



U.S. Department
of Transportation

Transportation Management Area Planning Certification Review

Federal Highway
Administration

Federal Transit
Administration

Oahu MPO Transportation Management Area

September 2018

Summary Report





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1.0 EXECUTIVE SUMMARY

On May 15 and 16, 2018 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the Certification Review of the transportation planning process for the Oahu Metropolitan Planning Organization (OahuMPO) urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The prior certification review for the OahuMPO urbanized area was conducted in 2014. The previous Certification Review findings and their disposition are provided in Appendix B.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the OahuMPO area substantially meets, with corrective actions, the Federal planning requirements.

As a result of this review, FHWA and FTA certify the transportation planning process conducted by the Hawaii Department of Transportation (HDOT), Oahu Metropolitan Planning Organization (OahuMPO) and the City and County Department of Transportation Services (DTS) subject to the resolution of noted corrective actions. Also, included in this report are recommendations that warrant close attention and follow-up, as well as commendations that identify areas where the MPO is performing very well and exceeding expectations with regard to efforts to improve the planning process.

A summary of the key review findings is provided below.



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Unified Planning Work Program (UPWP) 23 CFR 450.308	The MPO is funding a wide variety of projects and studies within the UPWP, most of which are focused on local interests and planning needs. However, several MPO activities necessary to support requirements are not included in the UPWP including updates to the TIP, MTP, CMP, PPP, and other MPO planning products.	Recommendation: Develop a project selection process to prioritize projects necessary and reasonable to support the MPO's role and responsibilities for regional planning under 23 CFR 450.300.	Next UPWP approval
Metropolitan Transportation Plan (MTP) 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	The current update to the MTP/ORTP does not reference the congestion management process (CMP); did not fully demonstrate financial constraint; and provides a very limited evaluation of environmental justice (EJ) impacts. The plan also did not document the consultation with land management and resource agencies.	Corrective Action: During the next update to the MTP, clarify and document how the updated or new CMP was implemented through the long-range plan development. The OahuMPO, HDOT, and local planning partners must develop a financial plan with realistic assumptions and demonstrate how the projects included in the plan are fiscally constrained. Additionally, the OahuMPO must maintain a documented process for consultation for land management agencies.	Next update of the MTP.



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Continued: Metropolitan Transportation Plan (MTP) 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324		Unresolved Corrective Actions from 2014: <ul style="list-style-type: none">• 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 demonstrate and document implementation of the approved CMP.• The Final ORTP must include a documented disposition of public comments received.• The ORTP must include documentation of the analysis completed for EJ and Title VI. Unresolved Recommendations from 2014: <ul style="list-style-type: none">• The MPO should research how member agencies estimate project costs to better understand	



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
<p>Continued: Metropolitan Transportation Plan (MTP) 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324</p>		<p>consistencies and inconsistencies between agencies and to improve cost estimation for the ORTP.</p> <ul style="list-style-type: none"> • The MPO should establish procedures to ensure cost estimates meet specific currency standards to improve support for fiscal constraint of the ORTP. 	
<p>Transportation Improvement Program 23 U.S.C. 134(c)(h)& (j) 23 CFR 450.326</p>	<p>The TIP is greatly improved over the prior (2014) TMA review. However, the TIP does not demonstrate how the CMP is implemented through the project prioritization and selection processes in the TIP.,</p>	<p>Corrective Action: During the next update to the TIP, clarify and document the implementation of the updated or new CMP.</p> <p>Unresolved Corrective Actions from 2014:</p> <ul style="list-style-type: none"> • The Final TIP must include a documented disposition of public comments received. • The TIP must demonstrate and document implementation of the approved CMP. • The TIP must include documentation of the analysis completed for EJ and Title VI. 	<p>The next TIP.</p>



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
<p>Continued: Transportation Improvement Program 23 U.S.C. 134(c)(h)& (j) 23 CFR 450.326</p>		<p>Unresolved Recommendations from 2014:</p> <ul style="list-style-type: none"> • The MPO should establish cost estimate update procedures as projects move from the ORTP to the TIP. 	
<p>Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)</p>	<p>The Citizen Advisory Committee (CAC) is the primary focus of public involvement for all aspects of the MPO planning processes. In addition, the MPO effectively uses their website to advertise public involvement opportunities and to publish the disposition of public comments received during the planning processes. However, it's unclear within the planning products where members of the public can access both the comments provided during public involvement processes and the MPO's disposition of the comments received.</p>	<p>Corrective Action: During the next update to the TIP and MTP, OahuMPO must fully document public comments and the disposition of the comments received and identify, either within the public participation plan or within the final document(s), how the documented comments and responses are made available to the public.</p> <p>Unresolved Recommendations from 2014:</p> <p>Manage CAC expectations in the decision-making process:</p> <ul style="list-style-type: none"> • The MPO should clarify in the CAC bylaws and in the PPP when in the decision-making process 	<p>The next update to any required document.</p>



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Continued: Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)		the CAC will be invited to provide comments, any parameters by which the CAC should focus its comments, and how CAC comments will be considered in the TAC and Policy Committee decision-making processes. <ul style="list-style-type: none">• All OahuMPO documented planning processes (OWP, ORTP, TIP) should clearly define how the CAC will be involved, the parameters of its involvement, and how any comments received will be considered by the TAC and Policy Committee.	
Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act	The MPO has undertaken basic analysis of majority-minority areas in relation to anticipated project locations. However, the MPO has not fully identified the benefits and burdens of transportation investments to the minority and disadvantaged and low-income populations. In addition, while the public involvement processes	Recommendation: OahuMPO should evaluate how to obtain input from minority and disadvantaged communities into the planning process. The public participation plan should outline a strategy for greater involvement from the diverse communities of the Oahu metropolitan planning area into the development	



