

# OVERALL WORK PROGRAM

## Fiscal Year 2009

Approved by the OahuMPO Policy Committee on  
June 3, 2008

FTA Section 5303 Metropolitan Planning Program  
HI-80-X017  
FHWA Project PL-052(31)



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



**OVERALL WORK PROGRAM  
Fiscal Year 2009**

**Approved by the OahuMPO Policy Committee on  
June 3, 2008**

FTA Section 5303 Metropolitan Planning Program  
HI-80-X017  
FHWA Project PL-052(31)

Prepared by

OAHU METROPOLITAN PLANNING ORGANIZATION

In Cooperation with  
Its Participating Agencies

The preparation of this report has been financed in part through a grant from the United States Department of Transportation Federal Transit Administration, under Title 49 USC 5303, and Federal Highway Administration, under Title 23 Section 104 Subsection (f).





## Table of Contents

List of Abbreviations.....	3
Executive Summary.....	5
I. Overall Work Program Overview and Process.....	7
Purpose of the Overall Work Program.....	7
Planning Priorities.....	7
OahuMPO Structure.....	9
Consideration of the Eight Planning Factors.....	10
Sources of Funds.....	12
Planning Categories.....	13
II. Work Elements Funded During FY 2009.....	15
WE 201.06-09: 2010 Census Data.....	18
WE 201.11-09: Federal Planning Requirements.....	20
WE 201.60-09: Travel Demand Forecasting Model.....	23
WE 201.66-09: Pedestrian Master Plan.....	25
WE 202.06-09: Oahu Regional Transportation Plan.....	27
WE 202.07-09: Transportation Improvement Program.....	30
WE 202.36-09: Selection of Enhancement Projects for Oahu.....	33
WE 203.75-09: Ewa Impact Fees for Traffic and Roadway Improvement Update Study.....	35
WE 203.77-09: Short-Range Transit Service Operations Plan.....	38
WE 203.78-09: Transit Street Improvement Study and Demonstration.....	40
WE 301.01-09: Program Support and Administration.....	42
WE 301.02-09: Planning Resource.....	44
WE 301.03-09: Overall Work Program.....	46
WE 301.04-09: Support for Citizen Advisory Committee and Additional Public Outreach.....	49
WE 301.05-09: Single Audit.....	52
WE 301.08-09: Disadvantaged Business Enterprise Program.....	54
III. Active Work Elements Programmed in FY 2000-FY 2008 Overall Work Programs.....	56
WE 201.01-01: Investigation of ITS Technology for Use in Collecting CMP Data.....	58
WE 201.39-04: Land Use File Update System.....	58
WE 201.50-05: Land Use Model Enhancement and Demonstration.....	59
WE 201.65-07: Tantalus and Round Top Drive Boundary Identification Study.....	59



WE 202.62-08: Travel Demand Forecasting Model Upgrade .....	60
WE 203.30-00: Kaneohe Town Traffic Circulation Study .....	60
WE 203.72-08: Public Transit Facility Master Plan .....	61
WE 203.74-08: Human Service Transportation Coordination Plan and Program .....	61
WE 206.20-06: Waterborne Transit Feasibility Study .....	62
IV. Informational Planning Activities .....	63
V. Consolidated OWP Funding Tables .....	65
Sources of Work Element Funding .....	66
Expenditures by Participating Agencies .....	67



## List of Abbreviations

<b>Abbreviation</b>	<b>Definition</b>
ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
BMS	Bridge Management System
CAC	Citizen Advisory Committee (OahuMPO)
CFR	Code of Federal Regulations
CIP	Capital Improvements Program
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CMS	Congestion Management System
DBE	Disadvantaged Business Enterprise
DBEDT	Department of Business, Economic Development, and Tourism (State)
DBEDT-OP	Office of Planning (State)
DPP	Department of Planning and Permitting (City)
DTS	Department of Transportation Services (City)
DUI	Driving Under the Influence
FAA	Federal Aviation Administration
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographical Information System
HDOT	Department of Transportation (State)
HRS	Hawaii Revised Statutes
HSRSP	Hawaii Strategic Highway Safety Plan
HSS	Highway Safety Staff (HDOT)
HSTCP	Human Service Transportation Coordination Plan and Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
Local M	Local funds (City and/or State funds) used to match Federal funds
Local S	Local funds (City and/or State funds) used to supplement work activity
LUF	Land Use File
MCS	Motor Carrier Staff (HDOT)
NHS	National Highway System
OMB	Office of Management and Budget
OahuMPO	Oahu Metropolitan Planning Organization
ORTP	Oahu Regional Transportation Plan



OPP	OahuMPO Participation Plan
ORITSA	Oahu Regional Intelligent Transportation System Architecture
OWP	Overall Work Program
PL	Planning Funds (FHWA)
RFP	Request for Proposals
ROH	Revised Ordinances of Honolulu
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHD	State Highways Division (HDOT)
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
TE	Transportation Enhancement
TEA21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIAR	Traffic Impact Assessment Report
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 Fiscal Year (FY) 2009<sup>1</sup> includes sixteen planning studies, or work elements (WE), with a combined budget of \$5,017,000. It presents both those initiatives that will commence in FY 2009, as well as those that were programmed in earlier years for which work continues.

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 of Hawaii (State) and/or City and County of Honolulu (City). The OWP has been prepared in accordance with the Federal *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU); with FHWA and FTA grant application requirements; and the planning factors.<sup>2</sup>

While a number of the FY 2009 projects have been and remain ongoing, there are six new initiatives, including:

*For the OahuMPO*

- Updating the *Oahu Regional Transportation Plan* to a planning horizon of 2035
- Preparing for the 2010 census

*For the State Department of Transportation (HDOT)*

- Developing a *Pedestrian Master Plan*

*For the City Department of Transportation Services (DTS)*

- Updating the Ewa impact fees for traffic and roadway improvements study
- Conducting a transit street improvement study and demonstration
- Undertaking a short-range transit service operations plan

The OWP is intended to serve two purposes. The first is to provide information to government officials, local communities, and the general public about all surface-transportation planning projects being undertaken on Oahu. 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 Oahu Metropolitan Planning Organization (OahuMPO) and its participating agencies.

This document is organized in five sections, as follows:

- **Section I** provides an overview of the OWP process of the OahuMPO, which serves as the policy-making agency for the metropolitan transportation planning process for Oahu and coordinates the various planning projects that are undertaken by its participating agencies as well as those conducted under its own purview. This section identifies OahuMPO's planning priorities and those factors used in selecting planning studies and projects

---

<sup>1</sup> This covers the period between July 1, 2008 and June 30, 2009, inclusive.

<sup>2</sup> 23 CFR 450.306.



consistent with Federal statute.<sup>3</sup> The OWP serves as the statement of work identifying both the priorities and projects to be carried out within the Oahu metropolitan planning area.<sup>4</sup>

- **Section II** includes the new studies and projects being funded in the FY 2009 OWP.
- **Section III** contains those studies that were funded in prior OWPs for which work remains ongoing.
- **Section IV** lists those planning processes, programs, and projects that are independently funded, but that provide both context and direction for Oahu's metropolitan transportation planning.
- **Section V** summarizes both sources of funding for the metropolitan transportation planning studies contained in the FY 2009 OWP and estimated expenditures by the OahuMPO and its participating agencies.

---

<sup>3</sup> 23 CFR 450.306(a).

<sup>4</sup> 23 CFR 450.104, 450.300.



## I. Overall Work Program Overview and Process

### Purpose of the Overall Work Program

The OWP serves as the key management tool for conducting State and City transportation planning activities on the island of Oahu. The OWP provides a listing of planning projects, and defines objectives, associated tasks, and deliverables, as well as budgetary and staffing requirements. The OWP is a requirement for metropolitan transportation planning activities performed with Federal funds provided under 23 USC and 49 USC 53.<sup>5</sup>

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.<sup>6</sup>

### Planning Priorities

The OahuMPO used the following priorities to evaluate projects for and fund them through the OWP:

1. Projects that fulfill requirements under metropolitan transportation regulations set forth in 23 CFR 450.300.
2. Projects that 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 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.

Table 1 provides an overview of the projects included in the FY 2009 OWP based on these priorities. It lists both those projects being initiated in FY 2009, as well as those work elements that have been carried over from prior OWPs because work is not yet complete.

---

<sup>5</sup> 23 CFR 450.308.

<sup>6</sup> 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.



Priority	ID	Description
1	202.06-09	Oahu Regional Transportation Plan
	202.07-09	Transportation Improvement Program
	202.36-09	Selection of Transportation Enhancements for Oahu
	301.01-09	Program Support and Administration
	301.03-09	Overall Work Program
	301.04-09	Support for Citizen Advisory Committee and Additional Public Outreach
	301.08-09	Disadvantaged Business Enterprise Program
2	201.01-01	Investigation of ITS Technology for Use in Collecting CMP Data (as amended)
	201.06-09	2010 Census Data
	201.11-09	Federal Planning Requirements
	201.39-04	Land Use File Update System
	201.50-05	Land Use Model Enhancement & Demonstration
	201.60-09	Travel Demand Forecasting Model
	202.62-06	Travel Demand Forecasting Model Upgrade
	203.74-08	Human Service Coordination Plan and Program
	301.02-09	Planning Resources
	301.05-09	Single Audit
3	201.66-09	Pedestrian Master Plan
	203.62-05	Paratransit Service Study
	203.72-08	Public Transit Facility Master Plan
	203.77-09	Short-Range Transit Service Operations Plan
	203.78-09	Transit Street Improvement Study and Demonstration
	206.20-06	Waterborne Transit Feasibility Study
4	203.30-00	Kaneohe Town Traffic Circulation Study
	203.75-09	Ewa Impact Fees for Traffic and Roadway Improvement Update Study
5	201.65-07	Tantalus & Roundtop Drive Boundary Identification Study

**Table 1. Prioritized listing of OWP work elements based on OahuMPO evaluation and funding criteria for FY 2009, including those work elements for which work is continuing to be carried forward from earlier years.**

## 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),<sup>7</sup> and the City Departments of Transportation Services (DTS) and Planning and Permitting (DPP).

A diagram of the OahuMPO's organization is shown in Figure 1. The current *Comprehensive Agreement*,<sup>8</sup> 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 2001.

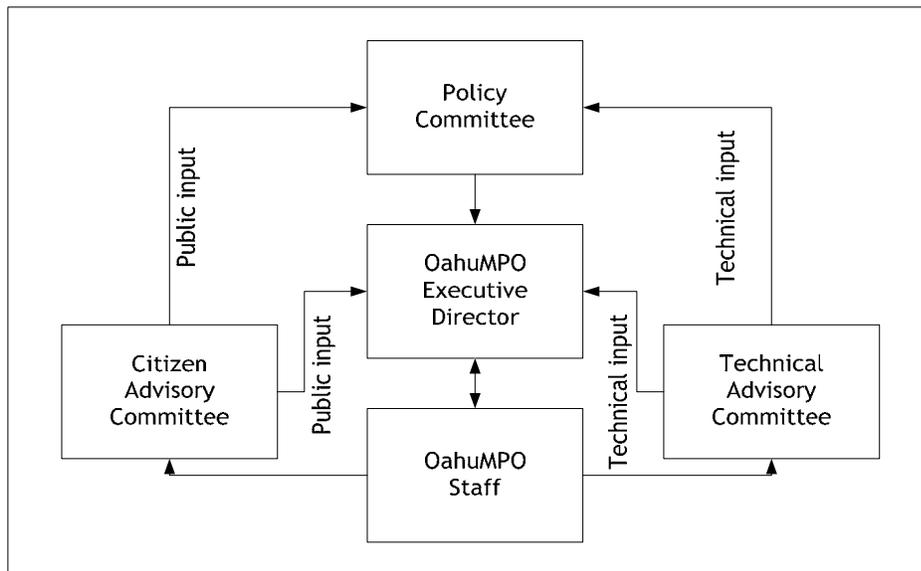


Figure 1. OahuMPO organizational components and information flow.

The Policy Committee is the decision-making body of the OahuMPO. This thirteen-member body consists of three State Senators, including the Chair of the Senate transportation committee; three State Representatives, including the Chair of the House transportation committee; five City Councilmembers; the HDOT Director; and the DTS Director.

The Technical Advisory Committee (TAC) advises the Policy Committee and the OahuMPO Executive Director on technical matters. The membership of the TAC consists of technical staff representing the State and City transportation and planning departments (HDOT, DTS, DBEDT, and DPP) and includes – serving as non-voting members – the Managing Director of the Hawaii Transportation Association; a faculty member of the University of Hawaii with background in transportation or city planning; and a staff representative each from the FHWA, FTA, and Federal Aviation Administration (FAA).

