Ongoing Work Related to the Work Element:
The FFYs 2015-2018 TIP was approved by the OahuMPO Policy Committee and by the Governor's designee on August 18, 2014. The TIP was then incorporated, without change, as the Oahu element of the Statewide TIP (STIP) – which is the document upon which the USDOT bases its obligation of Federal transportation funds for projects in Hawaii.

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	1,410	$55,000
STAFF LABOR SUB-TOTAL	**1,410**	**$55,000**

[25] The FFYs 2015-2018 TIP may be found at http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/.
[26] 23 CFR 450.324.

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	OahuMPO staff and its participating agencies to monitor and revise, cooperatively and as necessary, the current TIP; ensure its consistency with the regional transportation plan and Federal statutes; identify any changes in project priorities; and, ensure its financial viability	On-going	
2	OahuMPO staff and its participating agencies to review and update, cooperatively and as necessary, the TIP development process	On-going	
3	DTS, in consultation with City agencies, to identify any changes to roadway improvements, transit priorities, and the City's financial plan for TIP projects	On-going	
4	HDOT to identify any changes to State roadways and identify any planned water transit projects	On-going	
5	DPP to review the TIP to ensure its consistency with the City's *Development/Sustainable Community Plans*	On-going	
6	For visualization purposes, OahuMPO to develop location maps and other visualization tools for each project, as applicable, in the TIP revisions	On-going	
7	OahuMPO staff and its participating agencies to conduct the technical analyses of the projects proposed in the draft TIP and TIP revisions that consider: • Compliance with Federal regulatory planning factors;[27] • Consistency with the ORTP; • Consistency with the ORITSA; • Title VI and Environmental Justice compliance; • Performance-Based Planning process analyses; and, • Roadway and transit project evaluations	On-going	
8	OahuMPO staff to process the TIP revisions through the CAC, TAC, and Policy Committee, as appropriate. OahuMPO to follow the strategies and procedures outlined in the OPP for revising the TIP	On-going	
9	OahuMPO staff to ask government agencies to review projects in TIP revisions to ensure their consistency with Federal, State, and local criteria	On-going	
10	OahuMPO and its participating agencies to develop, cooperatively, a semi-annual status report and an annual listing of projects for which funds were obligated in the preceding program year	On-going	
11	OahuMPO staff, in cooperation with staff of the participating agencies, to develop the FFYs 2019-2023 TIP	On-going	
STAFF LABOR SUB-TOTAL			**$55,000**
Consultant/Contractor Tasks			
	N/A		$0
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
12	e-TIP Hosting		$25,000
OTHER COSTS SUB-TOTAL			**$25,000**
WORK ELEMENT GRAND-TOTAL			**$80,000**

[27] 23 CFR 450.306.

Transportation Alternatives Program Coordination

WE Number	301.18-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Planning Analyst	**Fax Number**	808-587-2018
Position	Planning Analyst	**Email Address**	

Objectives:

- To meet the Federal requirement for competitively awarding Transportation Alternatives Program (TAP) funds
- To comply with the requirements of applicable Complete Streets policies
- To ensure appropriate consultation with users of pedestrian walkways and bicycle transportation facilities during the planning process
- To ensure continuous coordination of OahuMPO's planning activities with the bicycle and pedestrian planning activities of other agencies
- To develop bicycle-pedestrian planning skills for OahuMPO staff and to stay current with the state-of-the-practice bicycle-pedestrian planning methods and tools

Project Description:
This work element allocates time for OahuMPO staff to solicit projects for and award TAP funds on Oahu, and to maintain that program. OahuMPO staff will also engage with pedestrian and bicycle transportation stakeholders and to further their knowledge of planning for pedestrian and bicycle facilities. As OahuMPO develops both the ORTP and the TIP, coordination of those documents with the State's Pedestrian Master Plan and the Oahu Bike Plan will be important. The requirements of the State and City & County Complete Streets policies will also influence the development of OahuMPO's planning documents.

Work Products/Outcomes:

- An Federally-compliant TAP program on Oahu
- Enhanced coordination of the OahuMPO planning processes with bicycle and pedestrian stakeholders and plans
- Improved bicycle-pedestrian and sustainable-transportation planning skills among OahuMPO planning staff

Project Justification:
OahuMPO is a multi-modal transportation planning agency that is required to enhance the integration and connectivity of all modes of transportation[28] and to solicit public review and comment on its planning documents from pedestrian and bicycle transportation stakeholders.[29] Both requirements necessitate that OahuMPO staff is knowledgeable and conversant on bicycle and pedestrian operations, facilities, planning issues, and methods. Additionally, the State's and the City and County's Complete Streets Policies require that all modes of transportation be given specific consideration in the development of transportation plans.

Previous or Ongoing Work Related to the Work Element:

- The State of Hawaii's Complete Streets Policy
- The City and County of Honolulu's Complete Streets Policy
- The Hawaii Statewide Pedestrian Master Plan
- The Oahu Bike Plan
- The Safe Routes to School Program
- FAST Act transportation alternatives requirements

[28] 23 CFR 450.306
[29] 23 CFR 450.316

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	210	$10,000
STAFF LABOR SUB-TOTAL	**210**	**$10,000**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	Solicit and prioritize TAP-eligible projects on Oahu and get Policy Board approval for inclusion of top-priority projects in the TIP	On-going	
2	Identify and review existing plans regarding bicycle and pedestrian transportation and ensure coordination with OahuMPO's planning products where appropriate	On-going	
3	Review existing regulations and policies regarding bicycle and pedestrian transportation, including any relevant Complete Streets policies, and ensure compliance between the OahuMPO planning process and those requirements	On-going	
4	Review publications, analyses, and other educational materials to improve knowledge of bicycle and pedestrian transportation planning issues, methods, and tools	On-going	
5	Identify and engage pedestrian and bicycle transportation stakeholders as part of the TAP process and as part of OahuMPO's transportation planning process	On-going	
STAFF LABOR SUB-TOTAL			**$10,000**
Consultant Tasks			
	N/A		$0
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$10,000**

OahuMPO Staff Support of Consultant Projects

WE Number	301.19-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Brian Gibson	**Fax Number**	808-587-2018
Position	Executive Director	**Email Address**	Brian.gibson@oahumpo.org

Objectives:
To provide and account for OahuMPO staff time spent in support of consultant contracts

Project Description:
This work element accounts for the time that OahuMPO staff spends supporting encumbered consultant contracts. For FY 2017, the staff time budgets for such contracts are:

Work Element	Project Title	Staff Time Budget (hours)	Staff Time Cost ($)
201.04-16	Title VI/Environmental Justice Update	0	$0
202.02-14	Central Oahu Transportation Study	250	$11,250
202.04-15	Farrington Highway Realignment Feasibility Study	0	$0
201.16-17	Comprehensive Data Management and Sharing Study	405	$19,000
201.02-14	Public Participation Plan Update	*(Included in W.E. 301.06-17)*	
301.16-16	Oahu Regional Transportation Plan	*(Included in W.E. 301.16-17)*	
201.05-15	Congestion Management Process Update		
202.03-14	Revenue Forecasting & Alternative Revenue Exploration		
301.15-16	Computer Model Operation & Support	*(Included in W.E. 301.15-17)*	
301.14-16/17	Federal Planning Requirements	(Included in W.E. 301.14-17)	
	Total	**655**	**$30,250**

Work Products/Outcomes:
- Completed projects

Project Justification:
Many time projects and studies require multiple years to complete. To properly account for the time that OahuMPO staff will spend in FY 2017 in support of projects that were often obligated and encumbered in previous years, this work element was created.

Previous or Ongoing Work Related to the Work Element:
All of the projects have been approved as part of an Overall Work Program

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	655	$30,250
STAFF LABOR SUB-TOTAL	**655**	**$30,250**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
1	Continue working on the Central Oahu Transportation Study throughout FY 2017	6/2018	$11,250
2	Continue working on the Comprehensive Data Management & Sharing Study throughout FY 2017	6/2018	$19,000
STAFF LABOR SUB-TOTAL			**$30,250**
Consultant Tasks			
	The budget for consultant services was obligated as part of the individual study work elements		$0
CONSULTANT SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
			$0
OTHER COSTS SUB-TOTAL			**$0**
WORK ELEMENT GRAND-TOTAL			**$30,250**

OahuMPO Overhead (Indirect Costs)

WE Number	302.01-17	**Period of Performance**	July 1, 2016 – June 30, 2019
Agency	OahuMPO	**Phone Number**	808-587-2015
Coordinator	Brian Gibson	**Fax Number**	808-587-2018
Position	Executive Director	**Email Address**	Brian.gibson@oahumpo.org

Objectives:
To account for indirect costs associated with OahuMPO operations.

Project Description:
Some costs of OahuMPO are indirect in that the costs are inherently part of all projects and work elements, such as the cost of renting office space, for example. This work element details these indirect costs, as shown described below and in Table IV.

- **Office Space** – includes the costs of the monthly rent, the common area maintenance fee, and the GET tax.
- **Photocopier** – includes the cost of the monthly base rent of the photocopier and the per page printing costs.
- **Telephone** – includes all costs, fees, and taxes from Hawaiian Telcom.
- **Postage** – includes the costs of purchasing postage from the U.S. Postal Service, refilling the postage meter, and any other shipping costs, such as sending packages by Federal Express or United Parcel Service
- **Printing** – includes any costs associated with having any official OahuMPO document, letterhead stationery, or public outreach material professionally printed
- **Advertisements** – includes any costs associated with purchasing newspaper ad space to notify the public of any OahuMPO public input opportunity (meetings, surveys, etc.)
- **Subscriptions & Memberships** – includes the costs of maintaining OahuMPO's subscriptions to any professional trade publication or memberships of any professional association (such as the American Planning Association and the Association of Metropolitan Planning Organizations). It also includes the cost of purchasing professional reference material from publishers, such as the American Planning Association, the Institute of Transportation Engineers, or the American Association of State Highway Transportation Officials.
- **Miscellaneous/Contingency** – is an earmark of last resort for any unforeseen need that is not covered by another category, or for any additional funding (as needed) for a work element.
- **Office Supplies** – includes the costs of typical office supplies and necessities, such as pens, paper, calculators, data CDs, envelopes, paperclips, etc.
- **Equipment** – includes the costs of purchasing or leasing any necessary equipment that is not a computer or computer-related peripheral
- **Computer & Peripheral Equipment** – includes the cost of purchasing any computers, computer hardware, components, and peripheral equipment, as necessary
- **Website Hosting –** includes the cost of hosting and maintaining the www.oahumpo.org website

Work Products/Outcomes:
Continued operation of OahuMPO

Project Justification:
These indirect costs items are a necessary part of providing professional planning services to the island of Oahu.

Previous or Ongoing Work Related to the Work Element:
Not applicable

FY 2017 Staff Labor Commitment to the Work Element

Position/Agency	FY 2015 Staff Labor (Hours)	Staff Labor Budget
OahuMPO Staff	0	$0
STAFF LABOR SUB-TOTAL	**0**	**$0**

FY 2017 Work Element Tasks & Budget

Task #	Task	Estimated Completion Date	Budget
Staff Tasks			
	N/A	N/A	$0
STAFF LABOR SUB-TOTAL			**$0**
Consultant/Contractor/Vendor Tasks			
	N/A	N/A	$0
CONSULTANT/CONTRACTOR/VENDOR SUB-TOTAL			**$0**
Other Costs (e.g., travel, software, equipment, etc.)			
1	Office Space	N/A	$75,000
2	Photocopier	N/A	$8,500
3	Telephone	N/A	$4,500
4	Postage	N/A	$5,000
5	Printing	N/A	$2,000
6	Advertisements	N/A	$2,000
7	Subscriptions & Memberships*	N/A	$6,000
8	Miscellaneous/Contingency	N/A	$40,000
9	Office Supplies	N/A	$3,500
10	Equipment (other than computers)	N/A	$5,000
11	Computers & Peripheral Equipment	N/A	$20,000
12	Website Hosting	On-going	$4,500
OTHER COSTS SUB-TOTAL			**$176,000**
WORK ELEMENT GRAND-TOTAL			**$176,000**

*In the past, this item has been cut or reduced when necessary for fiscal reasons

Status of Active Work Elements Programmed in FY2007-FY2015 Overall Work Programs

Tables 9a and 9b list the work elements (WEs) that were programmed and approved in previous years, and which remain active. WEs that have balances of less than $10 and for which there were no expenditures in FFY2015 are considered inactive and are omitted.