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
<i>Continued:</i> Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act	include CAC members representing minority or low-income residences, there doesn't appear to be focused efforts to engage disadvantaged population in the planning processes.	of the next update of the ORTP and TIP. During the next update to the ORTP and the TIP, OahuMPO should undertake a more robust analysis of the benefits, and impacts, of the transportation system projects and services on minority and low-income populations.	
Consultation and Coordination 23 U.S.C. 134(g) & (i) 23 CFR 450.316, 23 CFR 450.324(g)	(See MTP Above)		



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Congestion Management Process / Management and Operations 23 U.S.C. 134(k)(3) 23 CFR 450.322	The CMP has not been implemented since it's last update in 2005.	Corrective Action: The CMP must be evaluated to ensure the process is an input into the MTP and TIP and should be uses as the basis to select projects for inclusion in the MTP and TIP. Unresolved Corrective Action from 2014: Update and approve the Congestion Management Process. The revised CMP must include procedures to implement CMP outcomes and influence project selection for the ORTP and TIP. The CMP must also include performance measures that demonstrate the effectiveness of congestion reduction strategies.	



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Outstanding Recommendations from the 2014 Review	OahuMPO staff technical capacity enhancements:	Recommendation: Prepare 5-year Strategic Plan - outlining upcoming product deadlines; training interests and needs; technical capacity and professional service needs; administrative procedures, processes and deadlines; and new product and planning opportunities and timelines	
	OahuMPO administrative improvements	Recommendations: <ul style="list-style-type: none">• Establish formal performance reviews and appraisals for the MPO Director and MPO staff to monitor and recognize technical capacity and administrative improvements, needs and successes.• The MPO Director should engage in focused training in leadership, management, public relations and working with the media in a public position.• A mentorship program for the MPO Director and MPO staff could help support and	



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Continued: Outstanding Recommendations from the 2014 Review		improve technical capacities and job satisfaction.	
	Develop Training Curriculum:	Recommendations: <ul style="list-style-type: none">• Outline role and responsibility of the MPO for regional transportation planning and programming and the steps necessary to meet requirements;• The MPO decision-making structure and roles and responsibilities for decision-making; how components of the MPO and MPO products relate to the overall multi-modal transportation planning process;• How the MPO planning and programming decisions are carried out through and related to member agency decision-making processes and programs.	

Details of the certification findings are contained in this report.



2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP, also known as the Overall Work Plan or OWP) approval, the Metropolitan Transportation Plan (MTP, also known as the Oahu Regional Transportation Plan, or ORTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in non-attainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review Report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.



2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process of Transportation Management Areas (TMA), urbanized areas over 200,000 population, to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

The OahuMPO (OahuMPO) is the designated MPO for the Oahu Hawaii urbanized area. The Hawaii Department of Transportation (HDOT) is the responsible State agency and City and County Department of Transportation Services (DTS) is the responsible public transportation operator. Current membership of OahuMPO consists of elected officials and citizens from the political jurisdictions in Oahu, Hawaii including Honolulu, Hawaii as the largest population center.

Certification of the TMA planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The Certification Review is also an opportunity to provide technical assistance and guidance and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

This report details the review, which consisted of a formal site visit and a public involvement opportunity, conducted in May of 2018. The previous certification review was conducted in 2014. A summary of the status of findings from the last review is provided in Appendix B.

Participants in the May 2018 review included representatives of FHWA, FTA, HDOT, DTS, and OahuMPO staff. A full list of participants is included in Appendix A.

A desk review of current documents and relevant correspondence was completed prior to the site visit. In addition to the formal review, routine oversight and interactions with OahuMPO provided a major source of information upon which the Certification Review findings are based.



The Certification Review covers the transportation planning process conducted cooperatively by OahuMPO, HDOT, and public transportation operators. Background information, current status, and findings are summarized in the body of the report. The following subject areas were selected by FHWA and FTA staff for targeted in-depth discussion during the on-site review:

- Unified Planning Work Program (UPWP)/Overall Work Program (OWP)
- Metropolitan Transportation Plan (MTP)/Oahu Regional Transportation Plan (ORTP)
- Transit Planning
- Transportation Improvement Program (TIP)
- Public Participation
- Freight Planning
- Travel Demand Forecasting
- Congestion Management Process / Management and Operations

3.2 Documents Reviewed

The following OahuMPO documents were evaluated as part of this planning process review:

- OahuMPO Comprehensive Agreement (2015)
- FY 2018 Overall Work Program (Unified Planning Work Program)
- OahuMPO Regional Transportation Plan 2040
- OahuMPO 2015 – 2018 Transportation Improvement Program
- OahuMPO 2017 – 2020 Transportation Alternatives Program
- OahuMPO Public Participation Plan June 2015
- OahuMPO Congestion Management Process, November 2011



4.0 PROGRAM REVIEW

The following regulatory and initiative based topics are found to be in compliance.

