Candidate Project Evaluation and Selection

All candidate projects submitted for consideration were evaluated for possible funding through OahuMPO. OahuMPO received nine candidate proposals from the Citizen Advisory Committee; and eight proposals from OahuMPO member agencies. (Given the current directive to concentrate on federal requirements and ongoing projects, neither OahuMPO Policy Board members nor OahuMPO staff proposed new projects.) 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 and evaluation. It is important to note that this prioritization process informs the selection process by OahuMPO and its member agencies but does not determine selection. OahuMPO and its member agencies must also consider agency/department workloads, annual funding constraints, and other competing planning priorities.

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

Multi-Modal Transit Asset Management Plan 203.12-19

This study was proposed by the City/County of Honolulu Department of Transportation Services. The study will continue development of a Transit Asset Management (TAM) Plan for the City and County of Honolulu that addresses State of Good Repair policies for maintaining a multi-modal transit system and incorporates targets, strategies and an evaluation plan for integrated bus and rail transit facilities. The multi-modal TAM Plan will address the plan elements required of Tier I transit providers including: (1) inventory of capital assets; (2) condition assessment; (3) decision support tools; (4) investment prioritization; (5) TAM and SGR policy; (6) implementation strategy; (7) key annual activities; (8) identification of resources; and (9) evaluation plan.

Evaluation:
This project supports performance-based planning requirements under metropolitan transportation regulation (see https://www.transit.dot.gov/TAM/TAMPlans) and is therefore a Priority 1 project.

Bikeshare Expansion Plan – 203.16-19

This study was proposed by the City/County of Honolulu Department of Transportation Services. The purpose of the Bikeshare Expansion Plan is to achieve the following:

- To identify, develop, and evaluate potential bikeshare station locations for City-owned equipment purchased through HDOT and OahuMPO TAP Funds,
- To ensure Biki expansion through 2021 prioritizes station placement with bikeshare as accessible public transportation in mind,
- To provide an efficient and convenient bikeshare system responsive to the needs of the residents of the City and County of Honolulu,
- To increase accessibility and connectivity of the Biki bikeshare system, and
- To ensure an engagement process with the Biki team, the public, and planning and engineering professionals.

Evaluation:
Implementing projects from the Oahu Bike Plan is in the ORTP[30] (project #1). Normally this study would be considered a Priority 3 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.

Ala Moana Transit Plaza Alternatives Analysis – 203.14-19
This study was proposed by the City/County of Honolulu Department of Transportation Services. The study will conduct a planning and public outreach process to identify feasible alternatives for a mixed-use facility that incorporates a new public transit center with commercial and residential uses on land adjacent to Ala Moana Shopping Center and in the vicinity of the Ala Moana rail transit station.

Evaluation:
Implementing transit centers is listed under projects 604 and 655 in the ORTP; therefore, normally, this study would be considered a Priority 3 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.

Kapolei Maintenance Facility & Transit Center Alternatives Analysis – 203.17-19
This study was proposed by the City/County of Honolulu Department of Transportation Services. The study will conduct conceptual planning and design studies to assess alternatives for the development of a new public transit vehicle maintenance facility and transit center on vacant City-owned land in West Oahu. The focus of this project has been on the development of a new support facility for the public transit system, including new administration, maintenance and parking facilities to serve as the West Oahu base for the bus transit fleet. The alternatives analysis will assess options for incorporating commercial and residential uses as part of an integrated development.

Evaluation:
Implementing transit centers is listed under projects 604 and 655 in the ORTP; therefore, normally, this study would be considered a Priority 3 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.

Royal Kunia Public Transit and Day Care Facility Master Plan – 203.13-19
This study was proposed by the City/County of Honolulu Department of Transportation Services. The study will conduct a planning and public outreach process to identify feasible alternatives for a mixed-use facility that incorporates a day care center and additional public transit uses at an existing, underutilized City park-and-ride facility. The Royal Kunia Public Transit and Day Care Facility Study will identify any necessary visual and noise mitigations to avoid or minimize negative impacts on the surrounding community.

[30] http://www.oahumpo.org/plans-and-programs/oahu-regional-transportation-plan-ortp/

Evaluation:
Implementing transit centers is listed under projects 604 and 655 in the ORTP; therefore, normally, this study would be considered a Priority 3 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.

