

FY 2008 OVERALL WORK PROGRAM

**Approved by the OahuMPO Policy Committee on
May 22, 2007**

FTA Section 5303 Metropolitan Planning Program HI-80-X016
FHWA Project PL-052(30)

Prepared by

OAHU METROPOLITAN PLANNING ORGANIZATION

In Cooperation with
Its Participating Agencies

State Department of Transportation
State Department of Business, Economic Development, and Tourism
City and County Department of Transportation Services
City and County Department of Planning and Permitting

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GLOSSARY OF ABBREVIATIONS

Abbreviation	Definition
ADA	Americans with Disabilities Act
ATA	Austin Tsutsumi & Associates, Inc.
AVL	Automatic Vehicle Location
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)
DDC	Department of Design and Construction (City)
DOT	Department of Transportation (State)
DP	Development Plan
DPP	Department of Planning and Permitting (City)
DTS	Department of Transportation Services (City)
DUI	Driving Under the Influence
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
E911	Enhanced 911
FAA	Federal Aviation Administration
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (July 1st through June 30th)
GIS	Geographical Information System
HOV	High Occupancy Vehicle
HPMS	Highway Performance Maintenance System

HRS	Hawaii Revised Statutes
HSS	Highway Safety Staff (DOT)
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
LPR	License Plate Readers
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 (DOT)
MPO	Metropolitan Planning Organization
NHS	National Highway System
OEQC	Office of Environmental Quality Control
OMB	Office of Management and Budget
OahuMPO	Oahu Metropolitan Planning Organization
ORTP	Oahu Regional Transportation Plan
OP	Office of Planning (State)
OPP	OahuMPO Participation Plan
ORITSA	Oahu Regional Intelligent Transportation System Architecture
OWP	Overall Work Program
PL	Planning Funds (FHWA)
PUC	Primary Urban Center
RFQ	Request for Qualifications
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCP	Sustainable Community Plan
SHD	State Highways Division (DOT)
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

TEA21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TSA	Transportation Security Administration
TSM	Transportation Systems Management
US	United States (of America)
USC	United States Code
USDOT	United States Department of Transportation
WE	Work Element
3-C	Continuing, Cooperative, Comprehensive
§	Section

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EXECUTIVE SUMMARY

The Overall Work Program (OWP) serves as the key management tool for monitoring State and City transportation planning activities on Oahu. The OWP defines project objectives 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 and priorities, and federal requirements. The process of developing the annual OWP reflects a closely coordinated effort among the Oahu Metropolitan Planning Organization (OahuMPO), the State Departments of Transportation (DOT) and Business, Economic Development, and Tourism (DBEDT), and the City and County of Honolulu Departments of Transportation Services (DTS) and Planning and Permitting (DPP).

Funding Summary

The *Fiscal Year (FY) 2008 OWP* (July 1, 2007 – June 30, 2008) covers 28 planning studies or work elements (WE) listed in Sections II and III with a budget of \$5,244,100. All of these work elements receive funding assistance from the U.S. Department of Transportation (USDOT) through either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Non-federal funds are provided by the State and City. Federal funds programmed for the FY 2008 work elements (found in Section II) total \$1,584,000. The remaining funding is from local matching sources totaling \$396,000. More detailed information can be found in Tables 2 and 3 in Section V.

The work elements in Section IV are funded entirely with funds that do not have to be identified in the OWP or with local sources. They are included for informational purposes, as the importance of these projects can influence and benefit transportation on Oahu.

Transportation Planning

Transportation planning for Oahu is an integral part of the overall planning process of the State and the City. The OWP reflects this relationship through the inclusion of locally funded programs, processes, and projects. The OWP is organized into five broad planning areas listed here and described below:

1. Hawaii State Plan (Category 101)
2. Statewide Transportation Planning (Category 102)
3. Comprehensive Planning and Coordination (Category 103)
4. Transportation (Category 200)
5. Coordination of the Planning Program (Category 300)

The **100 series** of planning efforts focuses on overall planning – within the State, through the *Hawaii State Plan* (Category 101); and within the City, through its *General Plan* and the *Development and Sustainable Community Plans* (Category 103). It also includes the development of a statewide transportation plan to guide the efficient movement of people and goods (Category 102). These categories are presented for informational purposes only.

The **200 series** is devoted to supporting transportation planning. From *Safety* (Subcategory 200) to *Regional Transportation Monitoring and Analysis* (Subcategory 201.0), *Long-Range Planning* (Subcategory 202.0) to *Short-Range Planning* (Subcategory 203.0), *Air Transportation* (Subcategory 205.0) to *Maritime Transportation* (Subcategory 206.0) – this series describes the work elements that comprise transportation planning efforts underway on Oahu. Specific work elements are developed to support this holistic approach in a comprehensive and intermodal fashion. As expected, some of these work elements are broad in scope – such as the development of the *Transportation Improvement Program* (WE 202.07-08) – while others – such as the *Public Transit Facility Master Plan* (WE 203.72-08) – are executed by individual State and City departments and agencies, sometimes using only local funds.

The **300 series** of the OWP, *Coordination of the Planning Program*, recognizes the coordination requirements of transportation planning as well as the importance of public participation within the planning process. The various work elements provide staff support for the OahuMPO Policy Committee, Technical Advisory Committee (TAC), and Citizen Advisory Committee (CAC), the fiscal services required for federal participation in OWP activities, and OahuMPO's affirmative action for disadvantaged business enterprises. All of these work elements are funded with current funds and are in Section II.