Statutory/Regulatory Requirement	Current Status
Metropolitan Planning Area Boundaries 23 U.S.C. 134(e) 23 CFR 450.312(a)	The OahuMPO boundaries encompass the island of Oahu, Hawaii. The population of the region was 953,207 in the 2010 census.
MPO Structure and Agreements 23 U.S.C. 134(d) 23 CFR 450.314(a)	OahuMPO was founded on December 3, 1975. The member jurisdictions include the State of Hawaii, the City of Honolulu and the County of Oahu. The transit agencies include the City Department of Transportation Services (DTS) and the Hawaii Area Rapid Transit (HART).
Transit Planning 49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.314	OahuMPO, DTS, and HART coordinate transit planning and programming for the metropolitan planning area.
List of Obligated Projects 23 U.S.C. 134(j)(7) 23 CFR 450.334	The OahuMPO maintains a list of obligated projects.
Freight 23 U.S.C. 134(h) 23 CFR 450.306	The HDOT and OahuMPO coordinate on freight planning activities.
Environmental Mitigation/Planning Environmental Linkage 23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) 23 U.S.C. 168 Appx. A 23 CFR Part 450	The HDOT and OahuMPO coordinate on planning and environmental linkages.
Transportation Safety 23 U.S.C. 134(h)(1)(B) 23 CFR 450.306(a)(2) 23 CFR 450.306(d) 23 CFR 450.324(h)	The HDOT and OahuMPO coordinate on transportation safety linkages. OahuMPO plays a significant role in advancing pedestrian and bicycle safety activities and works as a conduit between the HDOT and local communities to identify projects that improve pedestrian and bicycle safety.



<p>Transportation Security Planning 23 U.S.C. 134(h)(1)(C) 23 CFR 450.306(a)(3) 23 CFR 450.306(d) 23 CFR 450.324(h)</p>	<p>HDOT and OahuMPO coordinate on transportation security planning and emergency and disaster preparedness. The Hawaii Islands have recently encountered several catastrophic environmental issues including flooding, volcanic activity, and they are very much concerned about sea-level rise and resiliency of the transportation system. Thus, they are actively working together to develop emergency and disaster plans.</p>
<p>Nonmotorized Planning/Livability 23 U.S.C. 134(h) 23 U.S.C. 217(g) 23 CFR 450.306 23 CFR 450.3224f)(2)</p>	<p>OahuMPO actively works with its CAC and local communities to conduct pedestrian and bicycle planning activities throughout the metropolitan planning area.</p>
<p>Integration of Land Use and Transportation 23 U.S.C. 134(g)(3) 23 U.S.C. 134 (h)(1)(E) 23 CFR 450.306(a)(5)</p>	<p>OahuMPO works closely with land planning agencies in Hawaii.</p>
<p>Travel Demand Forecasting 23 CFR 450.324(f)(1)</p>	<p>OahuMPO is updating its travel model as part of the update to the ORTP. O MPO is working to obtain consultant services to update the region’s travel model to support the update to the ORTP.</p>
<p>Air Quality Clean Air Act 42 U.S.C. 7401 40 CFR Part 93 23 CFR 450.324(m)</p>	<p>OahuMPO is an attainment area so this requirement is not applicable.</p>

4.3 Unified Planning Work Program

4.3.1 Regulatory Basis

23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP) (also known as the Overall Work Program, or OWP). OahuMPO, in cooperation with the HDOT and public transportation operators, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.



4.3.2 Current Status

OahuMPO funds a wide variety of projects and studies within the UPWP, most of which are focused on local interests and planning needs. However, several MPO activities necessary to support requirements are not included in the UPWP including updates to the TIP, ORTP, CMP, PPP, and other MPO planning products and activities in support of the development of these products.

4.3.3 Findings

Commendation: Since the 2014 review, OahuMPO has improved its management of prior years PL funds, by funding local agency planning studies and activities. A notable example is the Bicycle and Pedestrian plan undertaken in conjunction with DTS. The plan supports OahuMPO's regional vision for improvements to multi-modal transportation planning.

Recommendation: OahuMPO should develop UPWP/OWP project selection process to prioritize planning activities necessary and reasonable to support the MPO's role and responsibilities for regional planning under 23 CFR 450.300 MPO planning activities could include technical planning activities such as data collection and analysis necessary to support the update to the ORTP, the TIP, the CMP, implementation of Performance-Based Planning and Transportation Performance Measures (TPM), the Public Participate Plan, GIS mapping, travel demand modeling and forecasts, and other tasks to support the functions of the MPO.

Schedule for Process Improvement: A process for prioritizing the OWP projects should be implemented with the next update to the OWP.

Proposed FHWA/FTA Technical Assistance: The following National Highway Institute ([NHI](#)) courses are available as web-based training:

- [151057 FHWA Planning and Research Grants: Program Administration \(23 CFR Part 420\)](#);
- [151058 FHWA Planning and Research Grants: The Uniform Guidance \(2 CFR Part 200\) - Part 1](#);
- [151059 FHWA Planning and Research Grants: The Uniform Guidance \(2 CFR Part 200\) - Part 2](#)

In addition, The FHWA [Transportation Planning Capacity Building program](#) (TPCB) offers several resources to support MPOs in their planning and programming processes including:

- [Peer Learning](#)
- [Transportation Planning Process Briefing Book](#)



4.4 Metropolitan Transportation Plan

4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP, in Oahu referred to as the Oahu Regional Transportation Plan, or ORTP). The ORTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. Among the requirements, the ORTP must address at least a 20-year planning horizon and include both long and short range strategies that lead to the development of an integrated and multi-modal transportation system. In addition, the plan should support the safe and efficient movement of people and goods while addressing both current and future transportation demand.