The Citizen Advisory Committee (CAC) is the primary vehicle for citizens to provide public input to the Policy Committee and the OahuMPO Executive Director on Oahu's transportation planning

<sup>7</sup> Includes the State Office of Planning.

<sup>8</sup> See <http://www.oahumpo.org/Home/comp.PDF>.



needs and processes. At present, the CAC consists of representatives from 48 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),<sup>9</sup> which is compliant with the 2005 Federal requirements.<sup>10</sup>

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

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

## Consideration of the Eight Planning Factors

Federal regulations require that the metropolitan planning process provide for consideration of projects and strategies that address eight planning factors<sup>11</sup> 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:

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 security<sup>12</sup> of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhancing the environment, promoting energy conservation.
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.

---

<sup>9</sup> See <http://www.oahumpo.org/GPI/OPP2006/opp2006.htm>.

<sup>10</sup> 23 CFR 450.316.

<sup>11</sup> 23 CFR 450.306(a).

<sup>12</sup> Congressional intent is that "security," in this context, means both infrastructure protection and emergency preparedness.

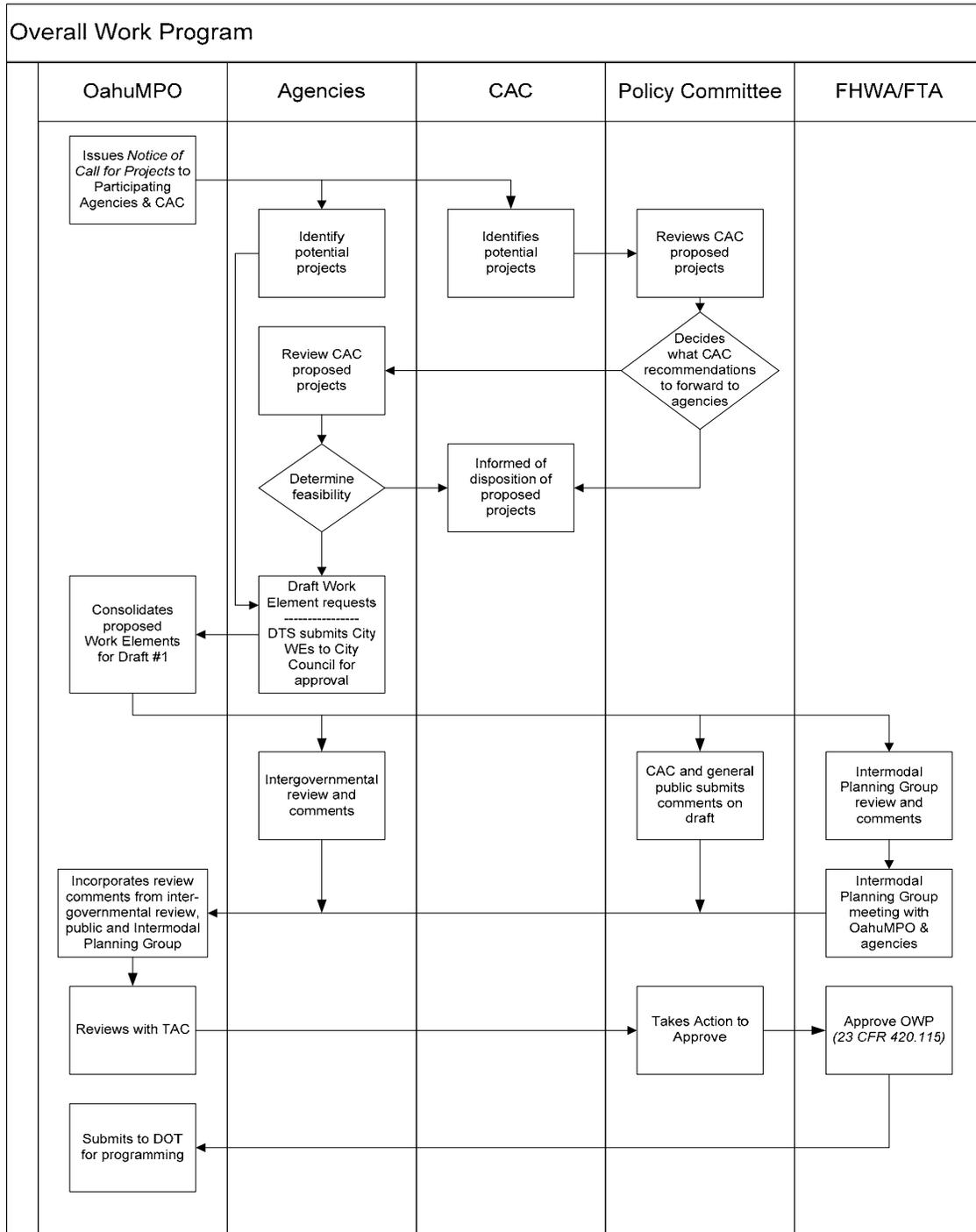


Figure 2. Overall Work Program development process.

The most significant FY 2009 project – that addresses all eight of these factors and the requirements of 23 CFR 450.300 – is the update of the *Oahu Regional Transportation Plan*, which will be extended to



a planning horizon of 2035. This will become the official, multimodal transportation plan to guide the selection and implementation of projects and programs for Oahu during the next decade.

A number of other work elements will either support or feed into the metropolitan plan update, especially those relating to the land use and travel demand forecasting models and the anticipated Honolulu transit system. In addition, the update will leverage work being done on the master plans for pedestrians and public transit facilities, as well as studies concerning safety, security, accessibility, and mobility for both people and freight.

The plans for overall roadway management plan, human services coordination, and various initiatives supporting TheBus and TheHandi-Van are intended not only to preserve the existing transportation system, but also to improve its levels of customer service, efficiency, and integration across travel modes.

A separate, forward-looking initiative relates to preparing for the 2010 census, which will provide vital updates to baseline demographic, economic, and travel data used in metropolitan transportation planning over the course of the next decade.

There are also a number of ongoing initiatives, such as the preparation of this annual OWP, that are intended to ensure that the Federal requirements are carried throughout the scope of all Oahu's metropolitan planning activities. The OahuMPO continues to consult and coordinate among government agencies and public constituencies so that the end products of these studies translate into an effective and efficient transportation system for Honolulu and the island.

## Sources of Funds

The following Federal and local monies are typically used to fund the various studies identified in the OWP:

**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 OahuMPO is the expending agency. The amount available for the FY 2009 OWP is \$352,919 from Section 5303.

**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 DTS is the designated recipient of 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 recipient of these monies; the OahuMPO is the expending agency. Hawaii's FFY 2008 PL apportionment is \$1,496,045.

**Other Federal Funds.** There are two broad funding categories – National Highway System (NHS) and Surface Transportation Program (STP) – 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 our 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 in an 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 for the FY 2009 OWP is \$887,146. In addition, supplemental local funding, in the amount of \$581,269, is being allocated by the State and City.<sup>13</sup>

## Planning Categories

The planning initiatives presented in the OWP are organized into three broad categories:

1. **100 series – Overall Planning** – provides the context within which metropolitan transportation planning is conducted. The plans in this section set the long-range direction of the State and City with regard to areas of anticipated future population growth and economic development. These include the State, through the *Hawaii State Plan*<sup>14</sup>, and the City, through its *General Plan*<sup>15</sup> and the *Development/Sustainable Community Plans*.<sup>16</sup> It also incorporates the *Hawaii Statewide Transportation Plan*,<sup>17</sup> which provides the City and counties with a framework for long-range transportation strategy. The categories in the 100 series are presented in the OWP for informational purposes only.
2. **200 series – Metropolitan Transportation Planning** – identifies specific metropolitan transportation planning work elements from safety to regional transportation monitoring and analysis, long- and short-range planning, air transportation, and maritime transportation. Specific work elements are developed to support this integrated, multi-modal approach in a continuing, cooperative, and comprehensive (3-C) manner.
3. **300 series – Coordination of the Planning Program** – provides for the requirements of transportation planning coordination and for public participation within the metropolitan transportation planning process. The various work elements provide staff support for the

---

<sup>13</sup> Supplemental local funding is allocated for WE 201.66-09 and WE 203.78-09.

<sup>14</sup> The *Hawaii State Plan* is embodied in Chapter 226 of the Hawaii Revised Statutes (HRS) and was last updated in 1978; see [http://www.capitol.hawaii.gov/hrscurrent/Vol04\\_Ch0201-0257/HRS0226/HRS\\_0226-.htm](http://www.capitol.hawaii.gov/hrscurrent/Vol04_Ch0201-0257/HRS0226/HRS_0226-.htm). The Hawaii Legislature is in the process of updating the plan to 2050; see [http://hawaii2050.org/images/uploads/2050\\_Plan\\_Draft.pdf](http://hawaii2050.org/images/uploads/2050_Plan_Draft.pdf).

<sup>15</sup> The Honolulu *General Plan* is intended to be a dynamic document, expressing the aspirations of the residents of Oahu. It was last updated in 2006 and sets forth the City's long-range objectives and policies and, together with the City Charter, provides a direction and framework to guide the planning programs and activities of the City; see <http://www.honoluluapp.org/planning/OahuGenPlan.asp>.

<sup>16</sup> Oahu is divided into eight planning areas. Each area has a *Development/Sustainable Community Plan* which is adopted by City Council ordinance and administered by the Department of Planning and Permitting; see <http://www.honoluluapp.org/planning/DevSustCommPlans.asp>.

<sup>17</sup> See <http://state.hi.us/dot/stp/completehstp.pdf>.



OahuMPO Policy Committee, TAC, and CAC; and for the fiscal services required for Federal participation in OWP activities, the OahuMPO's Title VI and Environmental Justice (T6/EJ)<sup>18</sup> mandates, and affirmative action for Disadvantaged Business Enterprises (DBE)<sup>19</sup>.

Work elements are identified by their three-digit series number, followed by a two-digit sequential number assigned by the OahuMPO and a two-digit year in which it is placed in the OWP. For example, the WE 301.01-09 indicates it is an element related to coordination of the planning program and is the first element within the 301 category for FY 2009.

---

<sup>18</sup> As required by Executive Order 12988 (Civil Justice Reform).

<sup>19</sup> SAFETEA-LU, enacted in 2005, extended the DBE program to the USDOT's highway and safety research program. Recipients of HDOT funds must develop and implement a DBE program that conforms to HDOT standards set forth in 49 CFR Parts 23 and 26.



## II. Work Elements Funded During FY 2009

Table 2 provides a listing of the work elements in this section, which have been programmed using FY 2009 Federal appropriations. This section includes both new work elements and those that were programmed in previous years, but are receiving additional funding in FY 2009. Table 3 summarizes the sources of funding. Table 4 lists the expenditures by the OahuMPO and its participating agencies.

ID	Description	Funds
<i>Series 100</i>	<i>Overall Planning</i>	
	None	
<i>Series 200</i>	<i>Metropolitan Transportation Planning</i>	
201.06-09	2010 Census Data	35,900
201.11-09	Federal Planning Requirements	227,100
201.60-09	Travel Demand Forecasting Model	32,600
201.66-09	Pedestrian Master Plan	1,316,100
202.06-09	Oahu Regional Transportation Plan	1,181,000
202.07-09	Transportation Improvement Program	74,700
202.36-09	Selection of Transportation Enhancements for Oahu	20,300
203.75-09	Ewa Impact Fees for Traffic and Roadway Improvement Update Study	400,000
203.77-09	Short-Range Transit Service Operations Plan	640,000
203.78-09	Transit Street Improvement Study and Demonstration	650,000
<i>Series 300</i>	<i>Coordination of the Planning Program</i>	
301.01-09	Program Support and Administration	207,900
301.02-09	Planning Resources	30,300
301.03-09	Overall Work Program	62,700
301.04-09	Support for Citizen Advisory Committee & Additional Public Outreach	87,000
301.05-09	Single Audit	36,700
301.08-09	Disadvantaged Business Enterprise Program	14,700
	Total	5,017,000

**Table 2. Listing of work elements for which FY 2009 funding is being allocated.**



Work Element	FTA	FHWA		Local		Total
	§5303-09	PL-09	SPR	Match	Supplement	
201.06-09		28,720		7,180		20,900
201.11-09		181,680		45,420		227,100
201.60-09		26,080		6,520		32,600
201.66-09		812,880	200,000	253,220	50,000	1,316,100
202.06-09		944,800		236,200		1,166,000
202.07-09		59,760		14,940		74,700
202.36-09	15,225			3,806	1,269	20,300
203.75-09		320,000		80,000		400,000
203.77-09		408,000		102,000	130,000	640,000
203.78-09		200,000		50,000	400,000	650,000
301.01-09	152,574	13,746		41,580		207,900
301.02-09	24,240			6,060		30,300
301.03-09	50,160			12,540		62,700
301.04-09	69,600			17,400		87,000
301.05-09	29,360			7,340		36,700
301.08-09	11,760			2,940		14,700
<b>Total</b>	<b>352,919</b>	<b>2,995,666</b>	<b>200,000</b>	<b>887,146</b>	<b>581,269</b>	<b>5,017,000</b>

**Table 3. Sources of funding for FY 2009 work elements.**



Work Element	DBEDT/OP	DPP	HDOT	DTS	OahuMPO	Consultant	Total
201.06-09		15,000			20,900		35,900
201.11-09					37,100	190,000	227,100
201.60-09					32,600		32,600
201.66-09		5,000	50,000	5,000	6,100	1,250,000	1,316,100
202.06-09		15,000			166,000	1,000,000	1,181,000
202.07-09	500	500	5,000	10,000	58,700		74,700
202.36-09	1,000	1,000	5,000	3,000	10,300		20,300
203.75-09						400,000	400,000
203.77-09				140,000		500,000	640,000
203.78-09				150,000		500,000	650,000
301.01-09					207,900		207,900
301.02-09					30,300		30,300
301.03-09	1,000	1,000	6,000	6,000	48,700		62,700
301.04-09					87,000		87,000
301.05-09					17,700	19,000	36,700
301.08-09					14,700		14,700
<b>Total</b>	<b>2,500</b>	<b>37,500</b>	<b>66,000</b>	<b>314,000</b>	<b>738,000</b>	<b>3,859,000</b>	<b>5,017,000</b>

**Table 4. FY 2009 OWP funding by participating agency.**



## WORK ELEMENT 201.06-09 2010 Census Data

### Objective

To ensure that the data from the 2010 census are used to their fullest potential.