Work Element Highlights

Subcategory 201.0 generally reflects ongoing regional transportation monitoring and analysis activities. An annual effort under this category is identified in *WE 201.10 Population Employment Monitoring and Analysis*, which provides relevant data and statistical tables depicting current population estimates, employment, and other socioeconomic data. This work element is funded entirely with State funds and can be found in Section IV.

Subcategory 202.0 includes activities that support regional and long-range planning efforts. These efforts included the development of the three-year programming document – the *Transportation Improvement Program*. Also included are activities to amend, modify, or adjust the recently endorsed *Oahu Regional Transportation Plan 2030*, if and when necessary, and to prepare for the next update.

Studies identified in the *Short-Range Transportation Systems Management* (TSM) Category 203.0 strive to improve the efficiency of our transportation system. A number of studies for this category also appear in Section III.

Many projects undertaken by the OahuMPO and its participating agencies are multi-year activities and work will continue on several major planning efforts that were initiated in previous OWPs. Of interest, will be a work element to study waterborne transit options (WE 206.20-06).

Honolulu High-Capacity Transit Corridor Project

On December 22, 2006, the Honolulu City Council selected a fixed guideway system between Kapolei and the University of Hawaii at Manoa, with the Waikiki Branch, as the Locally Preferred Alternative (LPA). This decision became effective with Mayor's approval of Ordinance 07-001 on January 6, 2007. The City Council subsequently adopted Resolution 07-039, FD1 (C) on February 27, 2007, which approved the Minimum Operable Segment as the portion of the LPA between the University of Hawaii-West Oahu, near the future Kroc Center,

and Ala Moana Center, via Farrington Highway and Kamehameha Highway, to Salt Lake Boulevard, to Dillingham Boulevard, to Nimitz Highway, to Halekauwila Street, and to Ala Moana Center. A Notice of Intent to Prepare an Environmental Impact Statement was published in the March 15, 2007 Federal Register; and scoping meetings were held on March 28 and 29, and on April 3, 2007.

Public Participation

Public participation has been a strong emphasis of the OahuMPO since its inception. Using the CAC as the foundation for OahuMPO public involvement, input from various interest groups is encouraged for major plans generated through the transportation planning process. The CAC continues to meet monthly to discuss transportation issues on Oahu.

To facilitate public outreach and input, the OahuMPO developed an *OahuMPO Participation Plan (OPP)* in FY 2007. The OPP was developed to help members of the public and affected organizations, including government agencies, understand: 1) our planning process for Oahu's major surface transportation efforts and 2) how to participate effectively in that process. The process results in plans and programs that provide direction to the development of our surface transportation system. Although the OahuMPO programs the federal funding of many of the City and State transportation projects, the OahuMPO does not design or construct these projects. As such, the OPP focuses on those aspects and areas of transportation planning that fall within the OahuMPO's purview.

The OPP is based upon the October 2002 *Guide to Public Involvement* (approved by the Policy Committee). The revisions and additions in the development of the OPP have been made to ensure compliance with the 2005 federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation. The plan was approved by the Policy Committee in 2006.

PLANNING PRIORITIES

The transportation goal for Oahu has been to develop and maintain our islandwide transportation system to ensure the efficient, safe, convenient, and economical movement of people and goods. Although air quality and other environmental concerns are very important to island residents and transportation planners, air quality issues do not drive Oahu's transportation planning process.¹ Rather, Oahu's transportation programs are more influenced by the need to provide increased mobility and congestion relief.

Oahu Regional Transportation Plan

The *Oahu Regional Transportation Plan (ORTP) 2030*, endorsed by the Policy Committee in April 2006, balances Oahu's need for mobility options, congestion relief, safety, second access, transit, and bicycling and pedestrian facilities and to operate, maintain, and preserve the highway and transit systems. This plan focuses upon the H-1 corridor between Kapolei and Manoa/Waikiki, addressing mobility options and congestion relief. A key component of this plan is rail transit which will give priority to moving people rather than cars. It will be a major factor in providing mobility options, and will work together with our land use policies to shape our city.

Transportation Improvement Program

The *FYs 2008-2011 Transportation Improvement Program (TIP)* will cover a period of four years (FYs 2008-2011) and contain two additional years (FYs 2012 and 2013) for information only. The TIP will be updated at least every three years, with administrative modifications and amendments made as needed.

A goal of the TIP process is to promote stakeholder relationships that foster cooperative efforts to achieve common transportation goals. For visualization purposes, the OahuMPO will begin development of location maps for each proposed project, as applicable, in the public review draft of the TIP in order to provide the public, agency staff, elected and appointed officials, and other stakeholders with better opportunities to understand the various projects proposed for the TIP. Agencies responsible for planning activities that are affected by transportation will be consulted for their perspectives on planning issues, needs, and priorities. Opportunities will be provided to all interested parties for reviewing and commenting on the draft TIP based on the strategies and procedures outlined in the OPP.

Additionally, the *FYs 2008-2011 TIP* will include a financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. The TIP will also include the results of the various technical analyses that will be conducted on the public review draft TIP.

Public Participation

Public participation has been a strong emphasis of the OahuMPO since its inception. Using the CAC as the foundation for the OahuMPO public involvement, input from various interest groups

¹Oahu and the State of Hawaii are in attainment for transportation-related pollutants under the Clean Air Act Amendments of 1990.

is encouraged for major plans generated through the transportation planning process. The CAC continues to meet monthly to discuss transportation issues on Oahu.