Table 9a Active 200 Series Work Elements

WE Number	WE Title	WE Budget Balance on Oct. 1, 2014	FFY2015 Budget Adjustment	WE Funds Expended through Sept. 30, 2015	WE Funds Balance as of Oct. 1, 2015
201.65-07	Tantalus & Roundtop Drive Boundary Identification Study	$138,532	$0	$16,480	$122,052
203.75-09/14	Ewa Impact Fees for Traffic & Roadway Improvements Update Study	$78,271	$0	$0	$78,271
203.77-09	Short Range Transit Service Operations Plan	$12,619	$0	$2,200	$10,419
203.79-10/13	Honolulu Urban Core Parking Master Plan	$27,788	$0	$12,241	$15,547
203.80-10	Makakilo Traffic Study	$191,961	$0	$10,500	$181,461
203.81-10	West Waikiki Traffic Study	$66,444	$0	$0	$66,444
202.84-11/14	Waikiki Regional Transit Circulator Study	$52,200	$0	$45,180	$7,020
203.82-11	Separate Left-Turn Phase Alternatives Study	$42,280	$0	$0	$42,280
203.83-11	Village Park-Kupuna Loop Sub-Area Corridor Study	$47,766	$0	$34,550	$13,216
201.01-12	Traffic Signal Prioritization Methodology	$114,253	$0	$0	$114,253
205.01-12	OahuMPO Planning Process Review	$130,238	$0	$119,781	$10,457
206.01-12	Emergency Evacuation Plan	$169,242	$0	$108,394	$60,848
202.01-13	Roadway Surface Conditions Assessment & Repair Plan	$1,378,686	$0	$745,408	$633,278
203.84-13	Contra-Flow Update Study	$138,093	$0	$127,500	$10,593
201.04-14	Title VI & Environmental Justice Monitoring	$30,160	$0	$1,804	$28,356
201.02-14	OahuMPO Participation Plan Evaluation	$165,862	$0	$4,020	$161,842
202.02-14	Central Oahu Transportation Study	$518,828	$0	$815	$518,013
202.03-14	Transportation Revenue Forecasting & Alternative Revenue Exploration	$223,766	$0	$0	$223,766
203.05-14	Complete Streets Implementation Plan	$500,000	$0	$429,285	$70,715
201.05-15	Congestion Management Process Update	$221,924	$0	$12,459	$209,465
202.04-15	Farrington Highway Realignment Feasibility Study	$410,472	$0	$2,218	$408,254
202.04-15	Kapalama Sub-Area Multimodal Circulation and Mobility Study	$500,000	$0	$0	$500,000
Total		**$5,159,385**	**$0**	**$1,672,835**	**$3,486,550**

Table 9b Active 300 Series Work Elements

WE Number	WE Title	WE Budget Balance on Oct. 1, 2014	FFY2015 Budget Adjustment	WE Funds Expended through Sept. 30, 2015	WE Funds Balance as of Oct. 1, 2015
301.01-15	Program Administration & Support	$132,277	$82,500	$214,777	$0
301.02-15	General Technical Assistance & Planning Support	$19,577	$0	$19,725	-$148
301.03-15	Overall Work Program	$80,768	-$12,600	$45,273	$22,895
301.04-15	Citizen Advisory Committee & Additional Public Outreach	$40,733	$0	$41,020	-$287
301.05-14	Single Audit	$7,367	$0	$7,361	$6
301.05-15	Single Audit	$51,024	-$2,400	$28,163	$20,461
301.08-15	Disadvantaged Business Enterprise	$1,384	$0	$1,377	$7
301.09-14	Professional Development	$1,316	$0	$1,315	$1
301.09-15	Professional Development	$18,510	-$5,000	$1,259	$12,251
301.10-14	Computer & Network Maintenance	$5,396	$0	$3,771	$1,625
301.10-15	Computer & Network Maintenance	$7,312	$0	$3,155	$4,157
301.13-14	Census & Other Data	$2,306	$0	$2,306	$0
301.13-15	Census & Other Data	$12,661	-$6,000	$0	$6,661
301.15-14	Computer Model Operations & Support	$150,000	$0	$0	$150,000
301.15-15	Computer Model Operations & Support	$154,811	$0	$28,808	$126,003
301.16-14	Oahu Regional Transportation Plan	$61,523	$0	$14,899	$46,624
301.16-15	Oahu Regional Transportation Plan	$251,098	-$12,000	$25,161	$213,937
301.17-14	Transportation Improvement Program	$38,589	$0	$32,130	$6,459
301.17-15	Transportation Improvement Program	$78,401	$0	$40,597	$37,804
301.18-14	Transportation Alternatives Program	$6,229	$0	$6,227	$2
301.18-15	Transportation Alternatives Program	$10,148	$0	$0	$10,148
302.01-14	Overhead (Indirect Costs)	$84,741	$0	$84,741	$0
302.01-15	Overhead (Indirect Costs)	$132,750	-$44,500	$69,335	$18,915
Total		**$1,348,921**	**$0**	**$671,400**	**$677,521**

The slight over-expenditure of funds for WEs 301.02-15 and 301.04-15 will be offset by under-expending funds by $435 for WE 301.03-15. The over-expenditure occurred during a time when OahuMPO's former Financial Specialist had retired from the agency, but before a replacement had been hired.

Tables in Appendix C also show the number of staff hours expended for each of the work elements in Tables 9a and 9b.

Appendix A

Candidate Project Evaluation and Selection

Candidate Project Evaluation and Selection

All candidate projects submitted for consideration were evaluated for possible funding through OahuMPO. From the CAC, six candidate project proposals were received. From OahuMPO staff five project proposals were generated; from MPO member agencies two project proposals were received, and from the OahuMPO Policy Committee, three project proposals were received. Citizens wishing to suggest planning studies for consideration are encouraged to contact a representative on the CAC (a list of member organizations can be found here: http://www.oahumpo.org/about-mpo/committees/citizen-advisory-committee/).

The candidate projects are described below and presented in prioritized order along with a short discussion, evaluation, and final disposition:

Priority 1 Candidate Projects – *Projects that fulfill requirements under metropolitan transportation regulations set forth in 23 CFR 450 subpart C and 23 CR 420.*

OahuMPO Participation Plan Evaluation

OahuMPO last reviewed the effectiveness of its public input process in 2001. This study would aim to answer a few basic questions: Is OahuMPO collecting public input as efficiently as possible? Are there tools that it could be using but are not? How effectively is it reaching the public and do they feel listened to? This candidate project was proposed by FHWA and OahuMPO staff.

Evaluation:

	1	2	3	4	5	6	7	8
Planning Priorities Addressed	x	x	x					
Federal Planning Factors Addressed	x	x	x	x	x	x	x	x
ORTP 2035 Goals Addressed				x				

Here is a proposed project that is so fundamental to MPO operations that it makes the efficient achievement of all eight Federal planning factors possible. MPOs were created, in part, to ensure that the public had a voice in the transportation decision-making process. OahuMPO relies on public input to help describe existing conditions, to identify and evaluate alternatives, and to refine recommendations. While Federal regulations mandate the development and execution of a public participation plan, that plan has not been evaluated as to its effectiveness. Doing so will help ensure the efficiency and effectiveness of OahuMPO and the general public throughout the planning process. Funding for this project was obligated in FY 2014 and funding is expected to be encumbered in FY 2016. As a Federal requirement, it remains a high-priority work element for OahuMPO.

Congestion Management Process (CMP) Update

The current CMP was developed in 2005. The CMP, by federal regulation, shall include: 1) methods to monitor and evaluate the performance of the multimodal transportation system; identify the causes of recurring and non-recurring congestion; identify and evaluate alternative strategies; provide information supporting the implementation of action and evaluate their effectiveness; 2) definitions of congestion management objectives and performance measures to assess congestion and support the evaluation of the effectiveness of congestion reduction and mobility strategies; 3) a coordinated program for data collection and system performance monitoring; 4) identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies; 5) identification of an implementation schedule, responsibilities, and possible funding sources; 6) implementation of a process for periodic assessment of the effectiveness of implemented strategies. This candidate project was proposed by FHWA and OahuMPO staff.

Evaluation:

	1	2	3	4	5	6	7	8
Planning Priorities Addressed	x	x	x					
Federal Planning Factors Addressed				x			x	
ORTP 2035 Goals Addressed		x	x					

The development of the CMP by MPO's nationwide is required in the Code of Federal Regulations, Part 23 (23 CFR), Section (§) 450.320, and so this project was ranked as a First Priority candidate project. Funding for this candidate project was obligated in FY 2015, and funding is expected to be encumbered in FY 2016. It remains a high-priority work element for OahuMPO.

Transportation Revenue Forecasting & Alternative Revenue Exploration

This candidate project would forecast transportation revenues for the purpose of ensuring that ORTP 2040 is fiscally constrained, as required by federal regulation. In addition, it will explore potential future scenarios and alternative funding sources for transportation. This candidate project was proposed by OahuMPO staff.

Evaluation:

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Planning Priorities Addressed	x		x					
Federal Planning Factors Addressed	x						x	
ORTP 2035 Goals Addressed		x						

A fiscally constrained ORTP is a federal requirement; therefore this candidate project was identified as a Priority 1 candidate project. Funding was originally obligated in FY 2014 and is expected to be encumbered in FY 2016. Revenue forecasting remains an important component of completing the ORTP, and therefore the project continues to be a high-priority work element for OahuMPO.

Oahu Bike Plan Update

This objective of this project would be to update the existing Oahu Bike Plan, an island-wide bicycle infrastructure master plan. This candidate project was proposed by the City.

Evaluation:

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Planning Priorities Addressed			x	x				
Federal Planning Factors Addressed					x	x	x	
ORTP 2035 Goals Addressed	x	x	x	x				

Implementing projects from the Oahu Bike Plan is in the ORTP. Normally it would be considered a Priority 3 candidate project. However, the City will provide local matching funds above and beyond the dues paid annually to OahuMPO for its operations. Therefore, by the terms of the OWP Process and Procedures, the priority of this candidate project is elevated by two rankings to a Priority 1 project.

Transit Fares Scenario Modeling Study

The goal of this project is to forecast and analyze transit ridership and fare revenue under a variety of possible fare product and pricing options. These forecasts would inform OahuMPO's travel demand forecasting model as forecasts of future traffic are developed.

Evaluation:

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Planning Priorities Addressed			x	x				
Federal Planning Factors Addressed	x			x	x	x	x	
ORTP 2035 Goals Addressed	x	x	x	x				

The results of this study are vitally important to developing reasonable forecasts of future traffic conditions on Oahu, which is required for completion of the Oahu Regional Transportation Plan. This project is proposed to be amended into the FY2016 OWP.