### Products

1. Integration of 2010 census data into the planning process.
2. Dissemination of census data to the public and participating agencies.
3. Participation in the activities of the Hawaii State Data Center.
4. OahuMPO and DPP review and analyze 2010 data.

### Status of Past Work, Challenges, and Opportunities

Census data are currently used in the development of socio-economic inputs for transportation planning and in the analysis of T6/EJ impacts.

In the late 1980s, the OahuMPO became an affiliate member of the Hawaii State Data Center. By agreement with the United States Census Bureau (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.

During FY 2000, the OahuMPO assisted the USCB in collecting data on workplaces and locations of major employers in the urbanized areas of Oahu. This work included geocoding and verifying workplace locations. The purpose of this effort was to improve the quality of the place-of-work data gathered during the 2000 census and packaged by the USCB for each state.

### Identification of Need

USCB is the primary source of socio-economic and demographic data. The OahuMPO staff must be familiar with and have working knowledge of these data so they are able to integrate those data into the planning process accurately and appropriately.

Oahu's traffic analysis zones (TAZ) will need to be modified due to probable redefinition of census tracts and block groups in 2010. The OahuMPO will modify and submit TAZ data to the USCB.

### Impact of Work Element

2010 census data will be used to update demographic and socio-economic information for use in the metropolitan transportation planning process.

### Tasks

1. OahuMPO to participate in the activities of the Hawaii State Data Center.
2. OahuMPO to assist in the dissemination of census information to the public and other agencies.
3. OahuMPO to submit TAZ data to the USCB. It is anticipated that the TAZ will need to be modified due to the probable redefinition of census tracts and block groups for 2010.
4. OahuMPO and DPP to review and analyze the 2010 census data.



5. OahuMPO to integrate the 2010 census data into the metropolitan transportation planning process.

Estimated Completion Date

Ongoing work element

Estimated DBE Opportunity

None

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
35,900		28,720		7,180	

Estimated Staff/Other Costs

Agency	Staff	Person Months	Cost
DPP	Planners	3.0	15,000
OahuMPO	Planners	2.4	15,700
	Support Staff	0.3	1,300
	<b>Other</b>		
OahuMPO	Overhead		3,900
		<b>Total</b>	<b>35,900</b>



## WORK ELEMENT 201.11-09 Federal Planning Requirements

### Objective

To ensure that Oahu's metropolitan transportation planning process carries out and complies with the applicable provisions of SAFETEA-LU and other State and City requirements.

### Products

1. New or revised guidelines and procedures for implementing metropolitan transportation planning requirements.
2. Revised planning documents consistent with SAFETEA-LU requirements.
3. Participation in workshops, seminars, and meetings.

### Status of Past Work, Challenges, and Opportunities

In 2006, the OahuMPO improved its public participation process to be SAFETEA-LU compliant. In 2007, the TIP changed from a three-year document to a four-year (plus two informational years) document with a three-year update cycle. Visualization techniques, more robust project descriptions, and geographic information system (GIS) layers were incorporated into the TIP. The conversion of the Congestion Management System (CMS) to the Congestion Management Program (CMP) and the certification of the metropolitan planning process also occurred in 2007.

SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005-2009. It called for modifications to key provisions of the metropolitan transportation planning process, ORTP, TIP, and other changes with which the OahuMPO and its participating agencies were required to comply by July 1, 2007.

The process of modifying the OahuMPO's plans, programs, and processes is similar to efforts undertaken when the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA21) were passed. For example, as a result of ISTEA, the OahuMPO established procedures to account for major investment studies, developed a CMS proposal through an HDOT-lead effort, and strengthened its public participation process.

### Identification of Need

Metropolitan planning process consultation and coordination requirements are periodically changed by Federal regulations. Additionally, factors such as safety, security (all hazards preparedness), coordination plans for funds received for Job Access and Reverse Commute (JARC), New Freedom, and Elderly Individuals and Individuals with Disabilities programs, and bicycle and pedestrian movements are specifically highlighted under SAFETEA-LU<sup>20</sup> as well as requiring consultation and coordination with resource agencies' plans.

Federal Planning regulations require the metropolitan planning process to promote consistency between its plans and programs with State and local planned growth and economic development patterns.<sup>21</sup>

---

<sup>20</sup> See [http://www.fta.dot.gov/funding/grants/grants\\_financing\\_7172.html](http://www.fta.dot.gov/funding/grants/grants_financing_7172.html).

<sup>21</sup> 23 CFR 450.322.



This work element continues to ensure that ongoing Federal metropolitan transportation planning requirements are satisfied and the planning process remains certified.

**Impact of Work Element**

If the OahuMPO metropolitan planning process is not certified, Federal surface transportation funding and project approval for Oahu would be adversely affected.

**Tasks**

1. OahuMPO will discuss local implementation of Federal planning regulations with participating agencies and Federal officials.
2. OahuMPO will review, modify, or establish procedures and guidelines for incorporating Federal planning requirements into the OahuMPO, State, and City plans, programs, and processes.
3. OahuMPO will participate in and schedule workshops, training sessions, seminars, meetings, and presentations that promote a better understanding and implementation of SAFETEA-LU and related requirements.
4. OahuMPO will implement metropolitan transportation planning requirements.
5. OahuMPO Executive Director and/or staff will represent the OahuMPO on task forces and committees, and/or at meetings to coordinate SAFETEA-LU requirements, including those involving the Statewide transportation planning process.
6. OahuMPO will coordinate and participate in efforts relating to the metropolitan planning process certification review and its findings.
7. OahuMPO will review proposed amendments to Federal regulations as they affect metropolitan transportation planning requirements.

**Estimated Completion Date**

Ongoing work element

**Estimated DBE Opportunity**

A race-neutral DBE participation rate of 9% is anticipated.

**Estimated Cost By Funding Source**

Total	FTA	FHWA	STP	Local M	Local S
227,100		181,680		45,420	



**Estimated Staff/Other Costs**

<b>Agency</b>	<b>Staff</b>	<b>Person Months</b>	<b>Cost</b>
OahuMPO	Planners	3.9	27,300
	Support Staff	0.5	2,900
	<b>Other</b>		
OahuMPO	Overhead		6,900
OahuMPO	Consultant		190,000
		<b>Total</b>	<b>227,100</b>



## WORK ELEMENT 201.60-09 Travel Demand Forecasting Model

### Objective

To support the metropolitan transportation planning process through the use of mathematical modeling.

### Products

1. Analyses of travel times and trips using the Travel Demand Forecasting Model (TDFM) for vehicle, transit, bicycle and pedestrian modes.
2. Document changes and analyses.

### Status of Past Work, Challenges, and Opportunities

The OahuMPO uses the TDFM to evaluate projects proposed for inclusion in the ORTP and TIP.

### Identification of Need

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

### Impact of Work Element

This work element will allow the OahuMPO to run the TDFM and provide the Policy Committee and others with the technical analyses needed to make informed transportation decisions.

### Tasks

1. OahuMPO to run the TDFM and analyze the results as necessary.
2. OahuMPO to update the model networks as necessary.
3. OahuMPO to document any modification to user's manual.

### Estimated Completion Date

Ongoing work element

### Estimated DBE Opportunity

None

### Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
32,600		26,080		6,520	



**Estimated Staff/Other Costs**

<b>Agency</b>	<b>Staff</b>	<b>Person Months</b>	<b>Cost</b>
OahuMPO	Planners	3.7	24,700
	Support Staff	0.3	1,900
	<b>Other</b>		
OahuMPO	Overhead		6,000
		<b>Total</b>	<b>32,600</b>

## WORK ELEMENT 201.66-09 Pedestrian Master Plan

### Objective

To provide guidance on the most efficient and effective use of Federal, State, and local resources to implement pedestrian initiatives.

### Product

A Statewide *Pedestrian Master Plan*.

### Status of Past Work, Challenges, and Opportunities

The HDOT spearheaded the development of the *Hawaii Strategic Highway Safety Plan (HSHSP)*<sup>22</sup> through a collaborative effort of traffic safety, public safety, and public health experts from government and community agencies Statewide. The goal of this plan is to save lives and reduce the severity and number of injuries on our roadways. The plan was accepted by the State in the fall of 2007. One of the seven emphasis areas of the HSHSP was safeguarding pedestrians and bicyclists. Action plan committees will begin meeting in July 2008.

The HDOT has worked to promote pedestrian safety through education, most recently with the *Walk Wise Hawaii* program.<sup>23</sup> Plus, the HDOT has been promoting bicycling and walking to school through the *Federal Safe Routes to School* program.<sup>24</sup>

The HDOT is installing traffic signal pedestrian countdown timers at signalized intersections. Additionally, the HDOT is installing Light Emitting Diode, or LED, lights to improve visibility of traffic signals at intersections.

The City has sought to improve other aspects of pedestrian life through land use and transportation strategies. Smart growth, livable community, and transit-oriented development concepts have been pursued to improve the Island's quality of life and community sense of place. These strategies have also encouraged transit, bicycle, and walking as alternatives to car trips.

### Identification of Need

The HSHSP recognized that Hawaii had the fifth highest pedestrian fatality rate from traffic crashes in the US over the 2001-2005 period and, by far, the highest rate among senior-aged pedestrians. One of the strategies identified in the HSHSP to help address this deficiency was the need to develop a pedestrian plan that was commensurate with *Bike Plan Hawaii 2003*.<sup>25</sup>

Federal regulations<sup>26</sup> require the regional transportation plan to address pedestrian needs. A pedestrian master plan will be able to place more emphasis on this important travel mode and can be incorporated into the regional transportation plan update effort.

---

<sup>22</sup> See <http://hltap.eng.hawaii.edu/shsp/SHSP2007-2012.pdf>.

<sup>23</sup> See <http://www6.hawaii.gov/dot/publicaffairs/safecommunities/walkwise.htm>.

<sup>24</sup> See <http://safety.fhwa.dot.gov/saferoutes/>.

<sup>25</sup> See <http://www.state.hi.us/dot/highways/bike/bikeplan/#bikeplan>.

<sup>26</sup> 23 CFR 450.12 & 322.



Impact of Work Element

This work element will assist in reducing traffic-related injuries and deaths to pedestrians; and provide opportunities for improving pedestrian compatibility of existing projects, guidance for establishing pedestrian facilities, and a list of priority locations for pedestrian improvements.

Tasks

1. HDOT to coordinate and attend meetings with government agencies and appropriate stakeholders in administering this work effort.
2. HDOT to advertise for, select, and retain a consultant to assist in the development of the *Pedestrian Master Plan*.
3. HDOT to administer and provide oversight to the consultant effort.
4. HDOT to conduct other tasks necessary to develop the *Pedestrian Master Plan*.
5. Agencies to provide technical review and support for the *Pedestrian Master Plan* effort.
6. HDOT to develop a design template and standards for pedestrian facilities that are appropriate for Hawaii's communities.

Estimated Completion Date

January 2010

Estimated DBE Opportunity

A race-neutral DBE participation rate of 9% is anticipated.