To facilitate public outreach and input, the OahuMPO developed an *OahuMPO Participation Plan (OPP)* in FY 2007. The OPP was developed to help members of the public and affected organizations, including government agencies, understand: 1) our planning process for Oahu's major surface transportation efforts and 2) how to participate effectively in that process. The process results in plans and programs that provide direction to the development of our surface transportation system. Although the OahuMPO programs the federal funding for many of the City and State transportation projects, the OahuMPO does not design or construct these projects. As such, the OPP focuses on those aspects and areas of transportation planning that fall within the OahuMPO's purview.

The OPP is based upon the October 2002 *Guide to Public Involvement* (approved by the Policy Committee). The revisions and additions made in the development of the OPP have been made to ensure compliance with the 2005 SAFETEA-LU legislation. The OPP was approved by the Policy Committee in 2006 and includes the bylaws of the CAC.

Other Areas of Interest

Recognizing the need to squeeze the maximum efficiency out of Oahu's transportation system, limited right-of-ways, funding constraints, and the long lead-time associated in getting a major roadway or transit project built, Oahu has and will continue to actively pursue and implement TSM/TDM measures.

Congestion Management Process

The *Congestion Management Process* (CMP, formerly CMS -- *Congestion Management Systems*) for the OahuMPO identifies congested surface transportation facilities, evaluates projects proposed to mitigate congestion, and prioritizes these projects using quantifiable performance measures. The *CMP State of Congestion on Oahu* report identifies the status of congestion in the Oahu transportation management area. It provides a baseline reference with which projects proposed in the TIP and ORTP can be compared with and prioritized.

As part of the CMP, each congestion relief project that is proposed for inclusion in the TIP or ORTP is modeled using the OahuMPO travel forecasting model. The model results are evaluated using the CMP performance measures and then compared with the results of the CMP baseline model run. Points are assigned to projects based on the improvements in comparison with the baseline; the higher the number of points a project receives, the higher it is placed on the ranked-list of congestion-relief projects being considered. The resulting prioritized list of projects is then presented to and discussed with the TAC. The ranking is subsequently presented and described to the Policy Committee in an effort to assist them in selecting projects for inclusion in the TIP and the ORTP.

Other Studies

Recognizing the need to squeeze the maximum efficiency out of Oahu's transportation system, limited right-of-ways, funding constraints, and the long lead-time associated in getting a major roadway or transit project built, Oahu has and will continue to actively pursue and implement TSM/Transportation Demand Management (TDM) measures.

Work Element Highlights

Subcategory 201.0 generally reflects ongoing regional transportation monitoring and analysis activities. An annual effort under this category is identified in WE 201.10 *Population Employment Monitoring and Analysis*, which provides relevant data and statistical tables depicting current population estimates, employment, and other socioeconomic data. This work element is funded entirely with State funds and can be found in Section IV.

Subcategory 202.0 includes activities that support regional and long-range planning efforts. These efforts included the development of the four-year programming document – the TIP.

Subcategory 203.0 has work elements that assess current transit facilities and the need for and locations of future facilities (WE 203.72-08). It also includes a work element to develop a plan for coordinating human services transportation (WE 203.74-08).

Honolulu High-Capacity Transit Corridor Project

On December 22, 2006, the Honolulu City Council selected a fixed guideway system between Kapolei and the University of Hawaii at Manoa, with the Waikiki Branch, as the Locally Preferred Alternative (LPA). This decision became effective with Mayor's approval of Ordinance 07-001 on January 6, 2007. The City Council subsequently adopted Resolution 07-039, FD1 (C) on February 27, 2007, which approved the Minimum Operable Segment as the portion of the LPA between the University of Hawaii-West Oahu, near the future Kroc Center, and Ala Moana Center, via Farrington Highway and Kamehameha Highway, to Salt Lake Boulevard, to Dillingham Boulevard, to Nimitz Highway, to Halekauwila Street, and to Ala Moana Center. A Notice of Intent to Prepare an Environmental Impact Statement was published in the March 15, 2007 Federal Register; and scoping meetings were held on March 28 and 29, and on April 3, 2007.

INTRODUCTION

The FY 2008 OWP identifies transportation planning activities on Oahu programmed by the OahuMPO and its participating agencies for FY 2008. It includes new and ongoing data collection and monitoring efforts, special studies, and support for the metropolitan transportation planning process. It serves as a management tool for monitoring State and City transportation planning activities.

Transportation planning activities using FHWA and FTA planning funds must be identified in this document. The OWP is then used as a support document for the application of these federal funds. Planning studies funded by other sources need not be identified in the OWP but may be included for informational purposes. For example, airport and harbor planning studies, which have been funded from dedicated funds and/or other federal funding sources, are only described in general terms under Subcategories 205.0 and 206.0, respectively.

The development of the OWP begins with the drafting of potential studies or work elements by the OahuMPO, its participating agencies, and the public through input from the CAC. Agencies participating in this process for FY 2008 are the State DOT, State DBEDT, City DTS, and City DPP.

Work elements suggested by the public are reviewed by the Policy Committee. If there are no objections, the work elements are forwarded to the appropriate State and City agencies for their consideration as to whether or not the work fits into their planning program and/or funding is available. If the agency determines that they will be able to do the work, a draft work element is submitted to the OahuMPO for inclusion in the OWP.

Draft work elements reflecting the planning needs of each participating agency are submitted to the OahuMPO for coordination. 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/promote transportation programs/policies.

The OahuMPO coordinates the review of the draft work elements by staff members of the participating agencies, CAC, transportation management association, providers of private transportation services, TAC, federal agencies (FTA, FHWA, Federal Aviation Administration (FAA), Maritime Administration, and Environmental Protection Agency), and intergovernmental review. The document is then submitted to the Policy Committee for its endorsement.