Priority 2 Candidate Projects – *Projects which are necessary to enabling the OahuMPO and its participating agencies to support the metropolitan transportation planning process or fulfill other Federal, State, or City regulations applicable to this process.*

Oahu Coastal Communities Evacuation Planning Project – Phase 2

Following on the heels of the completion of a Phase 1 emergency evacuation plan for the geographic areas of Ewa, Kalaeloa, Ko Olina, Nanakuli, Maili, Waianae, Makaha, Mokuleia-Waialua, Waimea-Sunset Beach, Kahuku, Laie, Hauula, Kaaawa, Waikane-Waiahole, Kahaluu, Heeia, Kaneohe, Kailua, and Waimanalo, this Phase 2 study would include the remaining coastal areas not included as part of the Phase 1 study. The plan will include identifying refuge areas and shelter facilities as appropriate. If private road access will be required, the study will identify coordination/collaboration requirements. Additionally, the plan will also have a GIS evacuation route/tsunami boundary signage plan for Oahu using standard approved Manual of Uniform Traffic Control Devices (MUTCD) and NOAA/FHWA signs, and establish policies and procedures for tsunami-ready multi-story buildings in urban areas along the southern coast of Oahu for vertical evacuation.

Evaluation:

	1	2	3	4	5	6	7	8
Planning Priorities Addressed				x	x			
Federal Planning Factors Addressed		x					x	
ORTP 2035 Goals Addressed		x		x				

This candidate project was proposed by the Department of Emergency Management.

Title VI & Environmental Justice Monitoring

This candidate project would update OahuMPO's Title VI and Environmental Justice (EJ) populations with the race, ethnicity, and income data from the 2010 Census and other available sources; analyze and evaluate the benefits and impacts of transportation projects on the populations covered by Title VI and EJ regulations; refine performance measures as appropriate; and review OahuMPO's current process of analyzing and evaluating Title VI and EJ impacts and recommend/implement changes. This candidate project was proposed by OahuMPO staff.

Evaluation:

	1	2	3	4	5	6	7	8
Planning Priorities Addressed		x	x	x	x			
Federal Planning Factors Addressed				x		x		
ORTP 2035 Goals Addressed				x	x			

The Title VI and EJ database is integral to many of the fundamental functions of the OahuMPO. Ensuring access for all to the transportation planning process and to the transportation network is found throughout many of the Federal regulations that govern MPO activities, most notably in Title VI of the Civil Rights Act (1964), Executive Order 12898 (1994), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005).[30] Much of the data used to assess the social and environmental impacts of transportation projects is collected by the US Census Bureau. Following the release of the 2010 Census data, it will be vitally important that OahuMPO update its Title VI and EJ database with the latest information to ensure accurate analysis of projects and review and refine performance measures (if necessary). Funding for this work element was originally obligated in FY 2013 and then was re-obligated in FY 2015. It will be encumbered in FY 2016. It remains a high-priority work element for OahuMPO.

Intelligent Transportation Systems Architecture Update

Intelligent Transportation Systems (ITS) are electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system. Per 23 CFR §940.5, development of the regional ITS architecture should be consistent with the

[30]For additional details, visit http://environment.transportation.org/environmental_issues/environmental_justice/#bookmarkSAFETEALU

transportation planning process for statewide and metropolitan transportation planning. This candidate project was proposed by the OahuMPO staff.

Evaluation:

	1	2	3	4	5	6	7	8
Planning Priorities Addressed		x	x					
Federal Planning Factors Addressed				x			x	
ORTP 2035 Goals Addressed		x	x					

OahuMPO last developed the Oahu Regional ITS Systems Architecture and Plan in 2003. Since then, there have been major advances in electronics and communications technologies, as well as a wealth of first-hand experience with ITS devices, systems, and tools on Oahu and in other major metropolitan areas. The Federal regulations for ITS are not contained within 23 CFR 450 Subpart C, and so the work element is not considered a Priority 1 candidate project. Instead, it is a Priority 2 work element.

Review and Update of Planned Rights-of-Way for Existing Streets

This candidate project will review the City's existing policies regarding widening and improvement of existing streets, consistent with recommendations from the Primary Urban Center Development Plan and the ongoing Complete Streets Implementation Study. The goals of this effort are:

1. To undertake a comprehensive review and update of planned street widening maps based on current land use plans, best practice planning models, and updated assumptions regarding trip generation by different modes of travel;
2. To help identify how street rights-of-way (ROW) can best be allocated to the various modes of transportation, resulting in an overall optimal movement of people regardless of mode;
3. To ensure the implementation of the goals and requirements of the Complete Streets ordinance as it applies to existing streets and ROWs;
4. To prepare for the rail transit system and assist with implementation of the neighborhood transit-oriented development (TOD) plans;
5. To increase safety, accessibility, mobility, and connectivity for motorized and non-motorized users; and
6. To ensure an engagement process with the public and planning and engineering professionals.

Evaluation:

	1	2	3	4	5	6	7	8
Planning Priorities Addressed				x				
Federal Planning Factors Addressed				x		x	x	x
ORTP 2035 Goals Addressed		x						

This effort is intended to implement recommendations from the adopted Primary Urban Center Development Plan, and, therefore, would normally be ranked as a Priority 4 candidate project. However, the City is willing to provide matching funds above and beyond their annual dues paid to OahuMPO for its operations. Therefore, by the terms of the OWP Process & Procedures, this candidate project is elevated to a Priority 2 candidate project.

Comprehensive Data Management and Sharing Study

The objective of this candidate work element is a more coordinated data management and sharing process between the OahuMPO and its participating agencies. It will establish a data sharing pool and recommend a program to outline specific policies and procedures concerning the collection, management, and distribution of data to support the local, metropolitan, and state decision-making process. This candidate work element was proposed by the OahuMPO Policy Board via its approval of the Data Sharing Supplemental Agreement.

Evaluation:

	1	2	3	4	5	6	7	8
Planning Priorities Addressed		x						
Federal Planning Factors Addressed			x				x	x
ORTP 2035 Goals Addressed	x	x		x				

This candidate project is a requirement of the Data Sharing Supplemental Agreement, signed by the Oahu participating agencies which became effective on July 20, 2015. Therefore, it is considered a Priority 2 candidate work element.

Priority 3 Candidate Projects – *Projects that support planning efforts for projects identified in the Oahu Regional Transportation Plan (ORTP).*

Central Oahu Transportation Study

This project will assess the multi-modal transportation needs of the Central Oahu region, and identify key transportation system improvements, strategies, and policies that can improve regional transportation mobility and access in a sustainable way. The study shall develop desired multi-modal strategies and system improvements that are technically feasible, financially realistic, sustainable, and meet regional transportation needs.

Evaluation:

	1	2	3	4	5	6	7	8
Planning Priorities Addressed			x					
Federal Planning Factors Addressed	x	x		x	x			
ORTP 2035 Goals Addressed	x	x	x		x			

This candidate project was proposed by the OahuMPO Policy Committee during its consideration of the final ORTP 2035. Some debate occurred regarding a project called "the Central Mauka Road" which was a conceptual project that would parallel H-2 and serve the Central Oahu region. Some Committee members were concerned that the project was not included in the ORTP, and the Committee directed staff to complete this study to identify and prioritize transportation needs for inclusion in the next ORTP. Because the project deals specifically with the viability of a project that was in the ORTP, it is considered to be a Priority 3 candidate work element. Funding for the project was obligated in FY 2014 and encumbered in FY 2015.

Farrington Highway (Route 93) Realignment Feasibility Study

This project would evaluate the potential impacts, costs, benefits, and feasibility of realigning Farrington Highway mauka of the Makaha Beach Park. The current ORTP included the following project (#50): "Construct safety improvements on Farrington Highway along the Waianae Coast, from Makua Valley Road (Kaena Point) to Aliinui Drive (Kahe Point). This project includes realignment around Makaha Beach Park, between Makau Street and Water Street." This candidate project was proposed by the OahuMPO Policy Committee.

Evaluation:

	1	2	3	4	5	6	7	8
Planning Priorities Addressed			x					
Federal Planning Factors Addressed					x			
ORTP 2035 Goals Addressed				x	x			

The realignment of Farrington Highway mauka of the Makaha Beach Park is in the ORTP as a long-range project, but there is no recent analysis or evaluation of the costs and benefits of doing so. The general concept was included in the Makaha Beach Park Master Plan by the City & County of Honolulu Parks Department, but there was no evaluation done regarding the actual feasibility of realigning the roadway. Funding for this candidate project was obligated in FY 2015 and is expected to be encumbered in FY 2016.

Handi-Van & Impacts of Aging Population Study

The goal of this project would be to identify any operational issues or inefficiencies, identify and evaluate operational improvement strategies, and recommend a set of strategies intended to improve current operations. Additionally, this project would develop a demographic forecast, by age cohort, in order to estimate the future demand for Handi-Van services, evaluate current levels of service against the forecasted future demand, identify measures, strategies or projects to close any future service gap, and make a set of recommendations intended to help Handi-Van meet its future demand profile. This candidate project was proposed by the CAC.

Evaluation:

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Planning Priorities Addressed			x					
Federal Planning Factors Addressed				x	x	x	x	
ORTP 2035 Goals Addressed	x	x	x	x				

Handi-Van operations and maintenance is in the ORTP, and this project could assist in determining the level of investment needed to operate and maintain the Handi-Van fleet in the future in the face of increasing demand from an aging population. Therefore, this candidate work element has been identified as a Priority 3. However, the City comments, *"The City's Public Transit Division is continuously assessing future demand for the Handi-Van while also evaluating current and future Federal and City funding and resources to operate and maintain the Handi-Van system.*"

University of Hawaii at Manoa Traffic Study

The goal of this candidate project would be to better understand the origins and destinations of trips to and from campus and identifying potential travel demand management and/or congestion management strategies to help ease congestion caused by University-related traffic. This candidate project was identified by the CAC.

Evaluation:

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Planning Priorities Addressed			x					
Federal Planning Factors Addressed				x	x		x	
ORTP 2035 Goals Addressed			x	x				

ORTP 2040 includes a short-range project (project #7) to "Develop an aggressive TDM program that could include, but is not limited to:

1. Free real-time online carpool matching
2. Outreach promotion and marketing of alternative transportation
3. Emergency ride home program
4. Major special events
5. Employer-based commuter programs
6. Emerging and innovative strategies (e.g., car sharing)."

Therefore, this candidate work element was ranked as a Priority 3. The City commented, "The City is assessing and considering this proposal as a possible OWP study."

Makakilo Drive Extension

This candidate project would assess alternatives to completing the extension of Makakilo Drive in a timely way. This candidate project was proposed by the CAC.

Evaluation:

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Planning Priorities Addressed			x	x				
Federal Planning Factors Addressed				x		x	x	
ORTP 2035 Goals Addressed		x						

Project number 35 in the ORTP is an extension of Makakilo Drive to the H-1 freeway interchange. Therefore, this candidate work element is considered to be a Priority 3. The City comments, "The City is currently undertaking the design of this project. Assessment of alternatives and all environmental documentation has been completed."

North Shore/Koolau Kamehameha Corridor Study

The goal of this study would be to analyze current operating conditions along Kamehameha Highway in the North Shore and Koolau areas of Oahu, identify any existing safety and congestion issues, identify potential safety and congestion improvement measures, evaluate candidate measures, and recommend improvement projects or tasks. Additionally, the study would forecast future operating conditions along the corridor given the development proposals for lands near the corridor, evaluate any forecasted operational issues, identify and evaluate potential measures to improve future operations, and recommend projects or tasks to mitigate future operational issues. The study would also assess the feasibility, opportunities, and challenges for a continuous separated bicycle lane and/or multi-use trail in the study area. Such a facility would be evaluated for its potential to improve the flow of people using non-motorized means of transportation. This candidate project was proposed by the CAC.