23 CFR 450.324(c) requires the MPO to review and update the ORTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the ORTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan that demonstrates fiscal constraint

4.4.2 Current Status

The 2016 update to the ORTP was improved over previous ORTP planning documents. However, key elements of the plan are not yet fully developed or compliant with federal requirements. These include:



- Fiscal constraint: the financial plan did not provide realistic assumptions about the funding sources needed and the revenue expected to be available to fully construct, operate and maintain the current and proposed transportation system.
- CMP: the plan didn't clearly demonstrate how the process influenced or provided insight into planning process and the prioritization of projects identified to address congestion.
- Consultation with land management agencies: the plan does identify potential mitigation strategies, but it fails to clarify how those strategies address key issues identified by land management agencies.
- Plan did not implement the CMP and did not fully demonstrate financial constraint. In addition, the plan also did not document the consultation with land management and resource agencies.

The 2016 update also did not fully address some Corrective Actions and Recommendations documented in the 2014 TMA Certification Review.

4.4.3 Findings

Corrective Action: During the next update to the ORTP, OahuMPO and local planning partners must clearly demonstrate the implementation of the congestion management process and how that process influenced the prioritization and selection of projects. In addition, OahuMPO, HDOT, and local planning partners must develop a financial plan with realistic assumptions that clearly demonstrates all funding sources for construction, operation, maintenance, and recapitalization are reasonably expected to be available to support a fiscally constrained plan. Finally, the ORTP must document the consultation process with land management agencies and other resource agencies.

Unresolved Corrective Action from 2014: Required ORTP Preparation and Content Improvements:

- 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 Final ORTP must include a documented disposition of public comments received.
- The ORTP must include documentation of the analysis completed for EJ and Title VI.

Unresolved Recommendations from 2014: To address the ORTP Cost Estimation Process, the MPO should:



- The MPO should research how member agencies estimate project costs to better understand consistencies and inconsistencies between agencies and to improve cost estimation for the ORTP.
- The MPO should establish procedures to ensure cost estimates meet specific currency standards to improve support for fiscal constraint of the ORTP.

The MPO should establish cost estimate update procedures as projects move from the ORTP to the TIP.

Schedule for Process Improvement:

Corrective actions must be addressed with the next update of the ORTP required by 2021.

Proposed FHWA/FTA Technical Assistance: The following [NHI](#) courses are available to support improvements to the ORTP:

- [151053 Transportation Planning Process](#);
- [138007 Performance-based Planning and Programming](#)

In addition, the FHWA TPCB program offers several resources to support MPOs in their long-range plan development processes including:

- [Best Planning Practices: Metropolitan Transportation Plans](#)
- [The TMIP Transportation Modeling and Analysis Toolbox](#)
- [Congestion and Transportation Demand Management](#)

4.6 Transportation Improvement Program

4.6.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.



- List project description, total project cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted ORTP.
- Must be fiscally constrained by source and by year.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.6.2 Current Status

The OahuMPO TIP is updated every two years. The 2017 TIP is much improved over the TIP reviewed in 2014. However, the TIP project costs, timeframes, and schedules did not align with the same projects listed in the ORTP. Additionally, there is no evidence that the CMP was implemented through the TIP. Finally, the procedures for amendments and administrative modifications to the TIP are not clearly documented.

The 2017 TIP also failed to fully address some Corrective Actions documented in the 2014 TMA Certification Review.

4.6.3 Findings

Corrective Action: During the next update to the OahuMPO TIP, OahuMPO must demonstrate how the CMP is implemented through the TIP including how projects are prioritized for funding as a result of the CMP. In addition, only projects consistent with the ORTP may be included in the TIP. Therefore, the amendment and administrative modification processes should be clearly documented in the TIP and demonstrated in the TIP processes.

Unresolved Corrective Action from 2014: Required TIP Preparation and Content Improvements:

- The Final TIP must include a documented disposition of public comments received.
- The TIP must include documentation of the analysis completed for EJ and Title VI.

Schedule for Process Improvement: The corrective actions identified must be addressed with the next scheduled TIP update anticipated in 2019.

Proposed FHWA/FTA Technical Assistance: The FHWA TPCB program offers several resources to support MPOs in their TIP development processes including:

- [Peer Learning](#)



- [Transportation Planning Process Briefing Book](#)
- [Congestion and Transportation Demand Management](#)

4.7 Public Participation

4.7.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented public participation plan (PPP) that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues, processes and documents, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the public participation plan.

4.7.2 Current Status

The MPO has an active Citizen Advisory Committee (CAC) which serves as the primary basis for public involvement as outlined in the MPO's public participation plan. In addition, the MPO maintains a strong website that provides public access to MPO products and processes and provides continuous notification of upcoming public involvement opportunities. However, the disposition of public comments on the ORTP and TIP and other metropolitan planning products is not fully demonstrated. As a result, the public commenters do not always know what resulted from their input into OahuMPO's planning processes.

The MPO also did not fully address some of the Corrective Actions and Recommendations documented in the 2014 TMA Certification Review.



4.7.3 Findings

Commendation: The CAC is fully involved in the MPO process and is an informed group that understands the MPOs role and responsibility for regional planning.

Recommendations: The CAC should be used to provide one level of input into the planning process. Other groups and individuals should also be given the opportunity to provide input into the overall planning processes. The PPP should be expanded beyond just the use of the CAC for public input.

The PPP should document the role of the CAC in the OahuMPO planning, programming and decision-making processes. It should clearly articulate what the expectations are for the CAC member participation in the planning process and what they can expect from the MPO.