The OWP is organized to show which work elements are new or newly funded for the current year (Section II); which work elements were previously approved and are either not completed or have not started (Section III); and which work elements have been included in the OWP for informational purposes only (Section IV). The work elements in this final group are funded entirely with local and/or other funds that do not have to be identified in the OWP, but are included because of their potential relationship to funded work elements of the OahuMPO's participating agencies.

All of the work element numbers include a suffix indicating the fiscal year in which the work element was funded. Work elements from previous OWPs have been approved and funding has

been secured. During the review process, comments are directed to those work elements being proposed for the current year (those with the suffix "08").

This document describes the planning priorities of the metropolitan planning area; and the organizational and management structures established to carry out the transportation planning program, the technical work program, and budget tables.

Federal law requires that the metropolitan planning process provide for consideration of projects and strategies that will address planning factors. These factors provide a framework to evaluate Oahu's planning program. Studies and projects should be considered in light of how they address these factors. As listed in SAFETEA-LU, these planning factors are:

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 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 enhance the environment, promote 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.

OAHU MPO ORGANIZATION AND MANAGEMENT

The OahuMPO Organization

Federal regulations require the establishment of a metropolitan planning organization (MPO) for urbanized areas with a population of 50,000 or more as the vehicle for developing a 3-C (continuing, cooperative, and comprehensive) transportation planning process. Although the OahuMPO has been designated the metropolitan planning organization for the urbanized areas of Honolulu and Kailua-Kaneohe, the OahuMPO's planning and programming activities involve the entire island of Oahu.

Under the federal regulations, an urbanized area with a population greater than 200,000 is designated a Transportation Management Area (TMA). These areas, which can be expanded upon joint agreement between the Governor and MPO, are given additional planning responsibilities. In this context, the entire island of Oahu has been designated a TMA.

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 committee on transportation, three State representatives including the chair of the House committee on transportation, five City Council members, the DOT Director, and the DTS Director.

The TAC advises the Policy Committee on technical matters. The membership of the TAC consists of technical staff members representing the State and City transportation and planning departments (DOT, DTS, DPP, and DBEDT); 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 FAA. The Comprehensive Agreement, describing the specific roles and responsibilities of the TAC and the CAC, was signed by the Governor, City Council Chair, and the OahuMPO Chair in 2001, and reflects the changes outlined in TEA21 and the OahuMPO Certification Review completed in April 2003. Once the proposed rules for SAFETEA-LU are adopted, the OahuMPO will assess the need for changes to the Comprehensive Agreement.

The CAC is the foundation of the OahuMPO's public involvement process. The CAC was established as a vehicle for citizens to provide public input to the Policy Committee on Oahu's transportation planning process. The CAC consists of representatives from community associations, neighborhood boards, professional associations, businesses, private transportation providers, a transportation management association, developers, and other special interest groups.

OWP Funding

The OWP is a product of the transportation planning process that responds to current transportation issues and problems. The following federal and local monies are used to fund the various studies identified in the OWP:

49USC Section 5303 and Section 5304 - These federal funds from FTA are used for planning purposes and often involve transit-related issues. The federal-local matching ratio is 80-20 and activities using these funds must be programmed in the OWP. The State DOT is the recipient of these monies, but the OahuMPO is the expending agency.

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

23USC 104(f) FHWA-Planning Funds (PL) - These federal funds from the FHWA can only be used for planning purposes. They are used to address intermodal and transportation planning issues which generally have a highway orientation. The federal-local matching ratio is 80-20; and activities using these funds must be programmed in the OWP. The State DOT is the recipient of these monies, but the OahuMPO is the expending agency. FHWA funds itemized in the *Estimated Cost by Funding Source* section of each work element refers to FHWA-PL money unless otherwise noted.

Other Federal Funds - There are two broad funding categories – National Highway System (NHS) and Surface Transportation Program (STP) – which may be used to accomplish metropolitan transportation planning. STP funds are a funding source in several OWP work elements. Activities using these funds must be programmed in the TIP, unless otherwise agreed to by the State and MPO. The planning study activities must appear in the OWP.

CMAQ - FHWA's Congestion Mitigation and Air Quality Improvement Program directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. Since the State of Hawaii is not considered either a non-attainment area or a maintenance area for either ozone or carbon monoxide, these funds may be used as if they were STP funds. Activities using these funds must be programmed in the TIP, unless otherwise agreed to by the State and MPO. The planning study activities must appear in the OWP.

Local - The State and the City provide the local matching funds for federally-assisted activities.

Some studies or work elements identified in the OWP may involve more than one agency. In these cases, a task force or technical resource committee is formed, and the OahuMPO takes the responsibility of coordinating the work tasks with the affected agencies. The Policy Committee and TAC provide the policy and technical directions when needed. The OahuMPO's Public Involvement Program insures that the public is involved early in the planning process. These studies, as well as studies conducted by individual agencies, are monitored by the OahuMPO through review of selected work products and through quarterly progress reports submitted by the OahuMPO's participating agencies.

SECTION I

CATEGORIES AND SUBCATEGORIES

The **100 series** of planning efforts focuses on overall planning within the State, through the *Hawaii State Plan* (Category 101), and the City, through its *General Plan* and the *Development and Sustainable Community Plans* (Category 103). It also includes the development of a statewide transportation plan to guide the efficient movement of people and goods (Category 102). These categories are presented for informational purposes only, as they are programmed separately.