Evaluation:

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Planning Priorities Addressed			x					
Federal Planning Factors Addressed		x		x			x	
ORTP 2035 Goals Addressed		x						

Project number 10 in the ORTP is Kamehameha Highway Safety Improvements from Haleiwa to Kahaluu, including such things as turn lanes, guardrails, signage, crosswalks, etc. Widening of the highway will only be in areas where needed for storage or turn lane safety improvements. Therefore, this candidate work element has been identified as a Priority 3. This project, as described could assist in determining location specific safety improvements based on current and forecasted future traffic levels. The City commented, "The primary corridor in the region, Kamehameha Highway, is a state Hawaii Department of Transportation (HDOT) roadway. We suggest the HDOT be approached to discuss and evaluate the possibility of undertaking such a study."

Priority 4 Candidate Projects – *Projects that support planning efforts consistent with the direction set forth in master plans or other planning documents adopted by the OahuMPO, the State, and/or the City.*

Second Access and Emergency Access

Building upon past planning studies, the goal of this project would be to achieve consensus on a technically feasible, financially affordable, environmentally sensitive, and socially acceptable project, strategy, program, or task to help mitigate the transportation impacts of a single access road for the Waianae coast of Oahu. As part of this process, the study would attempt to identify and evaluate potential sources of funding for completing the mitigative measure(s). Additionally, the project would, at a planning level, identify other Oahu communities of 10,000 residents or more that are currently served by only one access road, and identify the associated issues and opportunities. This candidate project was proposed by the CAC.

Evaluation:

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Planning Priorities Addressed				x				
Federal Planning Factors Addressed			x	x		x		
ORTP 2035 Goals Addressed		x		x				

ORTP 2035 contains an illustrative project (#77) to construct a new two-lane second access road to Waianae from Farrington Highway in the vicinity of Maili, over the Waianae Mountain Range, to Kunia Road. The project is considered illustrative because sufficient funds for the project could not be identified within the fiscal constraint of the plan and so the project is not part of the adopted ORTP. If funding was found for the project, it would have to be formally added to the ORTP. There have been at least two previous planning studies examining second and emergency access for

the Waianae Coast. Therefore, this candidate work element has been identified as a Priority 4. The City commented, "*The City has designated and implemented an emergency access route for the Leeward Coast*."

Kapahulu Avenue Corridor Study

The goal of this study would be to analyze current operating conditions along the corridor, identify any existing safety and congestion issues, identify potential safety and congestion improvement measures, evaluate candidate measures, and recommend improvement projects or tasks. Pursuant to the goals and objectives of the Policy Board, this project would use a multi-modal level-of-service evaluation to estimate the operating conditions for both motorized and non-motorized means of transportation. The candidate project was proposed by the CAC.

Evaluation:

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
Planning Priorities Addressed				x				
Federal Planning Factors Addressed		x						
ORTP 2035 Goals Addressed		x		x	x			

There is no project for Kapahulu Avenue identified in the 2035 ORTP. However, a concept for Kapahulu Avenue is identified in the Oahu Bike Plan, making this candidate work element a Priority 4. The City comments, "The City has been assessing traffic conditions on this corridor and examining possible improvements that could include Complete Streets concepts."

Priority 5 Candidate Projects – *Projects that support planning efforts to enable the State and the City to meet other needs that support Oahu's integrated, multimodal transportation system.*

None

Table 11 provides an overview of the candidate projects submitted for the draft FYs 2017 & 2018 OWP based on these priorities. It lists both discrete projects (i.e., projects with a defined start and end) as well as those work elements that are on-going year after year.

Many work elements within this OWP recur annually. They represent ongoing tasks and planning processes that are essential to OahuMPO's ability to complete its mission of continuing, cooperative, and comprehensive (3-C) transportation planning. Some work elements are being carried over from previous OWPs, and have been analyzed in those documents.

Table 11. Prioritized listing of programmed OWP work elements based on OahuMPO evaluation and funding criteria for FYs 2016 and 2017.

Priority	ID	Title	Recommended Programming Status
1	201.02-14	OahuMPO Participation Plan Evaluation	Maintain programming
	201.05-15	Congestion Management Process (CMP) Update	Maintain programming
	202.03-14	Transportation Revenue Forecasting & Alternative Revenue Exploration	Maintain programming
	202.07	Oahu Bike Plan Update	2017
	203.08	Transit Fares Scenario Modeling Study	2017
	301.01	Program Administration & Support	2017
	301.03	Overall Work Program	2017
	301.04	Support for Citizen Advisory Committee & Additional Public Outreach	2017
	301.08	Disadvantaged Business Enterprise Program	2017
	301.16	Oahu Regional Transportation Plan	2017
	301.17	Transportation Improvement Program	2017
	301.18	Transportation Alternatives Program	2017
	302.01	Overhead (Indirect Costs)	2017
	301.14	Federal Planning Requirements	2017
2	201.04-16	Title VI & Environmental Justice Monitoring	Maintain programming
	202.06	Intelligent Transportation System Architecture and Plan Update	2017
	206.02	Oahu Coastal Communities Evacuation Planning Project – Phase 2	2017
	203.07	Review and Update of Planned Rights-of-Way for Existing Streets	2017
	201.16	Comprehensive Data Management and Sharing Study	2017
	301.02	General Technical Assistance and Planning Support	2017
	301.05	Single Audit	2017
	301.09	Professional Development	2017
	301.10	Computer & Network Maintenance	2017
	301.13	Census Data	2017
	301.15	Computer Model Operation and Support	2017
3	202.02-14	Central Oahu Transportation Study	Maintain programming
	202.04-15	Farrington Highway Realignment Feasibility Study	Maintain programming
	N/A	Handi-Van & Impacts of Aging Population Study	Not recommended for programming
	N/A	University of Hawaii at Manoa Traffic Study	Possible future programming?
	N/A	Makakilo Drive Extension	Not recommended for programming

	N/A	North Shore/Koolau Kamehameha Corridor Study	Possible future programming?
4	N/A	Second Access and Emergency Access	Not recommended for programming
	N/A	Kapahulu Avenue Corridor Study	Not recommended for programming

Appendix B

Public and Intergovernmental Comments and Dispositions

Public and Intergovernmental Comments

Public Comments

Comment #	Content/Section	Originator	Comment	Response
1	General	Jose Nazareth Neto	Please conduct a traffic carrying capacity study of Kamehameha Highway from Haleiwa to Kahaluu	The CAC did recommend such a study. However, OahuMPO has insufficient staff time to program this study in FY2017, given the existing slate of programmed projects that are underway and other candidate projects that ranked higher in the prioritization process.

Intergovernmental Comments

Comment #	Content/Section	Originator	Comment	Response
2	General	HFD	HFD appreciates the opportunity for collaboration so that emergency response capabilities are not impacted by any project.	OahuMPO appreciates HFD's cooperation
3	General	State Dept. of Budget and Finance	No comments	
4	General	City/County Dept. of Information Technology	No comments	
5	General	City/County Dept. of Facility Maintenance	No comments	
6	202.06-17 Oahu Regional ITS Architecture Update	DTS	This WE has been revised by DTS; the revision should be included in the Final Draft of the FFY 2017 OWP	DTS's version of the WE was included in the Final Draft
7	301.06-17 Public Participation	DTS	WE 201.02-14 was programmed in the FY 2016-2017 (sic) OWP to procure a consultant for the evaluation of the OahuMPO Participation Plan. The total amount of the WE was $165,861. According to this draft OWP, the 2016 WE is included in the 2017 WE, yet the 2017 budget is $15,000 and there is no mention of evaluation and/or update. Clarification is requested.	WE 201.02-14 remains programmed. WE 301.06-17 programs OahuMPO staff time to support the implementation of the Public Participation Plan, and, more generally, public involvement (above and beyond the CAC) in OahuMPO's planning processes.
8	301.11-17 Sub-recipient Monitoring and Support	DTS	This new WE devotes 1,140 hours of staff time (roughly 7 months for one FT staff) to monitor sub-recipient projects. Request information regarding how this activity was accomplished prior to the proposal of this WE.	Until the programming of this work element, the only task programmed for monitoring of sub-recipient WEs was under 301.03 OWP: *"OahuMPO and its participating agencies to monitor and document progress of all OWP activities."* The only method for monitoring sub-recipient WEs were the semi-

				annual project status reports.9
9	301.16-17 Oahu Regional Transportation Plan	DTS	Suggest that this WE mention the two projects proposed for inclusion: Congestion Management Process Update and Revenue Forecasting & Alternative Revenue Exploration.	Text was added to the WE noting that the management of the additional WEs
10	301.19-17 OahuMPO Staff Support of Consultant Projects	DTS	It is unclear by this WE budgets additional monies for three projects that have been programmed through multiple OWPs (beginning in 2014): Title VI/Environmental Justice Update, Central Oahu Transportation Study, and Farrington Highway Realignment Feasibility Study. (These three projects respectively have 373.5 hours, 552 hours, and 398 hours remaining balance as of this draft OWP)	WE 301.19 was modified to program zero additional hours for the Title VI/Environmental Justice Update and the Farrington Highway Realignment Feasibility Study, and to program only an additional 250 hours of OahuMPO staff time for the Central Oahu Transportation Study. Of the 552 hours currently programmed for the Central Oahu WE, 300 hours are for DPP staff, with the remaining 252 hours for OahuMPO staff.
11	Page 70 – Regional Planning Coordination	DTS	Suggest that this table follow the table included in Appendix C, which are pertinent financial tables needed for evaluation of the document.	The purpose of Table 10 on page 70 is to avoid the duplication of effort and/or to leverage and build-upon work already completed. The financial details of the projects are not relevant to that goal. Additionally, since the OWP programs MPO funds for planning studies, the inclusion of the financial details of projects completed with non-MPO funding may confuse the reader.
12	Appendix C – Funding Summary	DTS	Request that the table be updated to reflect the changes to 202.06-17 ITS Architecture Update	The tables were updated. Additionally, tables in the Executive Summary were also updated.