Estimated Cost By Funding Source

Total	FTA	FHWA	SPR <sup>27</sup>	Local M	Local S <sup>28</sup>
1,316,100		812,880	200,000	253,220	50,000

Estimated Staff/Other Costs

Agency	Staff	Person Months	Cost
HDOT	Planners/Engineers	10.0	50,000
DTS	Planners	1.0	5,000
DPP	Planners	1.0	5,000
OahuMPO	Planners	1.0	5,000
	<b>Other</b>		
OahuMPO	Overhead		1,100
HDOT	Consultant		1,250,000
		<b>Total</b>	<b>1,316,100</b>

<sup>27</sup> \$200,000 in FFY 2009 SPR funds to be used for Neighbor Island portion of consultant contract.

<sup>28</sup> For 20% SPR match.



## WORK ELEMENT 202.06-09 Oahu Regional Transportation Plan

### Objective

To ensure that the *Oahu Regional Transportation Plan*<sup>29</sup> (ORTP) is extended to the 2035 planning horizon, reflects current transportation priorities, and is updated by April 2011.

### Products

1. Administrative modifications and amendments of the ORTP 2030, as needed.
2. Consultant contract for the development of the ORTP 2035.
3. Interim working papers leading to the ORTP 2035.

### Status of Past Work, Challenges, and Opportunities

The ORTP 2030 was endorsed by the Policy Committee in April 2006 and is required to be updated every five years. Preparations for this update included the development of year 2035 demographic and socio-economic projections, and securing local funding commitments for the consultant effort.

The ORTP 2030 is a multifaceted plan that integrates planned growth patterns and reflects available financial resources. It includes a vision and goals, identifies projects, and provides an implementation program for mid- and long-range investment of the available transportation funds across Oahu in a fair and equitable manner.

The plan assists in educating decision-makers about the options that are available to improve the transportation system and how they address our mobility needs; and ensure that programming is based on a full understanding of a policy framework, role of data, and technical analyses.<sup>30</sup> This regional planning document is mandated by 23 USC 134 (i)<sup>31</sup> as a means to verify the eligibility of metropolitan areas for Federal funds earmarked for surface transportation systems. Any future transportation improvement for Oahu that receives Federal transportation funds must be identified within and be consistent with the ORTP in order to be eligible for these funds.

### Identification of Need

The update of a financially-constrained regional transportation plan is one of the requirements of a 3-C planning process, as stated in 23 CFR 450.300.

### Impact of Work Element

The ORTP serves as a blueprint for identifying and prioritizing the strategies for and development of future surface transportation improvements on Oahu. The goal of the resulting plan is the development of an integrated, intermodal transportation system capable of facilitating efficient and effective movement of people and goods. Implementation of this work element will ensure that the update of the ORTP will reflect current transportation priorities and will extend the planning horizon of the ORTP to 2035.

---

<sup>29</sup> The *Oahu Regional Transportation 2030*, as revised, may be found at [http://www.oahumpo.org/ortp/ORTP2030/OMPO\\_Report\\_FINAL.pdf](http://www.oahumpo.org/ortp/ORTP2030/OMPO_Report_FINAL.pdf).

<sup>30</sup> 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.

<sup>31</sup> 23 CFR 450.322.



### Tasks

1. OahuMPO to attend meetings; make presentations to organizations and agencies requiring information or briefings on the ORTP, including its development process, products, or related activities; and solicit input.
2. OahuMPO and its participating agencies to assist in developing and processing administrative modifications and amendments to the ORTP 2030, with appropriate reviews by the CAC, TAC, and Policy Committee, to reflect current needs or local and Federal requirements, as needed.
3. OahuMPO to conduct appropriate technical analyses of the ORTP 2030 revisions, as needed, to comply with Federal planning regulations.
4. OahuMPO to conduct technical analyses of the projects proposed in the public review draft of the ORTP 2035 that consider compliance with SAFETEA-LU planning factors, T6/EJ compliance, and congestion management process analyses.
5. OahuMPO to provide opportunities for public review and comment at key decisions points, consistent with OahuMPO's documented public involvement process<sup>32</sup> and, to the maximum extent possible, make use of visualization techniques that describe and make readily understandable the projects and components of the 2035 ORTP.
6. OahuMPO to advertise, select, and retain a consultant to assist in the development of the ORTP 2035.
7. OahuMPO to administer and provide oversight to the consultant effort.
8. DPP to provide technical support concerning land use alternatives analyses.
9. OahuMPO to provide technical support, including the running of the travel forecasting model to augment the consultant effort.
10. OahuMPO to coordinate activities with its participating agencies relating to the update effort.
11. OahuMPO to review interim products and working papers.
12. OahuMPO to conduct other tasks necessary to prepare for the timely update of the ORTP to 2035.

### Estimated Completion Date

April 2011

### Estimated DBE Opportunity

A race-neutral DBE participation rate of 11% is anticipated.

---

<sup>32</sup> See <http://www.oahumpo.org/GPI/opp.htm>.



**Estimated Cost By Funding Source**

Total	FTA	FHWA	STP	Local M	Local S
1,181,000		944,800		236,200	

**Estimated Staff/Other Costs**

Agency	Staff	Person Months	Cost
DPP	Planners	3.0	15,000
OahuMPO	Planners	17.2	121,700
	Support Staff	2.5	13,600
	<b>Other</b>		
OahuMPO	Overhead		30,700
	Consultant		1,000,000
		<b>Total</b>	<b>1,181,000</b>



## WORK ELEMENT 202.07-09

### Transportation Improvement Program

#### Objective

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 ORTP; be consistent with HSHSP, land use plans, CMP, and other planning studies; and comply with applicable Federal requirements.

#### Product

Revisions to the FY 2008-FY 2011 TIP,<sup>33</sup> as necessary.

#### Status of Past Work, Challenges, and Opportunities

The FYs 2008-2011 TIP was approved by the OahuMPO Policy Committee on July 17, 2007 and by the Governor's designee on July 24, 2007. 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.

#### Identification of Need

Developing and maintaining a current and financially-constrained TIP is a Federal requirement.<sup>34</sup>

#### Impact of Work Element

A current TIP, based upon cooperatively developed criteria, and reviewed and recommended by Oahu's policy makers, provides the basis for funding and implementing transportation improvement projects.

#### Tasks

1. OahuMPO and its participating agencies to monitor and revise, cooperatively and as necessary, the TIP for FYs 2008-2011; ensure its consistency with the regional transportation plan and Federal statute<sup>35</sup>; identify any changes in project priorities; and, ensure its financial viability.
2. OahuMPO and its participating agencies to review and update, cooperatively and as necessary, the TIP development process.
3. DTS, in consultation with City agencies, to identify any changes to transportation system improvements and City financial planning for TIP projects, and any transit priorities for Oahu.
4. DTS to identify any changes to transportation system improvements and the City's financial plan for TIP projects.
5. HDOT to identify any changes to State highway and water transit improvements.

---

<sup>33</sup> The TIP for FY 2008-FY 2011 may be found at <http://www.oahumpo.org/TIP/tip.html>.

<sup>34</sup> 23 CFR 450.324.

<sup>35</sup> 23 USC.



6. DPP to review the TIP to ensure its consistency with the City's *Development/Sustainable Community Plans*.
7. For visualization purposes, OahuMPO to develop location maps and other visualization tools for each project, as applicable, in the public review drafts of the TIP amendments.
8. OahuMPO and its participating agencies to conduct the technical analyses of the projects proposed in the public review drafts of the TIP amendments that consider:
  - a. Compliance with Federal regulatory planning factors<sup>36</sup>;
  - b. The status of projects in the previous TIP;
  - c. Consistency with the ORTP;
  - d. Consistency with the Oahu Regional Intelligent Transportation System Architecture (ORITSA);
  - e. Title VI and environmental justice compliance;
  - f. Congestion management process analyses; and,
  - g. Roadway and transit project evaluations.
9. OahuMPO to coordinate and process TIP amendments through the CAC, TAC, and Policy Committee, as appropriate. OahuMPO to follow the strategies and procedures outlined in the OPP for revising the TIP.
10. OahuMPO to ask transportation and planning agencies to review projects to ensure their consistency with Federal, State, and local criteria.
11. OahuMPO and its participating agencies to develop, cooperatively, an annual listing of projects for which funds were obligated in the preceding program year.

Estimated Completion Date

June 2010

Estimated DBE Opportunity

None

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
74,700		59,760		14,940	

---

<sup>36</sup> 23 CFR 450.306.



**Estimated Staff/Other Costs**

Agency	Staff	Person Months	Cost
DBEDT	Planners	0.1	500
HDOT-HWY-P	Planners	1.0	5,000
DPP	Planner	0.1	500
DTS	Planners	2.0	10,000
OahuMPO	Planners	5.8	41,800
OahuMPO	Support Staff	1.1	6,000
	<b>Other</b>		
OahuMPO	Overhead		10,900
		<b>Total</b>	<b>74,700</b>



## WORK ELEMENT 202.36-09

### Selection of Enhancement Projects for Oahu

#### Objective

To program Federal funds allocated for transportation enhancement (TE) activities under 23 USC 133(d)(2).

#### Product

A list of activities to be programmed in the TIP and STIP using Federal funds allocated for transportation enhancement activities.

#### Status of Past Work, Challenges, and Opportunities

The OahuMPO Policy Committee approved a list of TE projects of Oahu in May 2007.<sup>37</sup> This list was submitted to the HDOT to incorporate into the Statewide TE program. A call for TE projects on Oahu will correspond with the update cycle of the TIP. Details regarding the TE program for Oahu are contained in the *Transportation Enhancement Program for Oahu* report.<sup>38</sup>

SAFETEA-LU continued the TE program established under ISTEA and, later, TEA-21, which strives to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system. TE projects must be one of twelve eligible activities and must relate to surface transportation.<sup>39</sup>

#### Identification of Need

It is necessary to develop a prioritized list of projects that has been approved by the Policy Committee in order to include these projects in the TIP to qualify for Federal enhancement funds.

#### Impact of Work Element

Ten percent of the funds apportioned to the State under the STP are available only for transportation enhancement activities. This work element will allow the OahuMPO to rank the projects proposed to use enhancement funds.

#### Tasks

1. OahuMPO to issue a call for TE projects on Oahu.
2. OahuMPO, HDOT, and DTS, in consultation with FHWA, to determine the eligibility of the submitted projects.
3. OahuMPO to form an evaluation panel to evaluate each eligible TE activity and develop a draft TE list.
4. OahuMPO to follow the public involvement procedures outlined in the OPP to solicit comments on the draft TE list.
5. TAC and CAC to review and comment on the draft TE list.
6. The Policy Committee to finalize the prioritized list of TE projects.

<sup>37</sup> See [http://www.oahumpo.org/TE/TE2007/Final\\_Prioritized\\_List\\_07-05-04.pdf](http://www.oahumpo.org/TE/TE2007/Final_Prioritized_List_07-05-04.pdf).

<sup>38</sup> See [http://www.oahumpo.org/TE/2007-05\\_TE\\_Prog\\_Final.pdf](http://www.oahumpo.org/TE/2007-05_TE_Prog_Final.pdf).

<sup>39</sup> See <http://www.oahumpo.org/TE/te.html>.



Estimated Completion Date

Ongoing work element

Estimated DBE Opportunity

None

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
20,300	15,225			3,806	1,269

Estimated Staff/Other Costs

Agency	Staff	Person Months	Cost
DBEDT	Planners	0.2	1,000
HDOT	Planners	1.0	5,000
DPP	Planner	0.2	1,000
DTS	Planners	0.5	3,000
OahuMPO	Planners	1.0	6,500
OahuMPO	Support Staff	0.4	1,900
	<b>Other</b>		
OahuMPO	Overhead		1,900
		<b>Total</b>	<b>20,300</b>



## WORK ELEMENT 203.75-09

### Ewa Impact Fees for Traffic and Roadway Improvement Update Study

#### Objectives

1. Update Revised Ordinance of Honolulu (ROH), Chapter 33A related to Ewa traffic and roadway improvements impact fees.
2. Review the *Ewa Highway Master Plan*.<sup>40</sup>
3. Develop administrative policies and procedures for collection, accounting, and distribution of funds collected through the impact fee assessment.

#### Products

1. A report that will assess the effectiveness of the existing ordinance, and identify and analyze impact fee issues and options.
2. A summary of recommendations for modifying the existing ordinance.
3. A draft impact fee update ordinance to be submitted to the City Council for review and action.

#### Status of Past Work, Challenges, and Opportunities

In 2002, the consultant for the HDOT issued a document that proposed an *Ewa Highway Impact Fee Program*. The proposed program reflected the concerted effort of the HDOT and Ewa area developer and landowner groups to develop a method to assess area developers a land use-based impact fee for traffic and roadway improvements.