Energy Conservative and Emissions Reduction Plan – 203.18-19
This study was proposed by the City/County of Honolulu Department of Transportation Services. The primary objective is to prepare an energy conservation and emissions reduction plan for city transportation systems which shall include methods to meet city and state commitments to reduce greenhouse gas emissions and transition to sources of clean energy. Ground transportation accounts for 26 percent of Hawaii's petroleum use, representing 516 million gallons of fuel use per year and 4.6 million metric tons of carbon dioxide emissions. This equates to the yearly energy consumption of 687,000 households -- 1.5 times more than the actual number of households in the entire state of Hawaii. Sea level rise caused by anthropogenic climate change, is forecast to cost the State 19 billion dollars in losses of land and currently existing structures as well as 38 miles of major roads; and this does not count the costs to fortify, rebuild, or relocate critical infrastructure such as water and waste treatment facilities.[31]

The City and County's program of transportation improvements shall be designed to minimize energy consumption, reduce GHG emissions, and lead to air quality improvements. The plan must first establish a city and island-wide baseline for transportation sector GHGs and then forecast trends to meet the identified targets. Identification of opportunities and constraints, design and development strategies, and policies and implementation measures will be included in the plan.

Evaluation:
This project supports planning efforts consistent with transit improvement and management projects listed in the ORTP and would therefore normally be considered a Priority 3 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.

Priority 2 Candidate Projects – *Projects that 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.*

Waikiki Loading Zone Management Study – 203.11-19
This study was proposed by the City/County of Honolulu Department of Transportation Services. The objective of the Waikiki Loading Zone Management Study is to assist in enacting and enabling the Waikiki Transportation Management Association (WTMA) special improvement district no. 4. This WTMA district was established by Bill 64 [32](2017), CD1, to provide for and finance supplemental services and improvements in and to Waikiki as authorized by Chapter 36, Revised Ordinances of Honolulu 1990 (ROH). One of the major reasons for creating the WTMA was to address the problems caused by the lack of commercial vehicle loading zone management in Waikiki. The Waikiki Loading Zone Management Study will further define those problems, identify solutions and support the implementation of study recommendations. The Waikiki Loading Zone Management Study will conduct site specific transportation assessments using methodologies contained in recent reports performed for private sector sponsors to identify, analyze, evaluate and resolve

[31] See the "Hawaii Sea Level Rise Vulnerability and Adaptation Report." https://climateadaptation.hawaii.gov/wp-content/uploads/2017/12/SLR-Report_Dec2017.pdf
[32] http://www4.honolulu.gov/docushare/dsweb/Get/Document-197157/OCS2017-0850_Transmittal%20BILL%2064%20(2017)%20CD1%20WAIKIKI%20TRANSPORTATION%20MANAGEMENT%20SID.KP.lh.pdf

severe commercial vehicle loading conflicts within Waikiki. Those examples include the "*Royal Hawaiian Avenue Commercial Vehicle Operator Transportation Assessment*" and the "*Transportation Assessment of Commercial Vehicle Operations Along Ala Moana Boulevard in Waikiki*".

Evaluation:
This project supports planning efforts consistent with the direction set forth in other planning documents by the City and would therefore normally be considered a Priority 4 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 2 project.

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

North Shore Corridor Study

This study was proposed by the CAC and was its top-ranked proposal. (This study has been voted number 1 for the past several CAC voting cycles.) 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.

The current study description broadly covers identifying and assessing safety and congestion issues, forecasting "future operating conditions along the corridor given the development proposals for land near the corridor," and assessing the feasibility of separated bike lanes and or multi-use trails in the study area.

Evaluation:

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.

In response to the Draft FY 2018 OWP, DTS stated that "The primary corridor in the region, Kamehameha Highway, is a state HDOT roadway. HDOT should be consulted to determine what studies have already been completed to avoid redundancies." http://www.oahumpo.org/wp-content/uploads/2013/01/FY2018-OWP.pdf

For the Draft 2019 OWP, HDOT commented that "HDOT supports this project with the following comments. - The project scope is quite large for a study, therefore suggest prioritizing in the case scope requires paring down. Suggest prioritizing in terms of short-, mid- and long-term; mode; and congestion, safety and other factors. If mid- and long-term solutions are sought, suggest including shoreline erosion/ climate change as a factor."

Ongoing related work:
As of revision 21 of the FFY 2015-2018 TIP[33], OS65 Kamehameha Highway Shoreline Mitigation, Vicinity of Kualoa, Kaaawa, Punaluu, Hauula is a $11,100,000 HDOT project to "Repair locations identified along the coastal highway that have a very high probability of further erosion in the immediate future."

Next steps:
This study is a candidate for possible future programming. OahuMPO will work with its partners to identify a lead agency.