The **200 series** is devoted to supporting transportation planning. From Safety (Subcategory 200) to Regional Transportation Monitoring and Analysis (Subcategory 201.0), Long-Range Planning (Subcategory 202.0) to Short-Range Planning (Subcategory 203.0), Air Transportation (Subcategory 205.0) to Maritime Transportation (Subcategory 206.0) – this series describes the transportation planning efforts underway on Oahu. Specific work elements are developed to support this holistic approach in a comprehensive and intermodal fashion. As expected, some of these work elements are broad in scope, while others are executed by individual State and City departments and agencies – sometimes using only local funds.

The **300 series** of the OWP, Coordination of the Planning Program, recognizes the coordination requirements of transportation planning as well as the importance of public participation within the planning process. The various work elements provide staff support for the OahuMPO Policy Committee, TAC, and CAC; the fiscal services required for federal participation in OWP activities; and the OahuMPO's affirmative action for disadvantaged business enterprises. All of these work elements are funded with current funds and are in Section II.

The work elements are categorized and sub-categorized according to their focus. This section contains a brief summary of the category and subcategory emphasis areas.

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100 SERIES – OVERALL PLANNING

- 101: Hawaii State Plan (Chapter 226, HRS, as amended)
- 102: Statewide Transportation Planning
- 103: Comprehensive Planning & Coordination
 - 103.1: Coordinate Plans
 - 103.2: Policy Development
 - 103.3: Development Plans

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CATEGORY 101: HAWAII STATE PLAN (CHAPTER 226, HAWAII REVISED STATUTES, AS AMENDED)

Objective(s):

To improve the State's planning process; increase effectiveness of public and private actions; improve coordination among different agencies and levels of government; provide for the wise use of Hawaii's resources; and guide the future development of the State.

To identify goals, policies, and priorities for the State; determine priorities for allocating limited resources; and maximize coordination and integration of major state and county activities.

Product(s):

1. Coordinate with transportation agencies, among others, to resolve conflicts.
2. Establish a statewide planning process to assure that transportation plans and actions conform to the *Hawaii State Plan* and statewide priorities, are consistent with related state and county plans and programs, and support desired directions for growth and development of the State.

Previous and Ongoing Related Work:

The *Hawaii State Plan* is a long-range comprehensive plan to guide the future development of the State. It was adopted in 1978 and has been periodically updated. Work tasks undertaken in the development and review of the *Hawaii State Plan* provide useful data related to transportation planning. These work tasks include technical studies, issue papers, statewide household surveys, and public meetings.

The State Office of Planning (OP) assisted the State DOT in the revision of the *State Transportation Functional Plan*. Public informational meetings on the Functional Plans were held in July-August 1990. The Governor approved the *Transportation Functional Plan* on May 22, 1991.

The OP has been promoting Smart Growth principles. "Smart Growth" refers to integrated strategies and policies to manage growth and development in ways which improve the quality of life, economic vitality, and environmental health. A Smart Growth Conference was held on September 22, 2000 and was sponsored by the OP in collaboration with the American Planning Association, American Planning Association-Hawaii Chapter, and the State Land Use Commission.

Impact of Work Element:

These work tasks are designed to assure that transportation plans and actions are in conformance with statewide goals, objectives, policies, and priorities; are coordinated with other State plans and programs to avoid conflicts; and utilize limited public resources in an effective manner. They are also designed to promote greater awareness of “Smart Growth” principles.

Task(s):

1. Work with County planning departments to assure that County General Plans further define the Hawaii State Plan.
2. Monitor State programs, processes, and actions.
3. Identify and analyze conflicts; and work with other agencies to resolve conflicts.
4. Promote awareness, understanding, and use of “Smart Growth” principles in state and county plans and planning processes.

Source of Funds: State of Hawaii

Responsible Agencies: Office of Planning, Department of Business, Economic Development & Tourism

CATEGORY 102: STATEWIDE TRANSPORTATION PLANNING

Issues, Problems, and Opportunities:

Growth in transportation demand and increasing mobility requirements necessitates a need for innovative and improved transportation systems that are integrated on a statewide basis. To this end, a comprehensive, multi-modal statewide transportation planning process is required, involving all levels of government, stakeholders, and the public to cooperatively develop transportation plans.

Through the existing County-wide Transportation Planning Process for the neighbor islands and the continuing efforts of the OahuMPO on Oahu, the State will be able to address the development of a transportation system that provides for the safe, economic, efficient, and convenient movement of people and goods for Hawaii. The Hawaii Statewide Transportation Plan has been prepared to provide the framework to be used in planning our State's transportation system.

Goal Statements:

1. Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.
2. Ensure the safety and security of the air, land, and water transportation systems.
3. Protect and enhance Hawaii's unique environment and improve the quality of life.
4. Support Hawaii's economic vitality.
5. Implement a statewide planning process that is comprehensive, cooperative, and continuing.

Objective(s):

1. To preserve, maintain, and improve the air, land, and water transportation systems' infrastructure, programs, and operations with regard to each community's unique characteristics, as well as promote alternative mode choices.
2. To enhance the safety of the various transportation systems and ensure the secure operation and use of the various modes and facilities.
3. To provide air, land, and water transportation systems that are environmentally compatible, sensitive to cultural, historic, and natural resources; and supportive of comprehensive land use policies and livability throughout the State.
4. To provide and operate a total transportation system that accommodates existing and emerging economic development and opportunities while complementing and preserving Hawaii's unique, natural environment as an asset for economic and quality of life issues.
5. To improve coordination and cooperation among all government, private sector, and public entities effected by and interested in transportation, with added emphasis on the involvement of the public and stakeholders; and to strive to provide adequate and dependable financial, manpower, and other necessary resources for Hawaii's transportation system.

Product(s):

Policies, plans, programs, and strategies that effectuate the goals and objectives contained in the Hawaii Statewide Transportation Plan and the application of the organization, structure, procedures under the statewide transportation planning process.