Section 4.1 of the *Ewa Development Plan* adopted by ROH No. 97-49 (as amended) lists the highway improvements cited by the program that are needed to be built to accommodate the planned growth in Ewa. In addition, the City Council adopted ROH, Chapter 33A related to Ewa Impact Fees for Traffic and Roadway Improvements. The ordinance essentially adopted the HDOT's proposed impact fee program that would be collected by the City prior to the issuance of any building permit in the region.

Since the adoption of the ordinance, the City has collected impact fees from various developers in the region. In January 2007, the City Council adopted an intergovernmental agreement between the City and HDOT that formally adopted the procedures and policies for transferring the impact fee monies to the State (Resolution 07-005).

#### Identification of Need

The DTS is required by Chapter 33A, Section 33A-1.6 (h) ROH to update the ordinance every five years. The ordinance stipulates that the Director of DTS, "in consultation with the director of planning and permitting and the state director of transportation", shall review and update the ordinance "once every five years." The ordinance was adopted by the City Council in 2002 and needs to be updated.

---

<sup>40</sup> See <http://honoluluodpp.org/planning/Ewa/Ewa4.pdf>.



### Impact of Work Element

Undertaking and completing the study will allow the City Council to review and make necessary modifications to the ordinance.

The construction costs reflected in the ordinance were estimated at the time the *Ewa Highway Master Plan* was being prepared. Those costs are dated, as construction materials and costs for roadways have risen substantially during the past seven years. The six major projects identified in the ordinance are under-funded and, unless estimated construction costs are modified to reflect current costs and projected increases, they may not be completed in a timely manner.<sup>41</sup>

Furthermore, traffic data obtained since the *Ewa Highway Master Plan* was developed need to be compared to original forecasts to determine the extent to which future traffic forecasts (and consequently roadway improvements) may need to be modified.

### Tasks

1. DTS' consultant to review traffic forecasts and assumptions stated in the *Ewa Highway Master Plan*.
2. DTS' consultant to review and update identified roadway construction costs.
3. DTS' consultant to review and analyze future regional land uses based on current City forecasts.
4. DTS' consultant to determine impact of the Honolulu high-capacity transit corridor project on area traffic forecasts and land use.
5. DTS' consultant to review and evaluate regional trip generation estimates for new development.
6. DTS' consultant to prepare a report including recommendations for modifying the existing impact fee ordinance.

### Estimated Completion Date

October 2008

### Estimated DBE Opportunity

A race-neutral DBE participation rate of 3.66% is anticipated.

### Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
400,000		320,000		80,000	

<sup>41</sup> Per 23 CFR 450.216(l), DTS will refer to and coordinate with HDOT's inflation rate as stated in HWY-PS 2.6453 from Brennon Morioka, dated December 8, 2007.



**Estimated Staff/Other Costs**

Agency	Staff	Person Months	Cost
DTS	N/A		
	Other		
DTS	Consultant		400,000
		<b>Total</b>	<b>400,000</b>



## WORK ELEMENT 203.77-09 Short-Range Transit Service Operations Plan

### Objectives

1. Improve operational efficiencies of public transit modes in the City and County of Honolulu.
2. Identify short-range capital improvements and financial priorities for Honolulu's public transportation operations for the years 2009 through 2015.

### Products

1. Assessment of current levels of service for each of the three existing public transit modes currently in operation in the City and County of Honolulu: TheBus, TheHandi-Van, and TheBoat.
2. Projections of service demand over the planning period in each program area.
3. Identification of short-term priorities to improve quality and efficiency in each program area.
4. Identification of the capital improvements and financial investment strategies required to achieve short-term priorities.

### Status of Past Work, Challenges, and Opportunities

*Public Transit Facility Master Plan*<sup>42</sup>

*Human Service Transportation Coordination Plan and Program*<sup>43</sup>

### Identification of Need

The project will provide for and update the short-range service capital and financial plan for transit operations for the years 2009/2010 through 2014/2015. This *Short-Range Transit Service Operations Plan* will provide the blueprint for implementation of efficient, cost-effective, and coordinated public transit service. The ORTP was adopted in 2006 and its long-range component of transit service operations remains valid.

The City will use recommendations in the short-range service capital and financial plan to implement effective transit services, including TheBus fixed-route service, TheHandi-Van paratransit service, and TheBoat commuter ferry services.

### Impact of Work Element

This work element will enable the City to develop a short-range transit service plan that will serve as a guide to establish transit service operations programs and projects to be included in the TIP.

---

<sup>42</sup> See WE 203.72-08 in this document.

<sup>43</sup> See WE 203-74-08 in this document.



**Tasks**

1. DTS' consultant to review transit service standards for currency and robustness; update as needed.
2. DTS' consultant to conduct an assessment of existing service quality and efficiencies for each of the ongoing public transit modes: bus, commuter ferry, and complementary ADA paratransit.
3. DTS' consultant to identify capacity constraints affecting transit service quality and efficiencies in each transit mode.
4. DTS' consultant to identify alternative short-range implementing actions for the City to effect improvements in service quality and efficiencies in each transit mode.
5. DTS' consultant to evaluate and prioritize alternative implementing actions.
6. DTS' consultant to prepare and execute a public participation plan.
7. DTS' consultant to prepare reports that document this effort.
8. Public Transit Division staff to network and confer with other similar transit service providers about best planning techniques, and site-inspect current innovative operational plans.

**Estimated DBE Opportunity**

A race-neutral DBE participation rate of 3.66% is anticipated.

**Estimated Completion Date**

June 2009

**Estimated Cost By Funding Source**

Total	FTA	FHWA	STP	Local M	Local S
640,000		408,000		102,000	130,000

**Estimated Staff/Other Costs**

Agency	Staff	Person Months	Cost
DTS	Planners	24.0	130,000
	<b>Other</b>		
DTS	Consultant		500,000
DTS	Travel for Public Transit Division Staff		2,000
DTS	Purchase of transit signal priority emitters		8,000
		<b>Total</b>	640,000



## WORK ELEMENT 203.78-09

### Transit Street Improvement Study and Demonstration

#### Objectives

1. To study the feasibility of the creating a transit signal priority in the most congested portions of the transit service area during peak travel periods.
2. To study traffic alternatives that could serve to enhance transit operations, including transit priority lanes.

#### Product

A report documenting the cost/benefit of relatively low capital cost improvements, such as transit signal priority and other traffic alternatives, resulting in a plan of implementation designed to achieve greater efficiency and viability for transit in Honolulu.

#### Status of Past Work, Challenges, and Opportunities

None

#### Identification of Need

Traffic congestion makes it increasingly difficult to provide efficient, timely transit service to the public. It is necessary to find ways that transit trips can be on-time and travel times reduced in order for transit to be considered an attractive mode of choice. The corridors to be studied include areas with very high traffic volumes and high bus transit use.

#### Impact of Work Element

Evaluate and identify the most congested transit corridors. Pinpoint other traffic alternatives that would aid in alleviating traffic congestion.

#### Tasks

1. DTS to develop appropriate procurement documents, including scope of work, and procure necessary services.
  - a. DTS to administer contract.
  - b. DTS to coordinate with appropriate City agencies.
2. Public Transit Division staff to explore, inspect, and confer with like-applicable systems about the best practices and approaches.
3. Under direction of the City, consultant to:
  - a. Become familiar with existing bus operations and review data requirements.
  - b. Gather any necessary data that is unavailable.
  - c. Analyze impacts and develop plans for implementation.
  - d. Review the use of traffic engineering solutions/relatively low-cost capital projects, including traffic signal timing synchronization system-wide.
  - e. Prepare operation plans for a demonstration project designed to definitively measure net effect of improvements.



f. Prepare, document, and submit draft and final reports.

Estimated Completion Date

July 2009

Estimated DBE Opportunity

A race-neutral DBE participation rate of 3.66% is anticipated.

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
650,000		200,000		50,000	400,000

Estimated Staff/Other Costs

Agency	Staff	Person Months	Cost
DTS	Planners	12.0	65,000
DTS	Engineers	12.0	75,000
	<b>Other</b>		
DTS	Consultant		500,000
DTS	Travel for Public Transit Division Staff		4,000
DTS	Public outreach expenses		6,000
		<b>Total</b>	<b>650,000</b>



## WORK ELEMENT 301.01-09 Program Support and Administration

### Objective

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

### Product

Effective management of the transportation planning program.

### Status of Past Work, Challenges, and Opportunities

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 its Policy Committee 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 coordinating interagency activities.

In the past, the OahuMPO staff and/or a Policy Committee member have traveled to the mainland to meet with government officials and/or peers to discuss Federal regulations, processes, or transportation planning matters. Efforts under this work element have also been used to sponsor workshops on transportation planning matters.

The Policy Committee is the decision-making body of the OahuMPO. It serves as an advisory body to the City Council and the State Legislature. The Policy Committee is assisted by an administrative staff and is advised by the TAC and CAC. Through this structure, Oahu's transportation planning efforts are continuing, cooperative, and comprehensive.

### Impact of Work Element:

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

### Tasks

1. OahuMPO to provide the administrative support necessary to serve the Policy Committee, TAC, and the OahuMPO office.
2. OahuMPO Executive Director and/or staff to represent the OahuMPO at the Association of Metropolitan Planning Organizations (AMPO) or other 3-C planning-related meetings, workshops, and conferences; and, communicate with Federal representatives as required. OahuMPO to participate in Federal certification review-related efforts.
3. OahuMPO to coordinate the 3-C transportation planning process with the OahuMPO's participating agencies.
4. OahuMPO to manage and oversee selected work elements and assist agencies with project management services.



5. OahuMPO to provide the necessary grant support functions.
6. OahuMPO to research, purchase, install, and maintain computer-related equipment and software for the OahuMPO operations; replace computers as needed; and, upgrade and add software applications as needed.
7. OahuMPO to travel to attend conference/meetings, scanning tours, and training sessions for transportation planning related matters.
8. OahuMPO to review and modify or add administrative procedures and documents to reflect current needs and policies.

Estimated Completion Date

Ongoing work element

Estimated DBE Opportunity

None

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
207,900	152,574	13,746		41,580	

Estimated Staff/Other Costs

Agency	Staff	Person Months	Cost
OahuMPO	Planners	10.7	81,300
OahuMPO	Support Staff	12.2	66,900
	<b>Other</b>		
OahuMPO	Overhead		33,700
OahuMPO	Travel		5,000
OahuMPO	Computer-related equipment and software		21,000
		<b>Total</b>	<b>207,900</b>



## WORK ELEMENT 301.02-09

### Planning Resource

#### Objective

To provide government agencies and other organizations with information and resources relating to the 3-C planning process.

#### Product

An effective and accessible 3-C metropolitan transportation planning process.

#### Status of Past Work, Challenges, and Opportunities

The OahuMPO has provided testimony and acted as a resource body to various transportation committees of the City Council and the State Legislature. The OahuMPO has also participated in the development of the HSHSP, *Kalaheo Master Plan*, the *Hawaii Statewide Physical Activity and Nutrition Plan*, the *Hawaii Commercial Harbors 2020 Master Plan*, the *Ewa Region Highway Transportation Master Plan*, and the City Council Committee on Transportation task force on Transportation System Management/Transportation Demand Management (TSM/TDM) strategies.

The OahuMPO provides resources for the 3-C planning process to organizations and stakeholders – such as the Neighborhood Commission, State and City Transportation Commissions, Ewa Transportation Coalition, Office on Aging, Hawaii Local Technical Assistance Program, Leeward Oahu Transportation Management Association, DTS Committee on Accessible Transportation, Institute of Transportation Engineers Department of Health, and the University of Hawaii.

#### Impact of Work Element

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.

#### Tasks

1. OahuMPO Executive Director and/or staff to represent the OahuMPO on appropriate transportation-related organizations and committees.
2. OahuMPO to submit appropriate testimonies, documents, and responses to the City Council and the State Legislature.
3. OahuMPO to review the transportation planning aspects of transportation reports and materials for agencies and organizations.
4. OahuMPO to provide transportation presentations, materials, and information to organizations and the public.
5. OahuMPO to participate in the State, City, and private sector transportation planning activities, such as preliminary review of public/private cost-sharing alternatives for transportation services and facility improvements which directly benefit private developments.



Estimated Completion Date

Ongoing work element

Estimated DBE Opportunity

None

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
30,300	24,240			6,060	

Estimated Staff/Other Costs

Agency	Staff	Person Months	Cost
OahuMPO	Planners	3.1	22,500
	Support Staff	0.4	2,200
	<b>Other</b>		
OahuMPO	Overhead		5,600
	<b>Total</b>		<b>30,300</b>



## WORK ELEMENT 301.03-09 Overall Work Program

### Objectives

1. To develop an OWP for FY 2010 within which planning priorities for the metropolitan area are addressed.
2. To document the progress of the still active work elements from previous years.