Appendix C

Financial Tables

Funding Summary

Sources of Funding for FY 2017 Work Elements

Work Element	Title	FTA 5303 (26)	FHWA-PL (39)	SPR	OahuMPO Pooled Local Match Funds	City Held Local Match	HDOT Held Local Match	HART Held Local Match	Total
201.16-17	Comprehensive Data Management and Sharing Study		$132,000		$33,000				$165,000
202.06-17	ITS Architecture Update		$172,000			$43,000			$215,000
202.07-17	Oahu Bike Plan Update		$200,000			$50,000			$250,000
203.07-17	Review and Update of Planned Rights-of-Way for Existing Streets		$400,000			$100,000			$500,000
206.02-17	Oahu Coastal Communities Evacuation Planning Project – Phase		$640,000			$160,000			$800,000
301.01-17	Program Administration & Support	$143,242	$32,758		$34,000		$10,000		$220,000
301.02-17	General Technical Assistance & Planning Support		$32,000		$8,000				$40,000
301.03-17	Overall Work Program		$48,000		$12,000				$60,000
301.04-17	Support for Citizen Advisory Committee & Additional Public Outreach		$36,000		$9,000				$45,000
301.05-17	Single Audit		$76,000		$19,000				$95,000
301.06-17	Public Participation Plan		$12,000		$3,000				$15,000
301.08-17	Disadvantaged Business Enterprise		$2,400		$600				$3,000
301.09-17	Professional Development		$32,800		$12,200				$45,000
301.10-17	Computer & Network Maintenance		$23,200		$5,800				$29,000
301.11-17	Subrecipient Monitoring		$40,000		$10,000				$50,000
301.12-17	Transit Oriented Development Advisory Committee		$16,000		$4,000				$20,000
301.13-17	Performance-Based Planning		$52,000		$13,000				$65,000
301.14-17	Federal Planning Requirements		$56,000		$14,000				$70,000
301.15-17	Computer Model Operation & Support		$144,000		$36,000				$180,000
301.16-17	Oahu Regional Transportation Plan		$56,000		$14,000				$70,000
301.17-17	Transportation Improvement Program		$64,000		$16,000				$80,000
301.18-17	Transportation Alternatives Program		$8,000		$2,000				$10,000
301.19-17	OahuMPO Staff Support of Consultant Projects		$24,200		$6,050				$30,250
302.01-17	Overhead (Indirect Costs)	$120,000	$20,800		$35,200				$176,000
Sub-Total		**$263,242**	**$2,320,158**	**$0**	**$286,850**	**$353,000**	**$10,000**	**$0**	**$3,233,250**

Budget by Participating Agencies for Work Elements Obligated in FY 2017

Work Element	Lead Agency	Estimated Amount				Total Estimated Amount		
		HDOT Staff	City Staff	OahuMPO Staff	Consultant/ Contractor/ Vendor/ Other	Agencies	Consultant/ Contractor/ Vendor/ Other	Total
201.16-17	OahuMPO			$15,000	$150,000	$15,000	$150,000	$165,000
202.06-17	DTS				$215,000		$215,000	$215,000
202.07-17	DTS				$250,000		$250,000	$250,000
203.07-17	DTS				$500,000		$500,000	$500,000
206.02-17	DEM				$800,000		$800,000	$800,000
301.01-17	OahuMPO	$50,000		$170,000		$220,000		$220,000
301.02-17	OahuMPO			$40,000		$40,000		$40,000
301.03-17	OahuMPO			$60,000		$60,000		$60,000
301.04-17	OahuMPO			$45,000		$45,000		$45,000
301.05-17	OahuMPO			$70,000	$25,000	$70,000	$25,000	$95,000
301.06-17	OahuMPO			$15,000		$15,000		$15,000
301.08-17	OahuMPO			$3,000		$3,000		$3,000
301.09-17	OahuMPO			$15,000	$30,000	$15,000	$30,000	$45,000
301.10-17	OahuMPO			$4,000	$25,000	$4,000	$25,000	$29,000
301.11-17	OahuMPO			$50,000		$50,000		$50,000
301.12-17	OahuMPO			$20,000		$20,000		$20,000
301.13-17	OahuMPO			$15,000	$50,000	$15,000	$50,000	$65,000
301.14-17	OahuMPO			$20,000	$50,000	$20,000	$50,000	$70,000
301.15-17	OahuMPO			$30,000	$150,000	$30,000	$150,000	$180,000
301.16-17	OahuMPO			$70,000		$70,000		$70,000
301.17-17	OahuMPO			$55,000	$25,000	$55,000	$25,000	$80,000
301.18-17	OahuMPO			$10,000		$10,000		$10,000
301.19-17	OahuMPO			$30,250		$30,250		$30,250
302.01-17	OahuMPO				$176,000		$176,000	$176,000
Total		$50,000	$0	$737,250	$2,446,000	$787,250	$2,446,000	$3,233,250

Work Element Balances (as of Oct. 1, 2015) to Roll-Over in FY2017

WE Number	WE Title	FHWA-PL Funds Balance	Local Funds Balance	Total
201.04-14	Title VI & Environmental Justice Monitoring	$22,685	$5,671	$28,356
202.03-14	Transportation Revenue Forecasting & Alternative Revenue Exploration	$179,013	$44,753	$223,766
201.05-15	Congestion Management Process Update	$167,572	$41,893	$209,465
202.04-15	Farrington Highway Realignment Feasibility Study	$327,834	$80,420	$408,254
202.04-15	Kapalama Sub-Area Multimodal Circulation and Mobility Study	$400,000	$100,000	$500,000
301.05-15	Single Audit	$15,680	$3,920	$19,600
301.10-14	Computer & Network Maintenance	$487	$325	$812
301.10-15	Computer & Network Maintenance	$3,326	$831	$4,157
301.13-15	Census & Other Data	$5,329	$1,332	$6,661
301.15-14	Computer Model Operations & Support	$150,000	$0	$150,000
301.15-15	Computer Model Operations & Support	$100,803	$25,200	$126,003
301.16-14	Oahu Regional Transportation Plan	$37,299	$9,325	$46,624
301.16-15	Oahu Regional Transportation Plan	$171,150	$42,787	$213,937
301.17-14	Transportation Improvement Program	$5,164	$1,291	$6,455
301.17-15	Transportation Improvement Program	$30,243	$7,561	$37,804
302.01-15	Overhead (Indirect Costs)	$15,132	$3,783	$18,915
Total		**$1,631,717**	**$369,092**	**$2,000,809**

Financial Balances for Active Work Elements Obligated in Previous Years
(Estimated Balances as of October 1, 2015)