Unresolved Recommendation from the 2014 TMA Certification Review: Manage CAC expectations in the decision-making process:

- The MPO should clarify in the CAC bylaws and in the PPP when in the decision-making process the CAC will be invited to provide comments, any parameters by which the CAC should focus its comments, and how CAC comments will be considered in the TAC and Policy Committee decision-making processes.
- All OahuMPO documented planning processes (OWP, ORTP, TIP) should clearly define how the CAC will be involved, the parameters of its involvement, and how any comments received will be considered by the TAC and Policy Committee.

Corrective Actions: During the next update to the TIP and ORTP, OahuMPO must fully demonstrate the disposition of public comments received and the responses to those comments. OahuMPO needs to be clear on how the public can access the disposition.

Unresolved Corrective Actions from the 2014 TMA Certification Review: Required Public Participation Plan improvements:

The documentation of the disposition of public comments in the final ORTP and TIP

Schedule for Process Improvement:

- Corrective Actions specific to the PPP must be addressed with the next update to the PPP.
- Corrective Actions specific to the ORTP and TIP must be resolve with their respective updates.



Proposed FHWA/FTA Technical Assistance: The National Transit Institute (NTI) offers the following course to support improvements to the PPP and public involvement processes:

- Public Involvement in Transportation Decision-making

The following [NHI](#) courses are also available to support improvements to the PPP and public involvement processes:

- [142036 Public Involvement in the Transportation Decision making Process](#)

In addition, the FHWA TPCB program offers several resources to support MPOs in their public involvement processes including:

- [Public Engagement](#)
- [Working with Community-Based Organizations on Transportation Planning](#)

4.8 Civil Rights (Title VI, EJ, LEP, ADA)

4.8.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing



transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

4.8.2 Current Status

The Oahu metropolitan planning area has a diverse population with a variety of ethnic groups representing Polynesian, Asian, Caucasian, and other cultures from around the world. In this diverse environment, OahuMPO is challenged to implement a proactive public involvement plan and undertake analysis of plans and projects on communities with minority and disadvantaged populations and with limited English proficiency. While the MPO has undertaken some basic analysis of the locations majority-minority populations with respect to potential project locations, OahuMPO has not assessed the benefits and burdens of transportation investments to minority, disadvantaged and low-income populations.

The MPO also did not fully address the Corrective Action documented in the 2014 TMA Certification Review.

4.8.3 Findings

Recommendations:

During the next update to the ORTP and the TIP, OahuMPO should analyze the benefits and burdens, of the transportation system projects and services on minority and low-income populations. OahuMPO should also avoid assertions or determinations that all transit projects are a de facto benefit. There are a variety of ways to assess access to jobs, mobility, travel time, and other criteria using Geographic Information Systems and travel models to consider outcomes from investments in transit, highway, and multimodal transportation projects proposed in the next update to the ORTP and TIP.

Unresolved Corrective Action from the 2014 TMA Certification Review:

- Document explicit outreach techniques to engage traditionally underserved populations (EJ and Title VI).

Schedule for Process Improvement: The next update of the ORTP (by 2021) and TIP (by 2019).



Proposed FHWA/FTA Technical Assistance: The following [NHI](#) course is available to support improvements to Civil Rights processes:

- [142074 Fundamentals of Environmental Justice](#)

In addition, the FHWA web site and TPCB program offers several resources to support MPOs in their Civil Rights processes including:

- [How to Engage Low-Literacy and Limited-English-Proficiency Populations in Transportation Decision-making](#)
- [Environmental Justice Reference Guide](#)
- [Americans with Disabilities Act \(ADA\)/Section 504 of the Rehabilitation Act of 1973 \(504\)](#)
- [Limited English Proficiency](#)

4.9 Consultation and Coordination

4.9.1 Regulatory Basis

23 U.S.C. 134(g) & (i)(5)(6) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the ORTP and TIP. Consultation is also addressed specifically in connection with the ORTP in 23 CFR 450.324(g)(1-2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the ORTP and TIP, OahuMPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies



4.9.2 Current Status

The federal review team could not identify any documentation that there was a consultation process with federal land management agencies during the development of the TIP or the ORTP.

The MPO also did not fully address the Corrective Action documented in the 2014 TMA Certification Review.

4.9.3 Findings

Corrective Action: During the next update to the ORTP and the TIP, the MPO must document and implement a process for obtaining input from cooperating agencies and consulting parties, including federal, state and local land management agencies.

Unresolved Corrective Action from the 2014 TMA Certification Review: Required ORTP Preparation and Content Improvements:

- 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.

Schedule for Process Improvement: The consultation and coordination corrective action must be resolved with the update of the ORTP (by 2021).

Proposed FHWA/FTA Technical Assistance: FHWA's TPCB program offers a section specific to [Public Lands Planning](#). FHWA and Hawaii DOT are establishing a Transportation Environmental Resources Council (TERC) in which OahuMPO is encouraged to participate.

4.19 Congestion Management Process

4.19.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also



provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

4.19.2 Current Status

The Congestion Management Plan has not been updated since 2011 and has not been implemented through the ORTP or TIP.

The MPO also did not fully address the Corrective Action documented in the 2014 TMA Certification Review.

4.19.3 Findings

Corrective Action: Prior to the next update to the TIP and the ORTP, OahuMPO must update the Congestion Management Process to identify strategies to address congestion in the region. The CMP must then be implemented through the ORTP and the TIP to identify and assess projects prior to selection.

Unresolved Corrective Action from the 2014 TMA Certification Review: Update and approve the Congestion Management Process. The revised CMP must include procedures to implement CMP outcomes and influence project selection for the ORTP and TIP. The CMP must also include performance measures that demonstrate the effectiveness of congestion reduction strategies.

Schedule for Process Improvement: The CMP corrective actions must be resolved with the update of the next ORTP (by 2021) and TIP (by 2019).