### Products

1. A transportation planning work program defining the work to be performed in FY 2010.
2. Documentation of the progress of work elements.
3. Revisions to the FY 2009 OWP, as necessary.

### Status of Past Work, Challenges, and Opportunities

The OWP serves as the key management tool for monitoring State and City 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.

The OahuMPO is responsible for preparing the OWP. The OWP is prepared with the active involvement and assistance of the State and City transportation and planning departments, as well as intergovernmental agencies, FHWA, FTA, TAC, and CAC.

Previous OWPs include ongoing planning tasks, such as those that relate to monitoring and forecasting. Other work elements seek to analyze the existing transportation system to improve its efficiency.

To ensure that interested agencies and individuals can be kept abreast of the activities identified in the OWP, many work elements include task forces or technical advisory committees – comprised of agency staff. These committees assist in work element development.

### Impact of Work Element

The OWP sets forth the transportation planning activities of the OahuMPO and its participating agencies for the upcoming year. It includes transportation and transportation-related planning activities; identifies individual planning projects or work elements; and, provides a record of objective, 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, 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 bases for future transportation projects and programs through planning studies conducted as part of the OWP.
- Qualify applicable planning activities for Federal reimbursement.

Tasks

1. State and City agencies and the OahuMPO to identify planning needs, approaches, and funding requirements for the FY 2010 OWP.
2. OahuMPO to follow the strategies and procedures outlined in the *OahuMPO Participation Plan* (OPP) in the development and revision of the OWP.
3. OahuMPO to write a report on the FY 2009 OWP, evaluating compliance with the T6/EJ Federal regulations.
4. OahuMPO to obtain and coordinate the necessary approvals for the OWP and any subsequent amendments.
5. OahuMPO to provide the necessary support and coordination for OWP work elements.
6. OahuMPO and its participating agencies to monitor and document progress of all OWP activities.
7. OahuMPO to amend the OWP, as necessary.

Estimated Completion Date

Ongoing work element

Estimated DBE Opportunity

None

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
62,700	50,160			12,540	



**Estimated Staff/Other Costs**

Agency	Staff	Person Months	Cost
DBEDT	Planner	0.2	1,000
HDOT	Planner/Engineer	1.1	6,000
DPP	Planner	0.2	1,000
DTS	Planner/Engineer	1.3	6,000
OahuMPO	Planners	3.5	26,600
OahuMPO	Support Staff	2.3	13,100
	<b>Other</b>		
OahuMPO	Overhead		9,000
		<b>Total</b>	<b>62,700</b>



## WORK ELEMENT 301.04-09

### Support for Citizen Advisory Committee and Additional Public Outreach

#### Objective

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

#### Products

1. An established CAC that reviews transportation planning issues and reports its recommendations to the Policy Committee.
2. 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.<sup>44</sup>
3. An up-to-date Web site.

#### Status of Past Work, Challenges, and Opportunities

In FY 2008, the CAC emphasized early involvement by its member organizations in the OahuMPO activities, as well as City and State activities. The CAC formed a subcommittee to recommend studies to the FY 2009 OWP.

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 48 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 Committee on the OahuMPO documents and transportation projects and issues.

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.

In addition to the CAC, the OahuMPO seeks to achieve broad public involvement of Oahu's citizens for all of its plans and programs.<sup>45</sup> The current OPP states that the goal of the public participation program is to "ensure that the products of the OahuMPO's metropolitan transportation planning process reflect the needs and concerns of the public."<sup>46</sup> The OPP documents the opportunities available for all interested communities, groups, and individuals to become involved in the metropolitan planning process. The OPP identifies ways to involve, more effectively, those who are traditionally underserved and underrepresented; and it establishes methods

---

<sup>44</sup> 23 CFR 450.316(a).

<sup>45</sup> Ibid.

<sup>46</sup> See <http://www.oahumpo.org/GPI/OPP2006/opp2006.pdf>, Section 2.2.



of obtaining feedback from and disseminating information to interested groups, communities, and individuals.

In order facilitate its public outreach and interested parties coordination, OahuMPO has developed and maintains a series of mailing lists for purposes of public outreach and to disseminate information. These include: CAC member organization representatives, alternates, and chairs; persons interested in planning who have requested to be on the mailing list; environmental justice organizations, as suggested in the *Environmental Justice in the OahuMPO Planning Process* report<sup>47</sup>; and an e-mail list for persons wishing to receive information electronically. The OahuMPO has also developed a *Public Involvement Policy for Draft Documents*<sup>48</sup> that identifies what information on draft documents should be sent to the various mailing lists.

In addition to mailing information, the OahuMPO Web site<sup>49</sup> includes information on the OahuMPO, its plans and programs, and current issues. A Web site for the 2030 ORTP<sup>50</sup> was developed as part of the 2030 ORTP contract and is part of the existing OahuMPO Web site. Both through its Web site and use of visualization techniques in its presentation materials,<sup>51</sup> OahuMPO seeks to describe metropolitan transportation plans and the TIP in easily understandable language and format.

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, e-mail, fax, and hand-delivery. The OahuMPO makes every effort to respond to comments received in a timely manner.

### Impact of Work Element

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.

### Tasks

1. OahuMPO to attend committee and subcommittee meetings, and provide available technical support for the CAC and its subcommittees.
2. OahuMPO 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.
3. OahuMPO to coordinate the CAC's participation in the timely review of activities identified in the public involvement program.
4. OahuMPO to review and update, if appropriate, the OahuMPO's proactive participation plan.

---

<sup>47</sup> See <http://www.oahumpo.org/T6EJ/t6ej.html>.

<sup>48</sup> See <http://www.oahumpo.org/GPI/OPP2006/opp2006.pdf>, Section 3.6.

<sup>49</sup> See <http://www.oahumpo.org/>.

<sup>50</sup> See <http://www.oahumpo.org/ortp/index.html>.

<sup>51</sup> 23 CFR 450.316 (a)(1)(iii).



5. OahuMPO to brief new and interested members/organizations on the metropolitan planning process.
6. OahuMPO to maintain a mailing list of CAC member organizations, organizations that represent traditionally underserved populations, and others interested in transportation.
7. OahuMPO to maintain the OahuMPO Web site for information dissemination, as well as its use as a critical component of the OahuMPO's public participation outreach.
8. OahuMPO to provide services, when possible and as needed, to those who require and request special assistance at OahuMPO public meetings (e.g., sign language interpreter).
9. OahuMPO to use the list of organizations that represent traditionally underserved populations and affected agencies when disseminating information to the public for OahuMPO plans and programs, in accordance with the *Public Involvement Policy for Draft Documents*.<sup>52</sup>
10. OahuMPO to identify, measure, and evaluate trends, as needed, for compliance with T6/EJ regulations.

Estimated Completion Date

Ongoing work element

Estimated DBE Opportunity

None

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
87,000	69,600			17,400	

Estimated Staff/Other Costs

Agency	Staff	Person Months	Cost
OahuMPO	Planners	10.3	57,100
	Support Staff	1.1	6,000
	<b>Other</b>		
OahuMPO	Overhead		14,300
	Special Services		9,600
		<b>Total</b>	<b>87,000</b>

<sup>52</sup> See <http://www.oahumpo.org/GPI/opp.htm>, Section 3.6.



## WORK ELEMENT 301.05-09

### Single Audit

#### Objective

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.

#### Products

1. 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 subgrantees, 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 2008.<sup>53</sup>
2. 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 also prepared and submitted to the appropriate Federal agencies.

#### Status of Past Work, Challenges, and Opportunities

The audit for FY 2007 was conducted in October 2007. The final report was completed in December 2007, and distributed to the appropriate Federal, State, and City agencies.

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 2007, 2008, and 2009 was awarded to Akamine, Oyadomari & Kosaki CPA's, Inc., in accordance with the State's procurement laws.

#### Impact of Work Element

The audit will determine and report whether:

1. 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;
2. 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
3. The OahuMPO has complied with laws and regulations of each major Federal grantor agency.

#### Tasks

1. 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

---

<sup>53</sup> The most recent audit, dated November 30, 2007, is available on the OahuMPO Web site at [http://www.oahumpo.org/Audit/FS-07\\_audit-oahumpo.pdf](http://www.oahumpo.org/Audit/FS-07_audit-oahumpo.pdf).



Accountants, and Government Auditing Standards issued by the Comptroller General of the United States.

2. OahuMPO to provide the necessary administrative and liaison support.
3. OahuMPO to prepare and maintain records suitable for audit.
4. OahuMPO to comply with Federal financial management and reporting requirements.
5. Office of the Auditor to coordinate the performance of the audit.
  - a. Consultant will submit any drafts of findings and recommendations and financial statements directly to the Office of the Auditor.
  - b. Progress billings from the Consultant will be invoiced to the Office of the Auditor and paid out of its Audit Revolving Fund.
  - c. Office of the Auditor will then request reimbursement from the OahuMPO.

Estimated Completion Date

Ongoing work element

Estimated DBE Opportunity

None

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
36,700	29,360			7,340	

Estimated Staff/Other Costs

Agency	Staff	Person Months	Cost
OahuMPO	Financial Specialist/Planners	1.9	11,300
	Support Staff	0.6	3,100
	<b>Other</b>		
OahuMPO	Overhead		3,300
	Audit Contract (State Auditor)		19,000
		<b>Total</b>	<b>36,700</b>



## WORK ELEMENT 301.08-09 Disadvantaged Business Enterprise Program

### Objective

To give minority-owned, women-owned, and other disadvantaged business enterprises 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.

### Products

1. The OahuMPO annual DBE goals and supporting documentation.
2. List of DBE certified firms.
3. Revision of the OahuMPO DBE goals, if necessary.
4. Semi-annual Uniform Report of DBE Awards or Commitments and Payments.

### Status of Past Work, Challenges, and Opportunities

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, and adopted the HDOT's DBE Program on September 14, 1999.

As the OahuMPO advertises and awards its own contracts, separate goals for both FTA and FHWA must be established for the OahuMPO projects. The OahuMPO and its participating agencies have established DBE goals since 1980. The OahuMPO identified the contracting opportunities for work efforts to be undertaken in the FY 2008 OWP and established a 100% race-neutral goal of 11.03% for FHWA Planning funds.

The threshold requirements for FTA recipients to establish DBE programs and to submit overall goals were changed to \$250,000 in contracting opportunities. FTA recipients who reasonably anticipate awarding \$250,000 or less in prime contracts in a fiscal year are not required to submit a DBE plan and will not have to submit a DBE overall goal that year. The OahuMPO receives an average of \$325,000 in FTA grants annually. The OahuMPO anticipates contracting opportunities of less than \$20,000 and, as such, will not be setting a DBE goal for FY 2009 FTA funds.

### Impact of Work Element

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.

### Tasks

1. OahuMPO to identify potential DBE firms and encourage them to apply for HDOT DBE certification.



2. OahuMPO will adopt a 100% race-neutral DBE goal until a disparity study has been completed by HDOT. If this study indicates that there is evidence of discrimination in Hawaii, race-conscious DBE goals may be set in future contracts.
3. OahuMPO to monitor all payments made to consultants to ensure that DBE participation is reflected on all invoices submitted.
4. OahuMPO to document DBE activities to FTA and FHWA through the HDOT.
5. OahuMPO to develop annual DBE goals.
6. OahuMPO to attend semi-annual DBE coordinators meeting sponsored by the HDOT.

Estimated Completion Date

Ongoing work element

Estimated DBE Opportunity

None

Estimated Cost By Funding Source

Total	FTA	FHWA	STP	Local M	Local S
14,700	11,760			2,940	

Estimated Staff/Other Costs

Agency	Staff	Person Months	Cost
OahuMPO	Financial Specialist / Planners	2.0	11,700
	Support Staff	0.0	300
	<b>Other</b>		
OahuMPO	Overhead		2,700
		<b>Total</b>	14,700



### III. Active Work Elements Programmed in FY 2000-FY 2008 Overall Work Programs

Table 5 lists the work elements in this section that were programmed and approved in previous years, and that remain active. Table 6 provides an estimate of expenditures and remaining balances from prior years. Table 7 shows the estimate of remaining balances by sources of funding.