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.*

None.

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.*

Kalanianaole Highway Corridor Study
This study was proposed by the CAC and was its sixth-ranked proposal. This project would study the existing safety and capacity conditions and forecasted future conditions on Kalanianaole Highway from Kāhala to Hawaii Kai. Current concerns include traffic congestion, road quality, pedestrian safety, and bicyclist safety.

Next Steps: Because HDOT has sole jurisdiction for this facility, OahuMPO has forwarded to HDOT for comment.

Proposed projects already addressed in ongoing projects – *The following projects were not evaluated because they are duplicates of previous work or can be incorporated into ongoing planning efforts.*

Farrington Highway Accessibility Study
This study was proposed by the CAC and was its fifth-ranked proposal. The project would study pedestrian accessibility along the Farrington Highway (Route 93) corridor from Piliokahi Avenue to Makau Street to determine whether pedestrian sidewalks are in compliance with the Americans with Disabilities Act. If the corridor were found to be out of compliance, the study would also recommend potential steps for mitigation.

This study was not considered for OWP funding because it is already addressed by an ongoing project:
HDOT is managing the "Farrington Highway (Route 93) Corridor Study" (shown as OS66 on the Oahu Transportation Improvement Program[34]). This is a $500,000 HDOT "study of the Nanakuli, Maili, Waianae, and Makaha corridor on the island of Oahu with the objective of identifying recommendations to provide a second access into and out of the area, reducing congestion, increasing capacity, and improving safety." According to HDOT, the project was obligated in FFY2017, and as of April 2018, the consultant selection process has been completed and a contract was executed recently. A meeting is being scheduled to provide official notice to proceed, and the project is estimated to be completed 18 months from notice to proceed.

[33] As of revision 21 of the FFY 2015-2018 TIP http://www.oahumpo.org/?wpfb_dl=1289
[34] As of revision 21 of the FFY 2015-2018 TIP http://www.oahumpo.org/?wpfb_dl=1289

Next steps: The public should get involved with HDOT study via the public outreach process to ensure the issued raised in their proposal are considered.

Waikiki Ingress/Egress Study

This study was proposed by the CAC and was its seventh-ranked proposal. To study access and capacity to/from Waikiki in case of emergencies or large events, for both vehicles and pedestrians. This study received 4 votes and would study "access and capacity to/from Waikiki in case of emergencies or large events, for both vehicles and pedestrians."

This study was not considered for OWP funding because it is already addressed by an ongoing project:
The City/County of Honolulu Department of Emergency Management's (DEM) Oahu Coastal Communities Evacuation Planning Study (Phase 2[35]) was funded in the FY 2017 OWP[36] as WE206.0-17. The study is budgeted for $800,000 and is set to complete by June 2020.

Next Steps: Members of the public should get involved in DEM's study via the public outreach process.

Island Wide Traffic Signal Timing Study

This study was proposed by the CAC and was its fourth-ranked proposal. This project would study and evaluate the timing of traffic signals island wide. The goal of this study would be to mitigate congestion by recommending adjustments to the timing of traffic signals where they are out of sync. Current areas of concern include Downtown, Nimitz Highway, and Kapiolani Boulevard/Date Street.

This study was not considered for OWP funding because it is already addressed by ongoing projects:
In commenting on FY2019 Draft OWP, **HDOT** stated "Nimitz Highway has been studied and signalized in the AM and PM peak periods."

The Transportation Improvement Program (TIP) includes several islandwide signalization projects. OC09 is a $803,000 DTS project that "Optimizes traffic signal timing, coordination, and implementation plans to reduce vehicle congestion, travel times, and fuel consumption…" OC10 is a $23,515,000 DTS project that, among other improvements, adds left turn phases, increases signal visibility, improves signal coordination, and provides for ADA improvements… Phase 20 includes upgrades to the existing time-of-day coordinated traffic signal systems to the new generation of Adaptive Traffic Control Technology (ATCT) operations along an estimated 20 routes.

Next Steps: During the TIP development and revision processes, members of the public can suggest areas that could use focus with these area wide projects.

Waianae Coast Emergency Access Road Study

This study was proposed by the CAC and was its second-ranked proposal. This project would study existing procedures for emergency use of the Waianae Coast Emergency Access Road (WCEAR) to determine whether there is a need for improvements. The primary concern for this study is the lack of coordination between agencies and clearly defined procedures for determining when to open, how to manage, and when to close the WCEAR. The WCEAR is a series of gated connector roadways linking existing streets to create a system of bypass routes that allow traffic to move along the Waianae Coast when Farrington Highway is impacted by an emergency.