2015 OWP

10/01/14 to 9/30/15		FFY 2015 Beginning Balance (as of 10/01/14)									FFY 2015 Expenditures (10/01/14 - 9/30/15)									FFY 2015 Balance (9/30/15)									%
Financials - Beginning, Expenditures & Ending		Federal Funds			Local Share					Total	Federal Funds			Local Share					Total	Federal Funds			Local Share					Total	Spent
		Total	FHWA PL (37)	FTA 5303 (24)	Total	OMPO Held State	OMPO Held City	Others Held State	Others Held City		Total	FHWA PL (37)	FTA 5303 (24)	Total	OMPO Held State	OMPO Held City	Others Held State	Others Held City		Total	FHWA PL (37)	FTA 5303 (24)	Total	OMPO Held State	OMPO Held City	Others Held State	Others Held City		
2015 Work Elements																													
201.05-15	Congestion Mgt Process Update	177,539.00	177,539.00		44,385.00	22,008.75	22,008.75		367.50	221,924.00	9,967.00	9,967.00		2,492.00	1,246.00	1,246.00			12,459.00	167,572.00	167,572.00	0.00	41,893.00	20,762.75	20,762.75	0.00	367.50	209,465.00	6%
202.04-15	Farrington Hwy Realign Feasibility Study	328,378.00	328,378.00		82,094.00	41,047.00	41,047.00			410,472.00	544.00	544.00		1,674.00	837.00	837.00			2,218.00	327,834.00	327,834.00	0.00	80,420.00	40,210.00	40,210.00	0.00	0.00	408,254.00	1%
202.05-15	Kapalama Sub-Area Multimodal/ Mobility Study	400,000.00	400,000.00		100,000.00	0.00	0.00		100,000.00	500,000.00	0.00			0.00					0.00	400,000.00	400,000.00	0.00	100,000.00	0.00	0.00	0.00	100,000.00	500,000.00	0%
301.01-15	Program Administration & Support*	171,822.00	31,520.00	140,302.00	42,955.00	21,477.50	21,477.50			214,777.00	137,280.06		137,280.06	34,320.02	17,160.01	17,160.01			171,600.08	34,541.94	31,520.00	3,021.94	8,634.99	4,317.49	4,317.49	0.00	0.00	43,176.93	80%
301.02-15	General Tech Assistance & Planning Support	15,662.00	0.00	15,662.00	3,915.00	1,957.50	1,957.50			19,577.00	15,779.94		15,779.94	3,944.99	1,972.49	1,972.49			19,724.93	-117.94	0.00	-117.94	-29.99	-14.99	-14.99	0.00	0.00	-147.93	101%
301.03-15	Overall Work Program*	54,534.00	0.00	54,534.00	13,634.00	6,817.00	6,817.00			68,168.00	36,218.02		36,218.02	9,054.51	4,527.25	4,527.25			45,272.53	18,315.98	0.00	18,315.98	4,579.50	2,289.75	2,289.75	0.00	0.00	22,895.48	66%
301.04-15	Support for CAC & Public Outreach	32,586.00	0.00	32,586.00	8,147.00	4,073.50	4,073.50			40,733.00	32,816.18		32,816.18	8,204.05	4,102.02	4,102.02			41,020.23	-230.18	0.00	-230.18	-57.05	-28.52	-28.52	0.00	0.00	-287.23	101%
301.05-15	Single Audit*	38,899.00	15,680.00	23,219.00	9,725.00	4,862.50	4,862.50			48,624.00	22,530.26		22,530.26	5,632.57	2,816.28	2,816.28			28,162.83	16,368.74	15,680.00	688.74	4,092.44	2,046.22	2,046.22	0.00	0.00	20,461.18	58%
301.08-15	DBE	1,107.00		1,107.00	277.00	138.50	138.50			1,384.00	1,101.81		1,101.81	275.45	137.73	137.73			1,377.26	5.19	0.00	5.19	1.55	0.77	0.77	0.00	0.00	6.74	100%
301.09-15	Professional Development*	10,808.00	2,400.00	8,408.00	2,702.00	1,351.00	1,351.00			13,510.00	1,007.00		1,007.00	251.75	125.88	125.88			1,258.75	9,801.00	2,400.00	7,401.00	2,450.25	1,225.13	1,225.13	0.00	0.00	12,251.25	9%
301.10-15	Computer & Network Maintenance	5,850.00	5,850.00		1,462.00	731.00	731.00			7,312.00	2,524.18	2,524.18		631.05	315.52	315.52			3,155.23	3,325.82	3,325.82	0.00	830.96	415.48	415.48	0.00	0.00	4,156.78	43%
301.13-15	Census & Other Data*	5,329.00	5,329.00		1,332.00	666.00	666.00			6,661.00	0.00			0.00	0.00	0.00			0.00	5,329.00	5,329.00	0.00	1,332.00	666.00	666.00	0.00	0.00	6,661.00	0%
301.14-15	Federal Planning Requirements	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00			0.00					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%
301.15-15	Computer Model Operation & Support	123,849.00	123,849.00		30,962.00	15,481.00	15,481.00			154,811.00	23,046.50	23,046.50		5,761.63	2,880.81	2,880.81			28,808.13	100,802.50	100,802.50	0.00	25,200.38	12,600.19	12,600.19	0.00	0.00	126,002.88	19%
301.16-15	Oahu Regional Transportation Program*	191,278.00	191,278.00		47,819.80	19,247.50	19,247.50		9,324.80	239,097.80	20,128.62	20,128.62		5,032.16	2,516.08	2,516.08			25,160.78	171,149.38	171,149.38	0.00	42,787.65	16,731.42	16,731.42	0.00	9,324.80	213,937.03	11%
301.17-15	TIP	62,721.00	62,721.00	0.00	15,680.00	7,194.60	7,194.60		1,290.80	78,401.00	32,477.54	32,477.54		8,119.39	4,059.69	4,059.69			40,596.93	30,243.46	30,243.46	0.00	7,560.62	3,134.91	3,134.91	0.00	1,290.80	37,804.08	52%
301.18-15	TAP	8,118.00		8,118.00	2,030.00	1,015.00	1,015.00			10,148.00	0.00			0.00	0.00	0.00			0.00	8,118.00	0.00	8,118.00	2,030.00	1,015.00	1,015.00	0.00	0.00	10,148.00	0%
302.01-15	Overhead (Indirect Costs)*	70,600.00	16,173.00	54,427.00	17,650.00	8,825.00	8,825.00			88,250.00	55,467.89	15,587.78	39,880.11	13,866.97	6,933.49	6,933.49			69,334.86	15,132.11	585.22	14,546.89	3,783.03	1,891.51	1,891.51	0.00	0.00	18,915.14	79%
	Sub-total 2015 WE	1,699,080.00	1,360,717.00	338,363.00	424,769.80	156,893.35	156,893.35	0.00	110,983.10	2,123,849.80	390,889.00	104,275.62	286,613.38	99,260.50	49,630.25	49,630.25	0.00	0.00	490,149.50	1,308,191.00	1,256,441.38	51,749.62	325,509.30	107,263.10	107,263.10	0.00	110,983.10	1,633,700.30	**23%**
	Total 2015 WE	1,699,080.00	1,699,080.00		424,769.80	313,786.70		110,983.10		2,123,849.80	390,889.00	390,889.00		99,260.50	99,260.50		0.00		490,149.50	1,308,191.00	1,308,191.00		325,509.30	214,526.20		110,983.10		1,633,700.30	
≤ 2014 Active Work Elements																													
201.65.07	Tantalus & Roundtop Dr Boundary Identif Study	110,826.00	110,826.00		27,706.00				27,706.00	138,532.00	13,184.00	13,184.00		3,296.00				3,296.00	16,480.00	97,642.00	97,642.00	0.00	24,410.00	0.00	0.00	0.00	24,410.00	122,052.00	12%
203.75-09/14	Ewa Impact Fees Study	62,617.00	62,617.00		15,654.00				15,654.00	78,271.00	0.00	0.00		0.00				0.00	0.00	62,617.00	62,617.00	0.00	15,654.00	0.00	0.00	0.00	15,654.00	78,271.00	0%
203.77-09	Short Range Transit	10,095.57	10,095.57		2,523.90				2,523.90	12,619.47	1,759.60	1,759.60		439.90				439.90	2,199.50	8,335.97	8,335.97	0.00	2,084.00	0.00	0.00	0.00	2,084.00	10,419.97	17%
203.79-10	Honolulu Urban Core Parking Master Plan	22,230.00	22,230.00		5,558.00				5,558.00	27,788.00	9,792.75	9,792.75		2,448.19				2,448.19	12,240.94	12,437.25	12,437.25	0.00	3,109.81	0.00	0.00	0.00	3,109.81	15,547.06	44%
203.80-10	Makakilo Traffic Study	153,568.92	153,568.92		38,392.23				38,392.23	191,961.15	8,400.00	8,400.00		2,100.00				2,100.00	10,500.00	145,168.92	145,168.92	0.00	36,292.23	0.00	0.00	0.00	36,292.23	181,461.15	5%
203.81-10	West Waikiki Traffic Study	53,155.00	53,155.00		13,289.00				13,289.00	66,444.00	0.00	0.00		0.00				0.00	0.00	53,155.00	53,155.00	0.00	13,289.00	0.00	0.00	0.00	13,289.00	66,444.00	0%
202.84-11/14	Waikiki Regional Circulator Study	41,760.00	41,760.00		10,440.00				10,440.00	52,200.00	36,144.00	36,144.00		9,036.00				9,036.00	45,180.00	5,616.00	5,616.00	0.00	1,404.00	0.00	0.00	0.00	1,404.00	7,020.00	87%
203.82-11	Separate Left-Turn Phase Alternatives Study	33,824.00	33,824.00		8,456.00				8,456.00	42,280.00	0.00	0.00		0.00				0.00	0.00	33,824.00	33,824.00	0.00	8,456.00	0.00	0.00	0.00	8,456.00	42,280.00	0%
203.83-11	Village Park - Kupuna Loop Corridor Study	38,213.00	38,213.00		9,553.00				9,553.00	47,766.00	27,640.00	27,640.00		6,910.00				6,910.00	34,550.00	10,573.00	10,573.00	0.00	2,643.00	0.00	0.00	0.00	2,643.00	13,216.00	72%
201.01-12	Traffic Signal Prioritization Methodology	91,402.00	91,402.00		22,851.00				22,851.00	114,253.00	0.00	0.00		0.00				0.00	0.00	91,402.00	91,402.00	0.00	22,851.00	0.00	0.00	0.00	22,851.00	114,253.00	0%
205.01-12	OMPO Planning Process Review	104,190.00	104,190.00		26,047.60	13,023.80	13,023.80			130,237.60	95,824.62	95,824.62		23,956.16	11,978.08	11,978.08			119,780.78	8,365.38	8,365.38	0.00	2,091.45	1,045.72	1,045.72	0.00	0.00	10,456.83	92%
206.01-12	Emergency Evacuation Plan	135,394.00	135,394.00		33,848.00				33,848.00	169,242.00	86,715.12	86,715.12		21,678.78				21,678.78	108,393.90	48,678.88	48,678.88	0.00	12,169.22	0.00	0.00	0.00	12,169.22	60,848.10	64%
202.01-13	Roadway Surface Conditions Assess't & Repair Plan	1,050,000.00	1,050,000.00		328,686.00				328,686.00	1,378,686.00	596,326.40	596,326.40		149,081.60				149,081.60	745,408.00	453,673.60	453,673.60	0.00	179,604.40	0.00	0.00	0.00	179,604.40	633,278.00	54%
203.84-13	Contra-Flow Update Study	110,474.00	110,474.00		27,619.00				27,619.00	138,093.00	102,000.00	102,000.00		25,500.00				25,500.00	127,500.00	8,474.00	8,474.00	0.00	2,119.00	0.00	0.00	0.00	2,119.00	10,593.00	92%
201.02-14	OMPO Participation Plan Evaluation	132,689.00	132,689.00		33,173.00	16,586.50	16,586.50			165,862.00	3,216.34	3,216.34		804.09	402.05	402.05			4,020.43	129,472.66	129,472.66	0.00	32,368.91	16,184.46	16,184.46	0.00	0.00	161,841.57	2%
201.04-14	Title VI & Environmental Justice Monitoring	24,128.00	24,128.00		6,032.00	3,016.00	3,016.00			30,160.00	1,442.80	1,442.80		360.69	180.35	180.35			1,803.49	22,685.20	22,685.20	0.00	5,671.31	2,835.66	2,835.66	0.00	0.00	28,356.51	6%
202.02-14	Central Oahu Transportation Study	415,062.40	415,062.40		103,765.60	50,954.80	50,954.80		1,856.00	518,828.00	651.66	651.66		162.91	81.46	81.46			814.57	414,410.74	414,410.74	0.00	103,602.69	50,873.35	50,873.35	0.00	1,856.00	518,013.43	0%
202.03-14	Transp Revenue Forecasting & Alternatives	179,013.00	179,013.00		44,753.00	21,912.50	21,912.50		928.00	223,766.00	0.00	0.00		0.00	0.00	0.00			0.00	179,013.00	179,013.00	0.00	44,753.00	21,912.50	21,912.50	0.00	928.00	223,766.00	0%
203.05-14	Complete Street Implementation Plan	400,000.00	400,000.00		100,000.00				100,000.00	500,000.00	343,428.00	343,428.00		85,857.00				85,857.00	429,285.00	56,572.00	56,572.00	0.00	14,143.00	0.00	0.00	0.00	14,143.00	70,715.00	86%
301.01-14	Program Administration & Support	0.65		0.65	0.16	0.08	0.08			0.81	0.00		0.00	0.00	0.00	0.00			0.00	0.65	0.00	0.65	0.16	0.08	0.08	0.00	0.00	0.81	0%
301.02-14	General tech Assistance/Planning Support	0.16		0.16	0.04	0.02	0.02			0.20	0.00		0.00	0.00	0.00	0.00			0.00	0.16		0.16	0.04	0.02	0.02			0.20	0%
301.03-14	Overall Work Program	0.12		0.12	0.03	0.02	0.02			0.15	0.00		0.00	0.00	0.00	0.00			0.00	0.12		0.12	0.03	0.02	0.02			0.15	0%
301.04-14	Support for Citizen Advisory Committee	0.74		0.74	0.19	0.09	0.09			0.93	0.00		0.00	0.00	0.00	0.00			0.00	0.74		0.74	0.19	0.09	0.09			0.93	0%
301.05-14	Single Audit - Consultant Contract	6,133.98	1,200.00	4,933.98	1,233.49	616.75	616.75			7,367.47	6,128.80	1,200.00	4,928.80	1,232.20	616.10	616.10			7,361.00	5.18	0.00	5.18	1.29	0.64	0.64	0.00	0.00	6.47	100%
301.09-14	Professional Development	1,052.41		1,052.41	263.10	131.55	131.55			1,315.51	1,051.62		1,051.62	262.91	131.45	131.45			1,314.53	0.79	0.00	0.79	0.20	0.10	0.10	0.00	0.00	0.99	100%
301.10-14	Computer Network & Maintenance - Contractor	4,316.82	2,205.62	2,111.20	1,079.21	539.60	539.60			5,396.03	3,016.68	1,718.14	1,298.54	754.17	377.09	377.09			3,770.85	1,300.14	487.48	812.66	325.04	162.52	162.52	0.00	0.00	1,625.18	70%
301.13-14	Census Data	1,845.12		1,845.12	461.28	230.64	230.64			2,306.40	1,844.73		1,844.73	461.18	230.59	230.59			2,305.91	0.39	0.00	0.39	0.10	0.05	0.05	0.00	0.00	0.49	100%
301.15-14	Computer Model Operations - Consultant Contract	120,000.00	120,000.00		30,000.00	15,000.00	15,000.00			150,000.00	0.00			0.00					0.00	120,000.00	120,000.00	0.00	30,000.00	15,000.00	15,000.00	0.00	0.00	150,000.00	0%
301.16-14	Oahu Regional Transp Model - DTS/DPP Staff Time	49,218.46	37,299.00	11,919.46	12,304.87	1,489.93	1,489.93		9,325.00	61,523.33	11,919.25		11,919.25	2,979.81	1,489.91	1,489.91			14,899.06	37,299.21	37,299.00	0.21	9,325.05	0.03	0.03	0.00	9,325.00	46,624.26	24%
301.17-14	TIP - DTS Staff Time	30,871.44	5,164.00	25,707.44	7,717.86	3,213.43	3,213.43		1,291.00	38,589.30	25,703.93		25,703.93	6,425.98	3,212.99	3,212.99			32,129.91	5,167.51	5,164.00	3.51	1,291.88	0.44	0.44	0.00	1,291.00	6,459.39	83%
301.18-14	Transportation Alternatives Progam	4,983.20		4,983.20	1,245.80	622.90	622.90			6,229.00	4,981.70		4,981.70	1,245.43	622.71	622.71			6,227.13	1.50	0.00	1.50	0.38	0.19	0.19	0.00	0.00	1.88	100%
302.01-14	Overhead (Indirect Cost)	67,792.94	8,017.67	59,775.27	16,948.24	8,474.12	8,474.12			84,741.18	67,792.58	8,017.68	59,774.90	16,948.15	8,474.07	8,474.07			84,740.73	0.36	-0.01	0.37	0.09	0.05	0.05	0.00	0.00	0.45	100%
	Sub-total ≤ 2014 WE	3,454,857.93	3,342,528.18	112,329.75	929,601.58	135,812.73	135,812.73	0.00	657,976.13	4,384,459.51	1,448,964.58	1,337,461.11	111,503.47	361,941.14	27,796.83	27,796.83	0.00	306,347.47	1,810,905.72	2,005,893.35	2,005,067.07	826.28	567,660.44	108,015.89	108,015.89	0.00	351,628.66	2,573,553.79	**41%**
	Total ≤ 2014 WE	3,454,857.93	3,454,857.93		929,601.58	271,625.45		657,976.13		4,384,459.51	1,448,964.58	1,448,964.58		361,941.14	55,593.67		306,347.47		1,810,905.72	2,005,893.35	2,005,893.35		567,660.44	216,031.78		351,628.66		2,573,553.79	
2015 & ≤ 2014 Total Work Elements																													
	2015 Work Elements	1,699,080.00	1,360,717.00	338,363.00	424,769.80	156,893.35	156,893.35	0.00	110,983.10	2,123,849.80	390,889.00	104,275.62	286,613.38	99,260.50	49,630.25	49,630.25	0.00	0.00	490,149.50	1,308,191.00	1,256,441.38	51,749.62	325,509.30	107,263.10	107,263.10	0.00	110,983.10	1,633,700.30	23%
	≤ 2014 Work Elements	3,454,857.93	3,342,528.18	112,329.75	929,601.58	135,812.73	135,812.73	0.00	657,976.13	4,384,459.51	1,448,964.58	1,337,461.11	111,503.47	361,941.14	27,796.83	27,796.83	0.00	306,347.47	1,810,905.72	2,005,893.35	2,005,067.07	826.28	567,660.44	108,015.89	108,015.89	0.00	351,628.66	2,573,553.79	41%
	Total	5,153,937.93	4,703,245.18	450,692.75	1,354,371.38	292,706.08	292,706.08	0.00	768,959.23	6,508,309.31	1,839,853.58	1,441,736.73	398,116.85	461,201.64	77,427.08	77,427.08	0.00	306,347.47	2,301,055.22	3,314,084.35	3,261,508.45	52,575.90	893,169.74	215,278.99	215,278.99	0.00	462,611.76	4,207,254.09	**35%**
						585,412.15									154,854.17									430,557.98					