ID	Description	Total Award	Estimated Expenditure	Estimate Remaining <sup>54</sup>
Series 100	Overall Planning			
	None			
Series 200	Metropolitan Transportation Planning			
201.01-01	Investigation of ITS Technology for Use in Collecting CMP Data (as amended)	171,600	138,600	33,000
201.39-04	Land Use File Update System	202,750	37,750	165,000
201.50-05	Land Use Model Enhancement & Demonstration	200,000	0	200,000
201.65-07	Tantalus & Roundtop Drive Boundary Identification Study	1,000,000	0	1,000,000
202.62-06	Travel Demand Forecasting Model Upgrade	291,100	127,100	164,000
203.30-00	Kaneohe Town Traffic Circulation Study	131,000	84,000	47,000
203.72-08	Public Transit Facility Master Plan	500,000	0	500,000
203.74-08	Human Service Coordination Plan & Program	500,000	0	500,000
206.20-06	Waterborne Transit Feasibility Study	500,000	0	500,000
Series 300	Coordination of the Planning Program			
	None			
	<b>Total</b>	<b>3,496,450</b>	<b>387,450</b>	<b>3,109,000</b>

**Table 5. Work elements from prior fiscal years' OWP that remain active.**

<sup>54</sup> As of December 31, 2007.



Work Element	DPP	DOT-HWY	DTS	OahuMPO	Consultant	Agency	Total
201.01-01		33,000					33,000
201.39-04	40,000				125,000	DPP	165,000
201.50-05	40,000				160,000	DPP	200,000
201.65-07					1,000,000	DTS	1,000,000
202.62-06				64,000	100,000	OahuMPO	164,000
203.30-00	7,500				39,500	DPP	47,000
203.72-08					500,000	DTS	500,000
203.74-08					500,000	DTS	500,000
206.20-06					500,000	DTS	500,000
Total	87,500	33,000	0	64,000	2,924,500	0	3,109,000

**Table 6. Estimate of expenditures and remaining balances from prior years by expending agency as of December 31, 2007.**

Work Element	FHWA PL-01 - PL-08	Local Match	Estimate Remaining	FHWA Appropriation
201.01-01	26,400	6,600	33,000	Q450
201.39-04	132,000	33,000	165,000	Q450
201.50-05	160,000	40,000	200,000	H450
201.65-07	800,000	200,000	1,000,000	H450
202.62-06	131,200	32,800	164,000	Q450
203.30-00	37,600	9,400	47,000	H450
203.72-08	400,000	100,000	500,000	L450
203.74-08	400,000	100,000	500,000	L450
206.20-06	400,000	100,000	500,000	H450
Total	2,487,200	621,800	3,109,000	

**Table 7. Estimate of remaining balances as of December 31, 2007 by sources of funding.**

## WORK ELEMENT 201.01-01

### Investigation of ITS Technology for Use in Collecting CMP Data

(as amended)<sup>55</sup>

#### Objective

To identify Intelligent Transportation Systems (ITS) technologies that would enable HDOT to collect travel time/running speed data.

#### Summary of Work-to-Date and Status

The OahuMPO developed a *Performance Monitoring and Evaluation Plan*<sup>56</sup> which uses its travel demand model to obtain data for the CMP.

HDOT completed research to identify other types of technologies to collect travel time/running speed data. A Request for Proposals (RFP) was issued in 2005 to conduct a demonstration of such technologies (i.e., license plate readers). However, this project was deemed unfeasible due to the exorbitant cost of each proposal. As a result, \$352,000 in FHWA PL funds were deleted and de-obligated from the FY 2008 OWP by the Policy Committee on May 22, 2007. Those funds are being re-obligated for the FY 2009 OWP.

In 2001, HDOT completed travel time/running speed data collection using the average-car technique. Because of work priorities, completion of the *Effectiveness Evaluation Report for the H-1 Zipper Lane and H-3 Freeway* remains outstanding. The report is anticipated to be completed in September 2008.

## WORK ELEMENT 201.39-04

### Land Use File Update System

#### Objective

To establish Land Use File (LUF) update capabilities in order that the land use data are responsive to the needs of the metropolitan transportation planning process.

#### Summary of Work-to-Date and Status

This project was scoped as a two-phase effort. Phase 1 was the exploratory phase of the project, during which the consultant reviewed the data, interviewed data owners and users, and developed a work plan to complete the project. The key milestone to date is the Phase 1 report, which the consultant has completed and is being finalized in March-April 2008.

Phase 2 will be the creation of the LUF database. Given the unknowns associated with the actual scope of work until the Phase 1 specification of the database complete work was completed, it was deemed fiscally prudent to delay finalizing and negotiating Phase 2 milestones with the consultant. The project is on budget and is anticipated to be completed within budget.

---

<sup>55</sup> As amended by the OahuMPO Policy Committee on March 23, 2004.

<sup>56</sup> See [http://www.oahumpo.org/CMP/CMS\\_Perf\\_Monitoring-Eval\\_Plan\\_05-12\\_Final.pdf](http://www.oahumpo.org/CMP/CMS_Perf_Monitoring-Eval_Plan_05-12_Final.pdf).



The delay in commencing the project was the result of an inability to find a consultant with the requisite qualifications. The date for completing the database will be set as part of the negotiations currently underway.

## WORK ELEMENT 201.50-05

### Land Use Model Enhancement and Demonstration

#### Objective

To enhance the DPP's land use simulation model by improving the definition and spatial representation of land use in the model; and to demonstrate the capabilities of the model in land use and transportation planning.

#### Summary of Work-to-Date and Status

WE 201.39-04 and WE 201.50-05 comprise a two-step project to provide the OahuMPO with the land use forecasting capability needed to support the metropolitan transportation planning process. WE 201.39-04 (Land Use File Update System) is intended to develop the database needed for the land use model that is referenced in WE 201.50-05 (Land Use Model Enhancement and Demonstration). Because of this relationship, WE 201.50-05 is intended to be initiated after the nature and structure of the land use data to be maintained has been finalized by the City and County of Honolulu.

No work has been done to date on WE 201.50-05. The consultant selection process is expected to begin in April 2008, after the work plan for WE 201.39-04 is finalized, as discussed above. It is anticipated that this project will run concurrently with Phase 2 of WE 201.39-04 and be completed by December 2009.

## WORK ELEMENT 201.65-07

### Tantalus and Round Top Drive Boundary Identification Study

#### Objectives

To conduct a boundary study and topographic survey of Tantalus Drive and Round Top Drive.

Currently, there is no description of the right-of-way for the Tantalus Drive and Round Top Drive roadway. This work element will begin a boundary study for the entire length (approximately 10 miles) required to locate the roadway within the right-of-way. In addition, a topographic survey is needed to establish existing conditions adjacent to the roadway. The establishment of a right-of-way boundary and topographic map will be used as a planning tool to install safety and other improvements along the entire length of the roadway. The right-of-way map will be used as a base map for a traffic control plan for Tantalus Drive and Round Top Drive.

#### Summary of Work-to-Date and Status

The consultant was given the Notice to Proceed on March 11, 2008 and the project is expected to be completed within budget by February 2010.



## WORK ELEMENT 202.62-06

### Travel Demand Forecasting Model Upgrade

#### Objective

To upgrade the current OahuMPO Travel Demand Forecasting Model (TDFM) to the Microsoft® Windows® XP environment and convert the model network to conform to a standard GIS-based coordinate system.

#### Summary of Work-to-Date and Status

The transportation networks have been converted to TransCAD®, a Microsoft® Windows®-based travel forecasting software application package. Conversion of the model is currently ongoing. A contract change order was executed in order to extend the project's completion date from March 2008 to May 2008. No additional funds were added to the contract. The project is currently on schedule and on budget.

## WORK ELEMENT 203.30-00

### Kaneohe Town Traffic Circulation Study

#### Objective

To conduct an area-wide traffic circulation study to identify and quantify existing deficiencies in traffic circulation in the Kaneohe Town area. To identify and develop a traffic engineering plan, including traffic management and operational programs, conceptual designs, and cost estimates of infrastructure improvements as part of the scope of a larger Kaneohe Town community study.

#### Summary of Work-to-Date and Status

The work done to date includes the preparation of three reports:

1. *Kaneohe Town Circulation Study - Existing Traffic Conditions Report*, dated December 2004
2. *Kaneohe Town Circulation Plan*, dated May 2007
3. *Kaneohe Town Center Traffic Impact Analysis Report*, dated November 2007

The objective of the above reports is to identify and quantify existing deficiencies in the area and to develop a traffic engineering plan to address the deficiencies. Presently, consultant Belt Collins Hawaii, Ltd. and its sub-consultant Phillip Rowell & Associates, are in the process of incorporating relevant transportation agency comments on the above reports into their final versions.

Project completion was temporarily delayed due to unforeseen circumstances relating to the sub-consultant; it was not practical to re-assign work to another sub-consultant due to project timing and the start-up requirements for a replacement sub-consultant. However, the project is back on track and is estimated for completion within budget by December 2008.

Those components of the project that are pending completion include addressing comments from DTS and HDOT for the final version of the *Kaneohe Town Traffic Circulation Plan* and review and preparation of the final version of the *Traffic Impact Assessment Report (TIAR)* for the Kaneohe Town Center Project.



Mobility of the community of Kaneohe suffers from the lack of a cohesive and well-designed traffic circulation system. The community also lacks a gathering place; i.e., a town center to enhance the livability of its residents. As the planning of a town center is interrelated with the community's traffic system, the consultant has analyzed and suggested recommendations to improve traffic circulation which will then be used to support the planning and design of a town center presently proposed in the Mehana/Kawa Street area.

Completion of the traffic circulation report, TIAR, and the *Kaneohe Town Center Master Plan* will offer the background information to support further planning efforts for improving the area's mobility and ultimately livability. In addition, the *Kaneohe Town Master Plan* will provide needed traffic and town center planning information for DTS in its efforts towards establishing a transit center plan for Kaneohe.

#### WORK ELEMENT 203.72-08

### Public Transit Facility Master Plan

#### Objectives

1. Identify upgrades and expansions at existing facilities used to maintain the City's bus transit fleet, including buses and paratransit vehicles, that will be required in order to maintain service levels and plan for future bus transit needs.
2. Identify and prioritize locations for new bus transit facilities, including City maintenance facilities, transit centers, bus stops, and bus shelters.

#### Summary of Work-to-Date and Status

The consultant contract is in the process of being finalized. Work on the plan will commence soon. The project is expected to be completed within budget by June 2010.

#### WORK ELEMENT 203.74-08

### Human Service Transportation Coordination Plan and Program

#### Objectives

1. Improve the efficiency of transportation services provided by public and private non-profit human service agencies in the City.
2. Examine opportunities for transportation services cost-sharing among human service agencies in the City.

#### Summary of Work-to-Date and Status

Procurement was delayed because of new rules and electronic accounting/project management procedures implemented by the City Department of Budget and Fiscal Services and a determination by the City Budget and Fiscal Services Department that DTS use the RFP process. The RFP has been drafted and will be advertised within the next two months. The estimated completion date is two years following notice to proceed.



Although, a consultant has not yet been selected, a market survey conducted identified a number of excellent sources that have extensive previous and current experience in delivering Human Service Transportation Coordination Plan and Program (HSTCP) projects to grantees nationwide. In anticipation of the RFP, these sources have expressed an interest in competing for a HSTCP project in Honolulu.

The City's project manager has already met with the DBEDT-OP and neighbor island coordinators to discuss HSTCP. The project manager already participates in the bi-monthly meetings of the Committee for a Better ADA Ride, a disabled rider consumer advocacy group. This committee will be a component of the HSTCP.

The Chief Planner for DBEDT-OP has agreed to serve on the evaluation panel for the proposals that will be received in response to the RFP for HSTCP.

The City's project manager contacted the FTA United We Ride Ambassador and the local FHWA coordinator, each of whom identified consultant sources who had been successful developers of HSTCP at numerous nationwide locations. As part of *Paratransit Services Study*,<sup>57</sup> the consultant conducted a partial inventory of organizations utilizing disability-oriented transportation. The consultant also conducted an introductory HSTCP briefing for key social service and transportation organizations. This information bank will enable any HSTCP contractor selected to quickly progress the development of an HSTCP.

All suggested HSTCP consultant sources are certified as DBEs or have extensive experience in recruiting and engaging DBE subcontractor sources, and mobilizing quickly to develop a local HSTCP.

## WORK ELEMENT 206.20-06

### Waterborne Transit Feasibility Study

#### Objective

To study the use of Oahu's waterways for transit use.

#### Summary of Work-to-Date and Status

The City is currently running TheBoat – a demonstration project for an intra-island commuter ferry system. It is the intent to use data collected from this effort and earlier studies as input into this broader transit feasibility study, as has been reviewed in detail with FTA.

Therefore, initiation of this effort has been delayed until the intra-island commuter demonstration project ends in September 2008; at which time, the City will solicit an RFP to conduct this study.