Proposed FHWA/FTA Technical Assistance: The following [NHI](#) courses are available to support improvements to the CMP:

- [138007 Performance-based Planning and Programming](#)
- [138005 Transportation Performance Management Overview for the MAP-21 and FAST Acts](#)
- [138011 The Role of Data in Transportation Performance Management](#)

FHWA's TPCB program offers a section on [Congestion and Transportation Demand Management](#) that includes a variety of resources and websites to support improvements to the CMP.



5.0 CONCLUSION

The FHWA and FTA TMA Certification review found that the metropolitan transportation planning process conducted in the Oahu urbanized area substantially meets, with corrective actions, the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450.



APPENDIX A - PARTICIPANTS

The following individuals were involved in the OahuMPO urbanized area on-site review:

- Ralph Rizzo, FHWA Hawaii Division Office, Division Administrator
Richelle Takara, FHWA Hawaii Division Office, Assistant Division Administrator
Adriana Windham, FHWA Hawaii Division Office, Civil Rights Program Manager
Theresa Hutchins, FHWA Headquarters, Community Planner
Michael Morris, FHWA California State Division Office, Community Planner
- Ted Matley, FTA Region IX, Planning Director
Dwayne Weeks, FTA Headquarters, Planning Director
Dominique Kraft, FTA Region IX, Community Planner
- Alvin Au, OahuMPO, Executive Director
Amy Ford-Wagner, OahuMPO, Senior Transportation Planner
Taylor Ellis, OahuMPO, Community Planner
Kiana Otsuka, OahuMPO, Transportation Planner
Joel Vincent, OahuMPO, Accountant
- Ryan Fujii, Hawaii State Department of Transportation
Robert Miyasaki, Hawaii State Department of Transportation
Ken Tatsuguchi, Hawaii State Department of Transportation
- Ryan Tam, Honolulu Authority for Rapid Transportation, Assistant Deputy Planning Director
- Marian Yasuda, City and County of Honolulu, Transportation Planner



APPENDIX B - STATUS OF FINDINGS FROM LAST REVIEW

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the corrective actions and recommendations from the previous certification and summarizes discussions of how they have been addressed.

2014 Status	Finding	Corrective Actions/ Recommendations	Disposition
Agreements: Outdated Agreements and contracts	Corrective Action	Approve and sign a revision to the 2008 Comprehensive Agreement to reflect a continuing, cooperative, and comprehensive, multimodal transportation planning process	Corrected
Agreements: Outdated Agreements and contracts	Corrective Action	Develop and sign supplemental agreements with individual MPO member agencies or groups of member agencies to specify roles and responsibilities	Corrected
Agreements: Out-dated and non-compliant by-laws and roles and responsibilities.	Corrective Action	Develop and approve by-laws for the Policy, Executive and Technical Advisory Committees.	Corrected
Agreements: Non-Existent procedures for development of planning products.	Corrective Action	Identify and document procedures for the development and approval of key planning products, e.g. ORTP, OWP, and TIP.	Corrected
Agreements: Non-Existent agreements for data sharing	Corrective Action	Develop and document a listing of available planning data among partner agencies, and the protocols for interagency transportation planning data collection, maintenance and sharing	Corrected



2014 Status	Finding	Corrective Actions/ Recommendations	Disposition
CMP: Out-dated CMP (2005)	Corrective Action	Update and approve the Congestion Management Process. The revised CMP must include procedures to implement CMP outcomes and influence project selection for the ORTP and TIP. The CMP must also include performance measures that demonstrate the effectiveness of congestion reduction strategies.	Not fully addressed
OWP: The OWP did not reflect all projects, including carry-over projects.	Corrective Action	The OWP must document all planning studies, processes and programs funded through the MPO with federal funds regardless if they are current or on-going projects. The same level of information should be provided to ensure funding is available and to provide a full outline of the MPO's planning program.	Corrected
ORTP: The prior 2011 RTP did not meet requirements.	Corrective Action	Required ORTP Preparation and Content Improvements: <ul style="list-style-type: none">• 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 CMP.• The Final ORTP must include a documented disposition of public comments received.• The ORTP must include documentation of the analysis completed for EJ and Title VI.	Not fully addressed



2014 Status	Finding	Corrective Actions/ Recommendations	Disposition
TIP: The prior TIP did not meet requirements.	Corrective Action	Required TIP Preparation and Content Improvements: <ul style="list-style-type: none"> • The Final TIP must include a documented disposition of public comments received. • The TIP must demonstrate and document implementation of the approved CMP. • The TIP must include documentation of the analysis completed for EJ and Title VI. 	Not fully addressed
PPP: The prior public participated plan did not meet requirements	Corrective Action	Required Public Participation Plan improvements: <ul style="list-style-type: none"> • The documentation of the disposition of public comments in the final ORTP and TIP • Document explicit outreach techniques to engage traditionally underserved populations (EJ and Title VI). 	Corrected
MPO Administration	Recommendation	OahuMPO staff technical capacity enhancements: <ul style="list-style-type: none"> • Prepare 5-year Strategic Plan - outlining upcoming product deadlines; training interests and needs; technical capacity and professional service needs; administrative procedures, processes and deadlines; and new product and planning opportunities and timelines 	Not Addressed
MPO Administration	Recommendation	OahuMPO administrative improvements: <ul style="list-style-type: none"> • Establish formal performance reviews and appraisals for the MPO Director and MPO staff to monitor and recognize technical capacity and administrative improvements, needs and successes. • The MPO Director should engage in focused training in leadership, management, public relations and working with the media in a public position. • A mentorship program for the MPO Director and MPO staff could help support and improve technical capacities and job satisfaction. 	Not Addressed