Previous and Ongoing Related Work:

DOT is required under Hawaii Revised Statutes (HRS) Chapters 270A and 226, as well as the federal SAFETEA-LU, to have a statewide transportation plan and maintain a statewide transportation planning process. A Hawaii Statewide Transportation Plan was prepared and published in September 2002 and approved by the Governor in October 2002.

Responsible Agencies: State Department of Transportation in cooperation with the Counties' planning and transportation agencies.

CATEGORY 103: COMPREHENSIVE PLANNING AND COORDINATION

Issues, Problems, and Opportunities:

The City Charter mandates the preparation of a General Plan and Development Plans for Oahu.

The General Plan is reviewed whenever the State issues new population projections for Oahu, and is reviewed and revised when the State projections are extended to a new time horizon. In addition, under the City Charter, the City DPP Director is required to do a comprehensive review of the General Plan at least once every 10 years. A revision of the General Plan population distribution policies, as a result of the most recent State 2025 projections, was adopted by the City Council on September 25, 2002.

A major revision of the Development Plans (DPs), based on a 1992 City Charter change, was completed in 2004. The revised plans are visionary, conceptual plans without the parcel specific detail of the preceding Development Plans. Eight new plans have been adopted: Ewa (1997), East Honolulu (1999), Koolauloa (1999), North Shore (2000), Waianae (2000), Koolaupoko (2000), Central Oahu (2002), and Primary Urban Center (PUC) (2004).

Under the revised DPs, land use and infrastructure policies from the DPs are used to evaluate the desirability or appropriateness of specific residential and economic projects when zone change applications and other land use permits are being reviewed. In addition, the policies from the new DPs provide guidance for transportation functional planning and for the assessment of individual transportation projects, proposed for identification on the Public Infrastructure Map and/or for inclusion in the Capital Improvements Program budget.

The revised DPs can be used, in conjunction with neighborhood-level plans, to evaluate specific development projects for their effect on public services and facilities and consistency with land use policies. Some of these neighborhood-level plans have been completed (and may need updating), some are currently in progress, and some must yet be initiated.

There is a periodic review every five years of each Development Plan to assess the vision and implementing policies of the Development Plan and propose any appropriate revisions. The five-year reviews of the Ewa Development Plan and the East Honolulu Sustainable Communities Plan are expected to be completed in 2007; and the reviews for Waianae, North Shore, Koolauloa, and Koolaupoko, and Central Oahu are expected to begin in 2007.

Goal Statements:

1. Ensure that General Plan objectives and policies promote the welfare of the community by accurately reflecting the changing needs, concerns, and priorities of the people of Oahu.
2. Ensure the efficient utilization of community resources in attaining General Plan objectives.

The subcategories on the following pages describe the objectives and individual work elements.

Source of Funds: City and County of Honolulu

Responsible Agencies: City Department of Planning and Permitting

SUBCATEGORY 103.1: COORDINATE PLANS

Objective(s):

Ensure that the plans for each agency are in accordance with the overall goals and objectives of the City and State, and meet Federal guidelines; and, where more than one agency is involved in a program, ensure that the plans are compatible.

Work Elements:

- 103.11 Coordinate preparation of comprehensive planning elements submitted to the OahuMPO as input to the OWP.

- 103.12 Review the Capital Improvements Program (CIP) budget for conformance with the General Plan and the Development Plans. This action provides the necessary coordination of planning and budgeting activities. The City DPP Director prepares a report for the Mayor and City Council on the relationship of the budget to the General Plan and its supporting documents.

- 103.13 Review, evaluate, and assist in the preparation of agency programs and functional plans. This is an ongoing technical assistance activity which is intended to assist other City agencies in developing planning products and programs which are consistent with and implement the broad policies contained in the General Plan and Development Plans.

Source of Funds: City and County of Honolulu

Responsible Agencies: City Department of Planning and Permitting

SUBCATEGORY 103.2: POLICY DEVELOPMENT

Objective(s):

Develop, maintain, and improve the objectives and policies expressed in the General Plan.

Work Elements:

103.21 Identify and evaluate issues and problems which have a bearing on the objectives, policies, and programs of the City. The product can be either a proposal to revise the General Plan or Development Plans to incorporate improved objectives and policies, or a work program to undertake the necessary analysis leading to a proposal for improved objectives and policies. The product will have an impact on the content of the General Plan and Development Plans, and the nature of programs carried out by the City.

Source of Funds: City and County of Honolulu

Responsible Agencies: City Department of Planning and Permitting

SUBCATEGORY 103.3: DEVELOPMENT PLANS

Objective(s):

In accordance with the provisions of the City Charter, the City has adopted Development Plans (DPs) for eight areas of Oahu. The City has completed revising its DPs, as described below, to implement new City Charter provisions adopted in 1992. The revised DPs are conceptual schemes for implementing and accomplishing the objectives and policies of the General Plan throughout the island of Oahu.

The DPs implement the General Plan objectives and policies, and provide guidance for zoning and infrastructure functional plans – which, in turn, provide direction for capital and operating budget decisions. They also state the desirable sequence for development consistent with the orderly implementation of the General Plan.

The multi-year Development Plan Revision Program was intended to accomplish two purposes: (1) to change the form and content of the plans to carry out the Charter mandate to create conceptual plans providing a vision for the future development of each DP area, and (2) to review the plans' existing policy content in light of current regional and community problems and opportunities, and to propose policy changes and revisions as appropriate.