2015 Unexpended/ Inactive Work Elements		FFY 2015 Beginning Balance (as of 10/01/14)									FFY 2015 Expenditures (10/01/14 - 9/30/15)									FFY 2015 Balance (9/30/15)									%
		Federal Funds			Local Share					Total	Federal Funds			Local Share					Total	Federal Funds			Local Share					Total	Expended
		Total	FHWA PL (37)	FTA 5303 (24)	Total	OMPO Held		Others Held			Total	FHWA PL (37)	FTA 5303 (24)	Total	OMPO Held		Others Held			Total	FHWA PL (37)	FTA 5303 (24)	Total	OMPO Held		Others Held			
						State	City	State	City						State	City	State	City						State	City	State	City		
301.01-14	Program Admin & Support	0.65		0.65	0.16	0.16				0.81	0.00		0.00	0.00	0.00				0.00	0.65	0.00	0.65	0.16	0.16	0.00	0.00	0.00	0.81	0%
301.02-14	Gen Tech Assist/ Planning Support	0.16		0.16	0.04	0.04				0.20	0.00		0.00	0.00	0.00				0.00	0.16	0.00	0.16	0.04	0.04	0.00	0.00	0.00	0.20	0%
301.03-14	OWP	0.12		0.12	0.03	0.03				0.15	0.00		0.00	0.00	0.00				0.00	0.12	0.00	0.12	0.03	0.03	0.00	0.00	0.00	0.15	0%
301.04-14	CAC	0.74		0.74	0.19	0.19				0.93	0.00		0.00	0.00	0.00				0.00	0.74	0.00	0.74	0.19	0.19	0.00	0.00	0.00	0.93	0%
301.09-14	Professional Development	1,052.41		1,052.41	263.10	263.10				1,315.51	1,051.62		1,051.62	262.91	262.91				1,314.53	0.79	0.00	0.79	0.20	0.20	0.00	0.00	0.00	0.99	100%
301.13-14	Census Data	1,845.12		1,845.12	461.28	461.28				2,306.40	1,844.73		1,844.73	461.18	461.18				2,305.91	0.39	0.00	0.39	0.10	0.10	0.00	0.00	0.00	0.49	100%
301.18-14	TAP	4,983.20		4,983.20	1,245.80	1,245.80				6,229.00	4,981.70		4,981.70	1,245.43	1,245.43				6,227.13	1.50	0.00	1.50	0.38	0.38	0.00	0.00	0.00	1.88	100%
302.01-14	Overhead	67,792.94	8,017.67	59,775.27	16,948.24	16,948.24				84,741.18	67,792.58	8,017.68	59,774.90	16,948.15	16,948.15				84,740.73	0.36	-0.01	0.37	0.09	0.09	0.00	0.00	0.00	0.45	100%
	Total - Unexpended Funds	75,675.34	8,017.67	67,657.67	18,918.83	18,918.83		0.00	0.00	94,594.17	75,670.63	8,017.68	67,652.95	18,917.66	18,917.66		0.00	0.00	94,588.29	4.71	-0.01	4.72	1.17	1.17		0.00	0.00	5.88	100%

Staff Time Balances for Active Work Elements Obligated in Previous Years
(Estimated Balances as of October 1, 2015)

2015 OWP 10/01/14 to 4/30/15 (7 of 12 mos, ~ 58%) Hours - Proposed, Expended & Ending		FFY 2015 Hours Proposed (as of 10/01/14)													FFY 2015 Hours Used (10/01/14 to 9/30/15)								FFY 2015 Hours Balance (as of 9/30/15)								% Expended
		C&C	DDC	DFM	DPP		DTS				DTS/ DPP	OahuMPO		Total	C&C	DDC	DFM	DPP	DTS	DTS/ DPP	OahuMPO	Total	C&C	DDC	DFM	DPP	DTS	DTS/ DPP	OahuMPO	Total	
		Planner	Engr, Plnr	Engr, Plnr	Engr, Plnr	Planner	Engr, Plnr	Project Mgr	TPD Planners	TPD Support Staff	Project Mgr	Planner	Support Staff																		
2015 Work Elements																															
201.05-15	Congestion Mgt Process Update								30.00	5.00		450.00		**485.00**							203.50	**203.50**	-	-	-	-	35.00	-	246.50	**281.50**	42%
202.04-15	Farrington Hwy Realign Feasibility Study											425.00		**425.00**							27.00	**27.00**	-	-	-	-	-	-	398.00	**398.00**	6%
202.05-15	Kapalama Sub-Area Multimodal/ Mobility Study		40.00	40.00	150.00		150.00	75.00			275.00			**730.00**								**0.00**	-	40.00	40.00	150.00	225.00	275.00	0.00	**730.00**	0%
301.01-15	Program Administration & Support											945.00	2,485.00	**3,430.00**							4,445.90	**4,445.90**	-	-	-	-	-	-	(1,015.90)	**(1,015.90)**	130%
301.02-15	General Tech Assistance & Planning Support											360.00	80.00	**440.00**							384.31	**384.31**	-	-	-	-	-	-	55.69	**55.69**	87%
301.03-15	Overall Work Program											1,140.00	665.00	**1,805.00**							762.50	**762.50**	-	-	-	-	-	-	1,042.50	**1,042.50**	42%
301.04-15	CAC Support & Public Outreach											1,158.00	50.00	**1,208.00**							1,050.25	**1,050.25**	-	-	-	-	-	-	157.75	**157.75**	87%
301.05-15	Single Audit											85.00	740.00	**825.00**							668.50	**668.50**	-	-	-	-	-	-	156.50	**156.50**	81%
301.08-15	DBE												40.00	**40.00**							32.50	**32.50**	-	-	-	-	-	-	7.50	**7.50**	81%
301.09-15	Professional Development											150.00	60.00	**210.00**							13.42	**13.42**	-	-	-	-	-	-	196.58	**196.58**	6%
301.10-15	Computer & Network Maintenance											25.00		**25.00**								**0.00**	-	-	-	-	-	-	25.00	**25.00**	0%
301.13-15	Census & Other Data											300.00		**300.00**							74.52	**74.52**	-	-	-	-	-	-	225.48	**225.48**	25%
301.14-15	Federal Planning Requirements											400.00		**400.00**							7.00	**7.00**	-	-	-	-	-	-	393.00	**393.00**	2%
301.15-15	Computer Model Operation & Support											100.00		**100.00**							71.00	**71.00**	-	-	-	-	-	-	29.00	**29.00**	71%
301.16-15	Oahu Regional Transportation Program					510.00			200.00	20.00		1,300.00		**2,030.00**							1,421.00	**1,421.00**	-	-	-	510.00	220.00	-	(121.00)	**609.00**	70%
301.17-15	TIP								100.00	20.00		1,845.00	40.00	**2,005.00**							1,384.75	**1,384.75**	-	-	-	-	120.00	-	500.25	**620.25**	69%
301.18-15	TAP											290.00		**290.00**							42.25	**42.25**	-	-	-	-	-	-	247.75	**247.75**	15%
302.01-15	Overhead - Sick, HOL, VAC, COMP TIME													**0.00**							2,081.00	**2,081.00**	-	-	-	-	-	-	(2,081.00)	**(2,081.00)**	#DIV/0!
	Sub-total 2015 WE	-	40.00	40.00	150.00	510.00	150.00	75.00	330.00	45.00	275.00	8,973.00	4,160.00	**14,748.00**	-	-	-	-	-	-		**12,669.40**	-	40.00	40.00	660.00	600.00	275.00	463.60	**2,078.60**	**86%**
	Total 2015 WE	-	40.00	40.00	660.00			600.00			275.00	13,133.00		**14,748.00**	-	-	-	-	-	-	-	**0.00**	-	40.00	40.00	660.00	600.00	275.00	463.60	**2,078.60**	
≤ 2014 Active Work Elements																															
201.65.07	Tantalus & Roundtop Dr Boundary Identif Study													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
203.75-09/14	Ewa Impact Fees Study													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
203.77-09	Short Range Transit													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
203.79-10	Honolulu Urban Core Parking Master Plan													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
203.80-10	Makakilo Traffic Study													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
203.81-10	West Waikiki Traffic Study													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
202.84-11/14	Waikiki Regional Circulator Study													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
203.82-11	Separate Left-Turn Phase Alternatives Study													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
203.83-11	Village Park - Kupuna Loop Corridor Study													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
201.01-12	Traffic Signal Prioritization Methodology													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
205.01-12	OMPO Planning Process Review													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
206.01-12	Emergency Evacuation Plan													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
202.01-13	Roadway Surface Conditions Assess't & Repair Plan													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
203.84-13	Contra-Flow Update Study													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
201.02-14	OMPO Participation Plan Evaluation													**0.00**							77.75	**77.75**	-	-	-	-	-	-	(77.75)	**(77.75)**	#DIV/0!
201.04-14	Title VI & Environmental Justice Monitoring											400.00		**400.00**							26.50	**26.50**	-	-	-	-	-	-	373.50	**373.50**	7%
202.02-14	Central Oahu Transportation Study					300.00						270.00		**570.00**							18.00	**18.00**	-	-	-	300.00	-	-	252.00	**552.00**	3%
202.03-14	Transp Revenue Forecasting & Alternatives								160.00	10.00		235.00		**405.00**								**0.00**	-	-	-	-	170.00	-	235.00	**405.00**	0%
203.05-14	Complete Street Implementation Plan								80.00	5.00		450.00		**535.00**								**0.00**	-	-	-	-	85.00	-	450.00	**535.00**	0%
301.01-14	Program Administration & Support			100.00	100.00		200.00		300.00	500.00				**1,200.00**								**0.00**	-	-	100.00	100.00	1,000.00	-	0.00	**1,200.00**	0%
301.02-14	General tech Assistance/Planning Support											955.00	2,475.00	**3,430.00**								**0.00**	-	-	-	-	-	-	3,430.00	**3,430.00**	0%
301.03-14	Overall Work Program											445.00	40.00	**485.00**								**0.00**	-	-	-	-	-	-	485.00	**485.00**	0%
301.04-14	Support for Citizen Advisory Committee											565.00	345.00	**910.00**								**0.00**	-	-	-	-	-	-	910.00	**910.00**	0%
301.05-14	Single Audit - Consultant Contract											779.00	25.00	**804.00**							136.75	**136.75**	-	-	-	-	-	-	667.25	**667.25**	17%
301.09-14	Professional Development											65.00	770.00	**835.00**							24.08	**24.08**	-	-	-	-	-	-	810.92	**810.92**	3%
301.10-14	Computer Network & Maintenance - Contractor											200.00	80.00	**280.00**							32.50	**32.50**	-	-	-	-	-	-	247.50	**247.50**	12%
301.13-14	Census Data											40.00		**40.00**							46.48	**46.48**	-	-	-	-	-	-	(6.48)	**(6.48)**	116%
301.15-14	Computer Model Operations - Consultant Contract											125.00		**125.00**								**0.00**	-	-	-	-	-	-	125.00	**125.00**	0%
301.16-14	Oahu Regional Transp Model - DTS/DPP Staff Time													**0.00**							93.79	**93.79**	-	-	-	-	-	-	(93.79)	**(93.79)**	#DIV/0!
301.17-14	TIP - DTS Staff Time								100.00	20.00		1,992.00	40.00	**2,152.00**							116.00	**116.00**	-	-	-	-	120.00	-	1,916.00	**2,036.00**	5%
301.18-14	Transportation Alternatives Progam											100.00		**100.00**							93.50	**93.50**	-	-	-	-	-	-	6.50	**6.50**	94%
302.01-14	Overhead (Indirect Cost)													**0.00**								**0.00**	-	-	-	-	-	-	0.00	**0.00**	#DIV/0!
	Sub-total ≤ 2014 WE	-	-	100.00	100.00	300.00	200.00	-	640.00	535.00	-	6,621.00	3,775.00	**12,271.00**	-	-	-	-	-	-	665.35	**665.35**	-	-	100.00	400.00	1,375.00	-	9,730.65	**11,605.65**	**5%**
	Total ≤ 2014 WE	-	-	100.00	400.00			1,375.00			-	10,396.00		**12,271.00**	-	-	-	-	-	-	665.35	**665.35**	-	-	100.00	400.00	1,375.00	-	9,730.65	**11,605.65**	
2015 & ≤ 2014 Total Work Elements																															
	2015 Work Elements	-	40.00	40.00	150.00	510.00	150.00	75.00	330.00	45.00	275.00	8,973.00	4,160.00	**14,748.00**	-	-	-	-	-	-	-	**12,669.40**	-	40.00	40.00	660.00	600.00	275.00	463.60	**2,078.60**	86%
	≤ 2014 Work Elements	-	-	100.00	100.00	300.00	200.00	-	640.00	535.00	-	6,621.00	3,775.00	**12,271.00**	-	-	-	-	-	-	665.35	**665.35**	-	-	100.00	400.00	1,375.00	-	9,730.65	**11,605.65**	5%
	Total	-	40.00	140.00	250.00	810.00	350.00	75.00	970.00	580.00	275.00	15,594.00	7,935.00	**27,019.00**	-	-	-	-	-	-	665.35	**13,334.75**	-	40.00	140.00	1,060.00	1,975.00	275.00	10,194.25	**13,684.25**	**49%**