2014 Status	Finding	Corrective Actions/ Recommendations	Disposition
MPO Administration	Recommendation	Develop Training Curriculum: <ul style="list-style-type: none">• Outlining role and responsibility of the MPO for regional transportation planning and programming and the steps necessary to meet requirements; the MPO decision-making structure and roles and responsibilities for decision-making; how components of the MPO and MPO products relate to the overall multi-modal transportation planning process; how the MPO planning and programming decisions are carried out through and related to member agency decision-making processes and programs.	Not Addressed
TIP and ORTP	Recommendation	ORTP Cost Estimation Process: <ul style="list-style-type: none">• The MPO should research how member agencies estimate project costs to better understand consistencies and inconsistencies between agencies and to improve cost estimation for the ORTP.• The MPO should establish procedures to ensure cost estimates meet specific currency standards to improve support for fiscal constraint of the ORTP.• The MPO should establish cost estimate update procedures as projects move from the ORTP to the TIP.	Not Addressed



2014 Status	Finding	Corrective Actions/ Recommendations	Disposition
PPP	Recommendation	Manage CAC expectations in the decision-making process: • The MPO should clarify in the CAC bylaws and in the PPP when in the decision-making process the CAC will be invited to provide comments, any parameters by which the CAC should focus its comments, and how CAC comments will be considered in the TAC and Policy Committee decision-making processes. • All OahuMPO documented planning processes (OWP, ORTP, TIP) should clearly define how the CAC will be involved, the parameters of its involvement, and how any comments received will be considered by the TAC and Policy Committee.	Not addressed



APPENDIX C – PUBLIC COMMENTS

N/A



APPENDIX D - LIST OF ACRONYMS

ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
CO: Carbon Monoxide
DOT: Department of Transportation
EJ: Environmental Justice
FAST: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HSIP: Highway Safety Improvement Program
ITS: Intelligent Transportation Systems
LEP: Limited-English-Proficiency
M&O: Management and Operations
MAP-21: Moving Ahead for Progress in the 21st Century
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NAAQS: National Ambient Air Quality Standards
NO₂: Nitrogen Dioxide
O₃: Ozone
ORTP: Oahu Regional Transportation Plan
OWP: Overall Work Plan
PM₁₀ and PM_{2.5}: Particulate Matter
SHSP: Strategic Highway Safety Plan
STIP: State Transportation Improvement Program
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation





Report prepared by:

FHWA Hawaii Division Office

FTA Region IX Office

Work Element	WE Title	Funds from Previous Obligations as of June 30, 2018		Budget Adjustments in FY2019		Total Funds Available as of July 1, 2018		Remaining Contract Balance	Total Expenditures thru - Sept 30, 2018	Balance of Funds Available (Not Including Contract Balance) As of September 30, 2018	Total Remaining Balance (Contract and Available Funds) As of Sept 30, 2018
			FY2019 Obligation		FY2019		Contracts				
201.02	OahuMPO Participation Plan Evaluation	\$ 174,411.25		\$ 174,411.25		\$ 147,739.00	\$ 2,300.04	\$ 21,286.76	\$ 5,385.49	7,685.53	
201.04	Title VI & Environmental Justice Monitoring	\$ 464,038.76		\$ 464,038.76		\$ 196,446.00	\$ 62,082.37	\$ 20,526.52	\$ 247,066.24	309,148.61	
201.05	Congestion Management Process Update	\$ 224,773.76		\$ 224,773.76				\$ 16,803.93	\$ 207,969.83	207,969.83	
201.16	Comprehensive Data Management and Sharing Study	\$ 183,975.00		\$ 183,975.00		\$ 165,000.00	\$ 130,976.76	\$ 2,352.90	\$ 16,622.10	147,598.86	
202.02	Central Oahu Transportation Study	\$ 555,360.00		\$ 555,360.00		\$ 499,244.00	\$ 102,476.24	\$ 43,192.95	\$ 12,923.05	115,399.29	
202.03	Transportation Revenue Forecasting & Alternatives Revenue Exploration	\$ 246,766.25		\$ 246,766.25				\$ 362.66	\$ 246,403.59	246,403.59	
202.04	Farrington Highway Makaha Beach Park Realignment Feasibility Study	\$ 447,292.51		\$ 447,292.51		\$ 383,998.00	\$ 383,998.00	\$ 12,546.29	\$ 50,748.22	434,746.22	
202.07	Oahu Bike Plan Update	\$ 250,000.00		\$ 250,000.00				\$ 159,975.00	\$ 90,025.00	90,025.00	
203.03	PM Peak Period Tow-Away Zone Time Modifications	\$ 267,500.00		\$ 267,500.00				\$ 100,000.00	\$ 167,500.00	167,500.00	
203.06	Oahu Mass Transit Joint Operational Study	\$ 534,800.00		\$ 534,800.00				\$ -	\$ 534,800.00	534,800.00	
203.07	Review and Update of Planned Rights-of-Way for Existing Streets	\$ 687,500.00		\$ 687,500.00				\$ -	\$ 687,500.00	687,500.00	
203.08	Transit Fares Scenario Modeling Study	\$ 130,000.00		\$ 130,000.00				\$ -	\$ 130,000.00	130,000.00	
203.09	Transit Rider Survey Project	\$ 1,400,112.50		\$ 1,400,112.50				\$ -	\$ 1,400,112.50	1,400,112.50	
203.10	Ala Wai Canal Bridge Alternatives Analysis	\$ 500,000.00		\$ 500,000.00				\$ -	\$ 500,000.00	500,000.00	
203.11	Waikiki Loading Zone Management Study	\$ -	\$ 235,000.00	\$ 235,000.00				\$ -	\$ 235,000.00	235,000.00	
203.12	Multi-Modal Transit Asset Management Plan	\$ -	\$ 250,000.00	\$ 250,000.00				\$ -	\$ 250,000.00	250,000.00	
203.13	Royal Kunia Public Transit and Day Care Facility Master Plan	\$ -	\$ 500,000.00	\$ 500,000.00				\$ -	\$ 500,000.00	500,000.00	
203.14	Ala Moana Transit Plaza Alternatives Analysis	\$ -	\$ 500,000.00	\$ 500,000.00				\$ -	\$ 500,000.00	500,000.00	
203.16	Bikeshare Expansion Plan	\$ -	\$ 200,000.00	\$ 200,000.00				\$ -	\$ 200,000.00	200,000.00	
203.17	Kapolei Maintenance Facility & Transit Center Alternatives Analysis	\$ -	\$ 500,000.00	\$ 500,000.00				\$ -	\$ 500,000.00	500,000.00	
203.18	Energy Conservation and Emissions Reduction Plan	\$ -	\$ 500,000.00	\$ 500,000.00				\$ -	\$ 500,000.00	500,000.00	
203.75	Ewa Impact Fees for Traffic & Roadway Improvements Update Study	\$ 23,291.00		\$ 23,291.00				\$ -	\$ 23,291.00	23,291.00	
203.82	Separate Left-Turn Phase Alternatives Study	\$ 42,280.00		\$ 42,280.00				\$ 8,200.00	\$ 34,080.00	34,080.00	
206.02	Oahu Coastal Communities Evacuation Planning	\$ 800,000.00		\$ 800,000.00				\$ 282,985.91	\$ 517,014.09	517,014.09	
301.01	Program Administration	\$ 290,743.26	\$ 400,030.00	\$ 690,773.26				\$ 321,724.55	\$ 369,048.71	369,048.71	
301.02	Gen. Tech. Assistance	\$ 166,668.40		\$ 166,668.40				\$ 35,880.36	\$ 130,788.04	130,788.04	
301.03	OWP	\$ 182,000.00	\$ 57,035.00	\$ 239,035.00	\$ 29,024.22	\$ 268,059.22		\$ 152,195.78	\$ 115,863.44	115,863.44	
301.04	CAC	\$ 159,280.00	\$ 5,000.00	\$ 164,280.00	\$ 4,496.78	\$ 168,776.78		\$ 101,546.23	\$ 67,230.55	67,230.55	
301.05	Audit	\$ 491,524.69		\$ 491,524.69		\$ 172,500.00	\$ 48,351.63	\$ 211,300.88	\$ 107,723.81	156,075.44	
301.06	Public Participation Plan	\$ 37,800.00	\$ 32,510.00	\$ 70,310.00				\$ 17,755.05	\$ 52,554.95	52,554.95	
301.08	DBE	\$ 7,920.00		\$ 7,920.00				\$ 4,490.29	\$ 3,429.71	3,429.71	
301.09	Prof. Development	\$ 107,240.00		\$ 107,240.00				\$ 28,213.04	\$ 79,026.96	79,026.96	
301.10	Computer & Network	\$ 84,040.00	\$ 64,530.00	\$ 148,570.00		\$ 25,000.00	\$ 18,686.87	\$ 23,208.23	\$ 100,361.77	119,048.64	
301.11	Subrecipient Monitoring	\$ 112,700.00	\$ 30,000.00	\$ 142,700.00				\$ 57,219.62	\$ 85,480.38	85,480.38	
301.12	Transit Oriented Development Advisory Committee	\$ 20,000.00	\$ -	\$ 20,000.00				\$ -	\$ 20,000.00	20,000.00	
301.13	Data	\$ 113,647.71	\$ 50,050.00	\$ 163,697.71				\$ 32,200.19	\$ 131,497.52	131,497.52	
301.14	Fed. Requirements	\$ 88,628.74	\$ -	\$ 88,628.74				\$ 66,037.94	\$ 22,590.80	22,590.80	
301.15	Computer Models	\$ 955,673.75		\$ 955,673.75		\$ 638,000.00	\$ 309,850.00	\$ 202,034.78	\$ 115,638.97	425,488.97	
301.16	ORTP	\$ 752,003.60		\$ 752,003.60		\$ 350,000.00	\$ 305,176.15	\$ 340,773.81	\$ 61,229.79	366,405.94	
301.17	TIP	\$ 362,696.25	\$ 80,000.00	\$ 442,696.25				\$ 240,473.64	\$ 202,222.61	202,222.61	
301.18	TAP	\$ 28,886.05		\$ 28,886.05				\$ 14,550.41	\$ 14,335.64	14,335.64	
301.19	OahuMPO Staff Support of Consultant Projects	\$ 2,180.45	\$ 7,040.00	\$ 9,220.45				\$ 2,180.45	\$ 7,040.00	7,040.00	
302.01	Overhead	\$ 58,716.29	\$ 226,000.00	\$ 284,716.29				\$ 15,368.17	\$ 269,348.12	269,348.12	
	Total	\$ 10,953,907.22	\$ 3,637,195.00	\$ 14,625,166.22				\$ 2,535,386.34	\$ 9,511,852.88	\$ 10,875,750.94	