The new DPs include:

1. A discussion of each DP area's role in implementing the Oahu General Plan;
2. A vision statement describing the desired future development for the DP area;
3. Land use and infrastructure policies needed to realize that vision; and
4. A chapter providing the implementation measures for the vision and policies.

As part of the implementation of the new DPs, the vision, policies, and implementation methods are subject to a public review and evaluation every five years.

The focus of the new DPs is on the text. Maps provided with the text and in an appendix are meant to illustrate the vision and policies of the revised DP, in contrast to the preceding DP maps which have taken on a de facto regulatory status comparable to zoning maps.

The new DPs offer a better framework for integrating land use and transportation in planning and analyzing possible future scenarios.

Work Elements:

103.31 Perform a five-year review of the DPs.

- The Five-Year Review of the Ewa DP is in progress. An orientation workshop was held in January 2004; and a series of “Smart Growth” workshops were held in May 2004. The Public Review Draft Plan will be circulated, and a revised Plan and Five-Year Review Report will be submitted to the City Council in 2007.

- The Five-Year Review of the East Honolulu Sustainable Community Plan (SCP) is in progress. An orientation workshop was held in January 2005. A Public Review Draft Plan will be circulated, and a final Plan and Five-Year Review Report will be submitted to the City Council in 2007.
 - The Five-Year Review of the North Shore and Waianae SCPs is scheduled to begin in 2007.
 - The Five-Year Review of both the Koolaupoko and Koolauloa SCPs is scheduled to begin in 2007.
 - The Five-Year Review of the Central Oahu SCP is scheduled to begin in 2007.
- 103.32 Prepare revised Ewa DP and Central Oahu SCP.
- The new Ewa DP was adopted August 1997. In 2007, a revised Plan will be submitted to the City Council for review and adoption.
 - The Central Oahu SCP was adopted in December 2002. The Five-Year Review is scheduled to begin in 2007.
- 103.33 Prepare revised PUC DP and East Honolulu SCP.
- The revised PUC DP was adopted in June 2004.
 - The East Honolulu SCP was adopted in May 1999. In 2007, a revised Plan will be submitted to the City Council for review and adoption.
- 103.34 Prepare Revised Waianae and North Shore SCPs.
- The North Shore SCP was adopted in April 2000. The Five-Year Review is scheduled to begin in 2007.
 - The Waianae SCP was adopted in April 2000. The Five-Year Review is scheduled to begin in 2007.
- 103.35 Prepare Revised Koolaupoko and Koolauloa SCPs.
- The Koolaupoko SCP was adopted in August 2000. The Five-Year Review is scheduled to begin in 2007.
 - The Koolauloa SCP was adopted in December 1999. The Five-Year Review is scheduled to begin in 2007.

Source of Funds: City and County of Honolulu

Responsible Agencies: City Department of Planning and Permitting

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200 SERIES – PLANNING SUPPORT

- 200: Transportation
 - 200.0: Safety
 - 201.0: Regional Transportation Monitoring & Analysis
 - 202.0: Regional Transportation Forecasting & Long-Range Planning
 - 203.0: Short-Range TSM/TDM Planning
 - 205.0 Air Transportation
 - 206.0: Maritime Transportation

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CATEGORY 200: TRANSPORTATION

Issues, Problems, and Opportunities:

Each workday, Honolulu motorists face high levels of congestion on the major travel corridors that converge into the downtown area. Growing pressures from housing, development, and limited rights-of-way have highlighted the limitations of our transportation system.

A regional transportation plan was endorsed by the Policy Committee in 2006. This plan received input from government agencies, elected officials, citizen groups, private transportation carriers, developers, and the public. The endorsed regional transportation plan identifies Oahu's transportation strategies through the year 2030. The strategies developed for the ORTP will be incorporated into the Statewide Transportation Plan.

TSM strategies are part of Honolulu's transportation plan. Honolulu has implemented measures such as one-way streets, conversion of shoulder lanes for additional roadway capacity, contraflow lanes, high-occupancy vehicle (HOV) lanes, parking restrictions, park-and-ride lots, and computerized traffic signal synchronization. The computerized traffic signal synchronization program has been expanded to include additional intersections. The City estimates the system saves the motoring public approximately \$3.5 million a year.

With respect to federal SAFETEA-LU regulations, congestion mitigation programs are required for the island of Oahu. These programs will incorporate TSM/TDM measures implemented and studied in the past.

Goal Statements:

Continue development of an efficient, effective, affordable transportation system that offers reasonable choices among public and private transportation modes for people and goods, and is consistent with social, economic, and environmental goals of the community.

SUBCATEGORY 200.0: SAFETY

Issues, Problems, and Opportunities:

The Highway Safety Improvement and Motor Carrier Safety Improvement Programs collect important information and data on highway facilities. These programs were created under Federal legislation and have their own monitoring and reporting system. The information available through these programs is valuable input for systems planning. Some of this data will be incorporated into the pavement, bridge, and safety management systems.

Goal Statements:

To coordinate safety planning with short- and long-range systems planning.

Source of Funds: State of Hawaii

Responsible Agencies: State Department of Transportation

SUBCATEGORY 201.0: REGIONAL TRANSPORTATION MONITORING AND ANALYSIS

Issues, Problems, and Opportunities:

Fiscal constraints have reinforced the current transportation emphasis on maximizing the use of existing facilities and more prudent planning for new facilities. Oahu needs a system for collecting and analyzing data on existing conditions to determine where they should concentrate short-term transportation efforts, to measure the effectiveness of implemented projects, and to evaluate and adjust the long-range component of the regional transportation plan. To develop a system that provides the needed information, a coordinated effort has been made to ensure that the information collected will be used.