Appendix D

Regional Planning Coordination

Regional Planning Coordination

The table below is a listing of transportation-focused studies and projects completed or being completed by agencies other than OahuMPO. These are included here for informational purposes. When reviewing and selecting planning projects for the OWP, OahuMPO attempts to coordinate, to the maximum extent possible, with other related planning activities so as to not duplicate planning efforts and/or to leverage and build-upon work that has been or is being completed by others.

Listing of planning activities that are funded from sources other than those required to be programmed through the OWP.

Description	Lead Agency
Act 214 (2013 Legislative Session) Mobility Management This Act requires the formation of a task force to study Mobility Management, where a single entity in a geographical area is charged with knowing and deploying the entire array of transportation resources available. The system would focus on the individual and identify the best transportation options, both public and private, for an individual's travel needs.	Executive Office on Aging
Bike Share The State of Hawaii, the City and County of Honolulu and other public and private organizations support the creation of a State-wide Administrative nonprofit with a mission to develop a success bike share program. This bike share program will have several phases. Phase I will focus on implementing a dense network of bike share stations and bicycles in urban Honolulu. This bike share program will offer residents and tourists with an alternative mode of transportation that supports many of the State and City's plans and goals, including the Hawaii Statewide Transportation Plan, Complete Streets, the State Physical Activity and Nutrition Plan, Transit Oriented Development Plans, The Primary Urban Center Development Plan, and The Oahu Bike Plan. The project leads are OP and DTS. Once the nonprofit is established, the lead will be that nonprofit.	OP, DTS
Emergency and Disaster Planning for Hawaii's Older Citizens Updating various emergency and disaster plans: - Interagency Action Plan for the Emergency Preparedness of People with Disabilities and Special Health Needs. - Department of Health's Continuity of Operations Plan for the continuation of critical essential function capabilities so that critical governmental functions and services remain available to Hawaii's older citizens. - Health Risk and Vulnerability Assessment - Planning for the Unique Evacuation and Shelter-in-Place Needs of People with Medical dependencies During A Disaster.	Executive Office on Aging
Establishment of a Statewide Greenways System for Hawaii http://files.hawaii.gov/dbedt/annuals/2011/2011-greenways.pdf Act 233 directed the State Office of Planning (OP) to develop a plan to establish a statewide system of greenways and trails, and to report to the State Legislature for the 2012 legislative session on its findings and recommendations, including any proposed legislation.	OP
General Plan and Development/Sustainable Community Plans http://honoluludpp.org/planning/OahuGenPlan.asp Required by the City Charter; sets forth development policy of each of the City's eight planning areas	DPP
H-1 Corridor Study (No project website available at time of publishing) Will identify future capacity needs on Interstate H-1, along with an alternatives and feasibility analysis on congestion and capacity improvements. The study will also identify the potential impacts on other major corridors, such as Farrington Highway, Kamehameha Highway, Moanalua Freeway, and other routes of changes made to H-1.	HDOT

Description	Lead Agency
Hawaii Strategic Highway Safety Plan http://www.hawaiishsp.com/ Documents safety strategies for seven areas of emphasis	HDOT
Highway Safety Improvement Program http://www.nhtsa.gov/links/statedocs/FY15/FY15HSPs/HI_FY15HSP.pdf An annual program of high-priority safety improvement projects	HDOT
James Campbell National Wildlife Refuge Transportation Study http://www.cflhd.gov/lrtp/documents/projects/FINAL_JCNWR_TransportationSummary.pdf This study provides preliminary analysis for the refuge on access, mobility, and connectivity while beginning to identify needs for the refuge as it considers opening up to the public.	FHWA Central Federal Lands Highway Division
Kalaeloa Barbers Point Harbor Projects www.KalaeloaHarbor2040.com HDOT-H has embarked on three projects: 7. Kalaeloa Barbers Point Harbor 2040 Master Plan Update: In 2012, the State acquired 54 acres of adjacent land for future harbor expansion. The plan will recommend uses for this site and will update plans for the overall harbor. 8. Fuel Pier Development Plan: Will implement a new two berth dedicated fuel pier at Piers 3 and 4. The project is necessary to address congested berth conditions at Kalaeloa Harbor. 9. Fuel Pier EIS: Being conducted to evaluate environmental impacts of the pier development	HDOT-H
Kapalama Container Terminal EIS http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Oahu/2010s/2012-12-23-DEIS-5B-Kapalama-Container-Terminal.pdf The Hawaii Department of Transportation Harbors Division proposes to redevelop the former Kapalama Military Reservation (KMR) property at Honolulu Harbor. A new 2 ship berth and 85-acre container terminal is being developed to handle current and projected cargo volumes.	HDOT-H
Marine Corp Base Hawaii Bicycle Study MCBH has completed a bicycle study to look at how to safely encourage biking on base. The plan includes recommendations for bike lanes, and other share-the-road features within MCBH Kaneohe Bay. For more information, contact Tiffany Patrick at 257-8815.	MCBH
Motor Carrier and Highway Safety Programs http://hawaii.gov/dot/highways/functionstatement/fs_hwyv.htm Addresses NHS priority areas and other safety-related issues	HDOT
Regional Transportation Forecasting and Long-Range Planning http://hawaii.gov/dbedt/info/economic/data_reports/ http://hawaii.gov/dbedt/info/economic/databook/ Provides demographic and socioeconomic forecasts utilized in long-range planning	DBEDT/OP, DPP
Short-Range TSM/TDM Planning http://goakamai.org/Home.aspx http://www.eng.hawaii.edu/Trafficam/ http://www.fhwa.dot.gov/trafficinfo/hi.htm Seeks to maximize the efficient use of transportation facilities and reduce demand for automobiles	HDOT, DTS
Statewide Pedestrian Master Plan http://hidot.hawaii.gov/highways/statewide-pedestrian-master-plan-and-hawaii-pedestrian-toolbox/ To complement other programs that address pedestrian safety, the State of Hawaii Department of Transportation (HDOT) prepared a community-based Statewide Pedestrian Master Plan (Plan) for the state's highway system. The Plan's comprehensive approach not	HDOT

Description	Lead Agency
only focuses on improving pedestrian safety, it evaluates ways to enhance pedestrian mobility and accessibility to help create a multi-modal transportation system.	
Statewide Transportation Improvement Program (STIP) http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/ The STIP is not a plan, but a funding mechanism for obligating monies for specific transportation projects. It is also a requirement of 23 USC.	HDOT
Statewide Transportation Planning http://hidot.hawaii.gov/administration/hawaii-statewide-transportation-plan/ The Hawaii Statewide Transportation Plan (HSTP) is a policy document that establishes the framework to be used in the planning of Hawaii's transportation system. The goals and objectives identified in the HSTP provide the keys to the development of an integrated, multi-modal transportation system for the safe, efficient and effective movement of people and goods throughout Hawaii.	HDOT
Transit-Oriented Development (TOD) http://www.honolulu.gov/tod.html Transit-oriented development (TOD) is a pattern of different uses - housing, jobs and services - surrounding a transit station that takes advantage of the convenience and affordability of transit. A TOD neighborhood is vibrant, dynamic, and pedestrian- and bicycle- friendly.	DPP
Transportation Asset Climate Change Risk Assessment http://www.oahumpo.org/wp-content/uploads/2013/02/OahuMPO-CC-Report-FINAL-Nov-2011.pdf This project attempts to document climate change factors as they apply specifically to Oahu and, more generally, to island environments in the Pacific Ocean, and analyze the vulnerability of selected high priority transportation assets on Oahu based on identified climate stressors.	OahuMPO
Valor in the Pacific National Monument Transportation Study http://www.cflhd.gov/lrtp/proj_compl.cfm This study identifies needs and issues related to access, mobility, and connectivity for visitors and staff at both the current Visitor Center Complex/Ford Island areas as well as two potentially new sites: Ewa Field and Honoulouli Internment Camp	FHWA Central Federal Lands Highway Division

For additional information, please contact us:

By mail	Oahu Metropolitan Planning Organization 707 Richards Street, Suite 200 Honolulu, Hawaii 96813-4623
By telephone	808-587-2015
By facsimile	808-587-2018
By e-mail	OahuMPO@OahuMPO.org
Download this document at	www.oahumpo.org/OWP/owp.html