---

<sup>57</sup> WE 203.62-05. This work element will be administratively closed out upon acceptance of the final report. Project completion is expected by June 30, 2008.



## IV. Informational Planning Activities

Table 8 is a listing of other studies that are used by the OahuMPO and its participating agencies for transportation planning. These are included here for informational purposes.

ID	Description	Lead Agency
Series 100	Overall Planning	
	Hawaii State Plan <i>Sets forth the State's long-range comprehensive plan to guide future development</i> <a href="http://www.capitol.hawaii.gov/hrscurrent/Vol04_Ch0201-0257/HRS0226/HRS_0226-.htm">http://www.capitol.hawaii.gov/hrscurrent/Vol04_Ch0201-0257/HRS0226/HRS_0226-.htm</a>	DBEDT/OP
	Statewide Transportation Planning <i>Requirement of HDOT under both HRS and 23 USC</i> <a href="http://www6.hawaii.gov/dot/stp/index.htm">http://www6.hawaii.gov/dot/stp/index.htm</a>	HDOT
	Update of the Statewide Transportation Improvement Program (STIP) <i>Requirement of 23 USC</i> <a href="http://www6.hawaii.gov/dot/stp/stip/index.htm">http://www6.hawaii.gov/dot/stp/stip/index.htm</a>	HDOT
	City General Plan and Development/Sustainable Community Plans <i>Required by the City Charter; sets forth development policy of each of the City's eight planning areas</i> <a href="http://www.honolulu.dpp.org/planning/OahuGenPlan.asp">http://www.honolulu.dpp.org/planning/OahuGenPlan.asp</a>	DPP
Series 200	Metropolitan Transportation Planning	
	Highway Safety Improvement Program <i>An annual program of high-priority safety improvement projects</i> <a href="http://www.nhtsa.dot.gov/nhtsa/whatsup/SAFETEAWeb/FY07HSPs/Hawaii_2007Hwy.pdf">http://www.nhtsa.dot.gov/nhtsa/whatsup/SAFETEAWeb/FY07HSPs/Hawaii_2007Hwy.pdf</a>	HDOT
	Motor Carrier and Highway Safety Programs <i>Addresses NHS priority areas and other safety-related issues</i> <a href="http://www.state.hi.us/dot/highways/functionstatement/fs_hwyv.htm">http://www.state.hi.us/dot/highways/functionstatement/fs_hwyv.htm</a>	HDOT
	Hawaii Strategic Highway Safety Plan <i>Documents safety strategies for seven areas of emphasis</i> <a href="http://hltap.eng.hawaii.edu/shsp/SHSP2007-2012.pdf">http://hltap.eng.hawaii.edu/shsp/SHSP2007-2012.pdf</a>	HDOT
	Population Employment Monitoring and Analysis <i>Provides assumptions and forecasts used in the 3-C transportation planning process</i> <a href="http://hawaii.gov/dbedt/info/economic/data_reports/qser/">http://hawaii.gov/dbedt/info/economic/data_reports/qser/</a>	DBEDT/OP
	Information Management Systems—Highways Division <i>Includes systems for pavement management, bridge management, and traffic monitoring</i> <a href="http://www6.hawaii.gov/dot/highways/hwy-1/PREVENTIVE%20MAINTENANCE%20GUIDELINE.doc">http://www6.hawaii.gov/dot/highways/hwy-1/PREVENTIVE%20MAINTENANCE%20GUIDELINE.doc</a> <a href="http://test.hawaii.gov/dot/highways/functionstatement/fs_hwyp.htm">http://test.hawaii.gov/dot/highways/functionstatement/fs_hwyp.htm</a> <a href="http://dmses.dot.gov/docimages/p101/474743.pdf">http://dmses.dot.gov/docimages/p101/474743.pdf</a>	HDOT



ID	Description	Lead Agency
	Regional Transportation Forecasting and Long-Range Planning <i>Provides demographic and socioeconomic forecasts utilized in long-range planning</i> <a href="http://hawaii.gov/dbedt/info/economic/data_reports/">http://hawaii.gov/dbedt/info/economic/data_reports/</a> <a href="http://hawaii.gov/dbedt/info/economic/databook/">http://hawaii.gov/dbedt/info/economic/databook/</a>	DBEDT-OP, DPP
	Short-Range TSM/TDM Planning <i>Seeks to maximize the efficient use of transportation facilities and reduce demand for automobiles</i> <a href="http://www.driveakamai.org/main/">http://www.driveakamai.org/main/</a> <a href="http://www.eng.hawaii.edu/Trafficam/">http://www.eng.hawaii.edu/Trafficam/</a> <a href="http://www.fhwa.dot.gov/trafficinfo/hi.htm">http://www.fhwa.dot.gov/trafficinfo/hi.htm</a> <a href="http://www6.hawaii.gov/dot/publicaffairs/index.htm">http://www6.hawaii.gov/dot/publicaffairs/index.htm</a>	HDOT, DTS
	Federal Land Management Agency <i>Provides insight into projects proposed for or being undertaken on Federal lands by the US Department of Defense, National Park Service, and US Fish and Wildlife Service</i> <a href="http://www.fws.gov/offices/directory/OfficeDetail.cfm?OrgCode=12529">http://www.fws.gov/offices/directory/OfficeDetail.cfm?OrgCode=12529</a> <a href="http://www.fws.gov/offices/directory/OfficeDetail.cfm?OrgCode=12532">http://www.fws.gov/offices/directory/OfficeDetail.cfm?OrgCode=12532</a> <a href="http://www.fws.gov/offices/directory/OfficeDetail.cfm?OrgCode=12524">http://www.fws.gov/offices/directory/OfficeDetail.cfm?OrgCode=12524</a> <a href="http://www.defense.gov/">http://www.defense.gov/</a>	HDOT
	Air Transportation <i>Ensures intermodal connectivity between air and surface transportation planning</i> <a href="http://hawaii.gov/dot/airports/">http://hawaii.gov/dot/airports/</a>	HDOT
	Maritime Transportation <i>Ensures intermodal connectivity between maritime and land transportation planning</i> <a href="http://hawaii.gov/dot/harbors">http://hawaii.gov/dot/harbors</a>	HDOT
Series 300	Coordination of the Planning Program	
	Planning Coordination <i>Requirement of the 3-C planning process and 23 CFR 400.300</i> <a href="http://www.oahumpo.org/">http://www.oahumpo.org/</a>	OahuMPO

**Table 8. Listing of planning activities that are funded from sources other than those required to be programmed through the OWP.**



## V. Consolidated OWP Funding Tables

The tables on the following pages provide consolidated views of the sources of funding by work element and the expenditures by participating agency.



## Sources of Work Element Funding

Work Elements	FTA	FHWA			Local		Funding Total	FHWA Appropriation Code
	\$5303-09	PL-01 to PL-08	PL-09	SPR	Match	Supplement		
<b>FY 2009 WORK ELEMENTS (SECTION II)</b>								
201.06-09			28,720		7,180		35,900	L450
201.11-09			181,680		45,420		227,100	L450
201.60-09			26,080		6,520		32,600	Q450
201.66-09			812,880	200,000	253,220	50,000	1,316,100	L450 - 149,348 Q450 - 663,532
202.06-09			944,800		236,200		1,181,000	L450
202.07-09			59,760		14,940		74,700	L450
202.36-09	15,225				3,806	1,269	20,300	
203.75-09			320,000		80,000		400,000	L450
203.77-09			408,000		102,000	130,000	640,000	L450
203.78-09			200,000		50,000	400,000	650,000	L450
301.01-09	152,574		13,746		41,580		207,900	Q450
301.02-09	24,240				6,060		30,300	
301.03-09	50,160				12,540		62,700	
301.04-09	69,600				17,400		87,000	
301.05-09	29,360				7,340		36,700	
301.08-09	11,760				2,940		14,700	
<b>Subtotal</b>	<b>352,919</b>	<b>0</b>	<b>2,995,666</b>	<b>200,000</b>	<b>887,146</b>	<b>581,269</b>	<b>5,017,000</b>	
<b>PREVIOUS YEARS' WORK ELEMENTS (SECTION III -- Estimate Remaining)</b>								
201.01-01		26,400			6,600		33,000	Q450
201.39-04		132,000			33,000		165,000	Q450
201.50-05		160,000			40,000		200,000	H450
201.65-07		800,000			200,000		1,000,000	H450
202.62-06		131,200			32,800		164,000	Q450
203.30-00		37,600			9,400		47,000	H450
203.72-08		400,000			100,000		500,000	L450
203.74-08		400,000			100,000		500,000	L450
206.20-06		400,000			100,000		500,000	H450
<b>Subtotal</b>	<b>0</b>	<b>2,487,200</b>	<b>0</b>	<b>0</b>	<b>621,800</b>	<b>0</b>	<b>3,109,000</b>	
<b>ONGOING OahuMPO WORK ELEMENTS (Estimate Remaining)</b>								
201.11		567,200			141,800		709,000	H450-312,000 L450-255,200
201.60		50,200			12,550		62,750	H450-23,000 L450-27,200
202.06		95,040			23,760		118,800	H450-72,282 L450-22,758
202.07		117,040			29,260		146,300	L450-67,440 Q450-49,600
301.01		106,505			26,626		133,131	H450
<b>Subtotal</b>	<b>0</b>	<b>935,985</b>	<b>0</b>	<b>0</b>	<b>233,996</b>	<b>0</b>	<b>1,169,981</b>	
<b>Total</b>	<b>352,919</b>	<b>3,423,185</b>	<b>2,995,666</b>	<b>200,000</b>	<b>1,742,942</b>	<b>581,269</b>	<b>9,295,981</b>	



## Expenditures by Participating Agencies

Work Elements	DBEDT/OP	DPP	DOT-HWY	DOT-STP	DTS	OahuMPO	Consultant	Agency	Total
<b>FY 2009 WORK ELEMENTS (SECTION II)</b>									
201.06-09		15,000				20,900			35,900
201.11-09						37,100	190,000	OahuMPO	227,100
201.60-09						32,600			32,600
201.66-09		5,000	50,000		5,000	6,100	1,250,000	DOT	1,316,100
202.06-09		15,000				166,000	1,000,000	OahuMPO	1,181,000
202.07-09	500	500	5,000		10,000	58,700			74,700
202.36-09	1,000	1,000	5,000		3,000	10,300			20,300
203.75-09							400,000	DTS	400,000
203.77-09					140,000		500,000	DTS	640,000
203.78-09					150,000		500,000	DTS	650,000
301.01-09						207,900			207,900
301.02-09						30,300			30,300
301.03-09	1,000	1,000	6,000		6,000	48,700			62,700
301.04-09						87,000			87,000
301.05-09						17,700	19,000	OahuMPO	36,700
301.08-09						14,700			14,700
<b>Total</b>	<b>2,500</b>	<b>37,500</b>	<b>66,000</b>	<b>0</b>	<b>314,000</b>	<b>738,000</b>	<b>3,859,000</b>		<b>5,017,000</b>
<b>PREVIOUS YEARS' WORK ELEMENTS (Estimate Remaining)</b>									
201.01-01			33,000						33,000
201.39-04		40,000					125,000	DPP	165,000
201.50-05		40,000					160,000	DPP	200,000
201.65-07							1,000,000	DTS	1,000,000
202.62-06						64,000	100,000	OahuMPO	164,000
203.30-00		7,500					39,500	DPP	47,000
203.72-08							500,000	DTS	500,000
203.74-08							500,000	DTS	500,000
206.20-06							500,000	DTS	500,000
<b>Subtotal</b>	<b>0</b>	<b>87,500</b>	<b>33,000</b>	<b>0</b>	<b>0</b>	<b>64,000</b>	<b>2,924,500</b>		<b>3,109,000</b>
<b>ONGOING OahuMPO WORK ELEMENTS (Estimate Remaining)</b>									
201.11						169,000	540,000	OahuMPO	709,000
201.60						62,750			62,750
202.06						118,800			118,800
202.07						146,300			146,300
301.01						133,131			133,131
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>629,981</b>	<b>540,000</b>		<b>1,169,981</b>
<b>Total</b>	<b>0</b>	<b>87,500</b>	<b>33,000</b>	<b>0</b>	<b>0</b>	<b>693,981</b>	<b>3,464,500</b>		<b>4,278,981</b>
<b>TOTALS</b>	<b>2,500</b>	<b>125,000</b>	<b>99,000</b>	<b>0</b>	<b>314,000</b>	<b>1,431,981</b>	<b>7,323,500</b>		<b>9,295,981</b>



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	<a href="mailto:OahuMPO@OahuMPO.org">OahuMPO@OahuMPO.org</a>
Download this document at	<a href="http://www.oahumpo.org/OWP/owp.html">www.oahumpo.org/OWP/owp.html</a>