[35] Phase 1 http://www.honolulu.gov/rep/site/dem/Final_Report_2015.pdf
[36] FY 2017 OWP http://www.oahumpo.org/?wpfb_dl=1071

This study was not considered for OWP funding because it is already addressed by an ongoing project:
HDOT is managing the "Farrington Highway (Route 93) Corridor Study" (shown as OS66 on the Oahu Transportation Improvement Program). This is a $500,000 **HDOT** "study of the Nanakuli, Maili, Waianae, and Makaha corridor on the island of Oahu with the **objective of identifying recommendations to provide a second access into and out of the area, reducing congestion, increasing capacity, and improving safety.**" According to HDOT, the project was obligated in FFY2017, and as of April 2018, the consultant selection process has been completed and a contract was executed recently. A meeting is being scheduled to provide official notice to proceed, and the project is estimated to be completed 18 months from notice to proceed.

In commenting on FY2019 Draft OWP, HDOT responded that they support this proposal and recommended coordinating with its ongoing study.

Next steps: Members of the public should get involved with HDOT study via the public outreach process to ensure the issues raised in their proposal are considered.
In addition, the public should review the findings from the City/County of Honolulu Department of Emergency Management's recent Emergency Evacuation Study.

Proposed projects ineligible for funding - *The following projects were not evaluated because they are not eligible for the type of funding programmed in the OWP.*

Rail System Efficiency Study
This Study was proposed by the Honolulu Authority for Rapid Transit. The objective of this project is to identify opportunities to improve the efficiency, reliability, and performance of the Honolulu rail transit system. Transit agencies with automated light metro systems will provide third-party technical experts to analyze and evaluate the processes and systems developed for the Honolulu rail transit project. This review will result in increased system efficiency, improved reliability, enhanced safety and security, and greater operational resiliency.

This project is ineligible for OWP planning funding because it focuses on defining an already planned system. OahuMPO staff will work with HART staff to develop project proposals more suited for OWP planning funds.

West to Central Oahu Alternative Roadway Study
This study was proposed by the CAC and was its eighth-ranked proposal. The project would "study possible alternatives for roadways connecting West and Central Oahu."

This project description is too vague to be considered. OahuMPO staff will work with CAC members to craft a project scope that would be eligible for consideration in future OWP efforts.

Island Wide Lead Study
This study was proposed by the CAC and was its ninth-ranked proposal. This project would study existing public health and road safety conditions and concerns island wide. The primary areas of concern are areas which previously manufactured lead products and have since been repaved and rezoned. Due to poor road conditions, lead is being exposed to those who use those areas.

Not Eligible for PL Funding - intersection with transportation systems planning is not clear.

Parallel Work:
State of Hawai'i Department of Health (HDOH) Hazard Evaluation and Emergency Response (HEER) Office recently published their "Area-Wide EHE/EHMP Document Factory Street Area Honolulu, Oahu"

Next Step: OahuMPO staff can work with CAC members to craft a project scope that could be eligible for consideration in a future OWP.

Island Wide Flooding and Resilience Infrastructure Study

This study was proposed by the CAC and was its third-ranked proposal. This project would study existing flood management infrastructure, public health and road safety conditions and concerns island wide. The primary concern of this study is streets that lack gutters and result in peoples' exposure to concentrations of sewage.

In response to the FFY 2019 OWP, **HDOT** stated that "HDOT should be a consulted agency on these issues of flood management infrastructure as it relates to the State Highway System. HDOT is interested further interested in strategies and prioritization of flood management efforts towards the protection and accessibility of state roads, especially when the state road is the only access for a community."

Evaluation:

MPOs should consider projects that "Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation" as one of the ten planning factors under 23 CFR 450c. However, the proposal is not clear in the extent to which the transportation system as a whole should be considered (the proposal mentions gutters, but not impervious surfaces, for example); in addition, the sewer system, while not unrelated to stormwater management, is outside of transportation systems.

Ongoing related work:

As of February 2018, The State of Hawai'i Department of Health (**HDOH**) Hazard Evaluation and Emergency Response (HEER) Office has published their "Area-Wide EHE/EHMP Document Factory Street Area Honolulu, Oahu" which addresses the contamination hazards in Kalihi.

Next Step: OahuMPO will meet with HDOT and the City/County of Honolulu Office of Climate Change, Sustainability & Resiliency for flood management issues as related to transportation to further refine a project scope of work and identify a lead agency, so that this proposal can be considered in future OWPs.