The work elements in this subcategory either gather data or analyze existing data to give users the information they need to plan for a more efficient transportation system.

Monitoring and analysis of certain types of data will be used to measure how well regional transportation goals and objectives are being achieved. It will also evaluate both implemented and planned projects, and aid in identifying potential trouble areas where we can concentrate our transportation efforts.

Goal Statements:

To achieve an efficient, coordinated, and useful monitoring system to allow the analysis and evaluation of transportation plans and projects.

SUBCATEGORY 202.0: REGIONAL TRANSPORTATION FORECASTING AND LONG-RANGE PLANNING

Issues, Problems, and Opportunities:

Transportation forecasting is an integral component of the transportation planning process. For Oahu, long-range and, to some extent, short-range forecasting is accomplished through a series of transportation sub-models which require initial inputs from economic and land use models. The outputs of forecasting form the basis for evaluating alternative transportation plans and projects.

The OahuMPO and its participating agencies have striven to improve their transportation forecasting capabilities. The trip generation and mode split models were updated in FYs 1982 and 1983; the traffic analysis zones (TAZs) system was increased from 159 to 190 zones; and the trip distribution model was reviewed. In FY 1994, the OahuMPO undertook a major effort to develop a new set of forecasting models. This effort included revisions to the highway and transit networks, and the development of a finer TAZ system of 762 zones.

MINUTP, a microcomputer forecasting software package, is currently being used by the OahuMPO and its participating agencies. The consultant calibrated and validated the models using data collected by DOT as part of the Highway Performance Monitoring System (HPMS). The training of staff and the integration of the models is a continuing effort. An effort to convert the present models to a windows-based application will begin this year.

A regional transportation plan was updated and approved by the Policy Committee in April 2006. The regional transportation plan provides a guide for future surface transportation development on Oahu through 2030. The TIP will undergo some changes to reflect SAFETEA-LU requirements, and as in the past, will follow the direction provided by the regional transportation plan.

On December 22, 2006, the Honolulu City Council selected a fixed guideway system between Kapolei and the University of Hawaii at Manoa, with the Waikiki Branch, as the Locally Preferred Alternative (LPA). This decision became effective with Mayor's approval of Ordinance 07-001 on January 6, 2007. The City Council subsequently adopted Resolution 07-039, FD1 (C) on February 27, 2007, which approved the Minimum Operable Segment as the portion of the LPA between the University of Hawaii-West Oahu, near the future Kroc Center, and Ala Moana Center, via Farrington Highway and Kamehameha Highway, to Salt Lake Boulevard, to Dillingham Boulevard, to Nimitz Highway, to Halekauwila Street, and to Ala Moana Center. A Notice of Intent to Prepare an Environmental Impact Statement was published in the March 15, 2007 Federal Register; and scoping meetings were held on March 28 and 29, and on April 3, 2007.

Goal Statements:

To develop a current and usable set of transportation tools and plans which will guide a balanced, efficient, and socially, economically, and environmentally acceptable transportation system for Oahu.

SUBCATEGORY 203.0: SHORT-RANGE TSM/TDM PLANNING

Issues, Problems, and Opportunities:

In order to bridge the gap between long-range solutions and the existing congestion, a series of short-range Transportation Systems Management and Transportation Demand Management (TSM/TDM) strategies are developed. TSM and TDM make sense, given the funding constraints and limited right-of-way in the PUC.

Short-range, low-cost options that maximize the efficient use of existing transportation facilities are the basis of TSM. These strategies have been promoted on Oahu for some time. Some of the more basic TSM strategies such as one-way streets and parking bans are now taken for granted in the downtown area. Other TSM strategies that have been implemented include park-and-ride lots, placing over 300 traffic signals under the control of a central computer, HOV lanes, and contraflow lanes.

TDM incorporates strategies that reduce demand for automobiles on the transportation system. These strategies include programs to promote telecommuting, flextime, and ridesharing.

These types of strategies can be quickly implemented and provide some relief until long-range solutions are realized.

Goal Statements:

Ensure the orderly and balanced development of short-range improvements to the ground transportation system that promote the effective and efficient movement of people and goods on Oahu.

SUBCATEGORY 205.0: AIR TRANSPORTATION

Issues, Problems and Opportunities:

In calendar year 2006, the number of Statewide total passengers decreased by 1.2 % compared to 2005. Honolulu International Airport, the State's busiest airport, saw a slight decrease of 0.6% in total passengers. Statewide aircraft operations decreased by 4.4 % over 2005. Aircraft operations at Honolulu International Airport were 3.1% lower than 2004.

Statewide international passengers decreased by 13.4% due to the downturn in passengers from Japan.

The trend for more direct mainland flights to the neighbor islands continues, especially to Kahului, Kona, and Lihue airports. Consequently, statewide mainland passengers increased by 11.9%.

Go! Airlines entered the interisland market in competition with Aloha and Hawaiian Airlines. Consequently, statewide interisland passengers increased by 3.6%.

Airport security measures mandated by the Transportation Security Administration (TSA) remain a priority. TSA required a 100% baggage screening by the end of 2003.

DOT has been authorized by the Federal Aviation Administration (FAA) to collect a Passenger Facility Charge (PFC) of \$3.00 for every enplaned passenger effective October 1, 2004. The fees will be used by the airports to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. PFCs may not be collected on any interisland flight within Hawaii.

Previous and Ongoing Work:

A Noise Monitoring System (NMS) for Honolulu International Airport (HNL) is being expanded. In 2006, aircraft flight tracks will be provided by the Federal Aviation Administration (FAA) to correlate aircraft noise with actual flight events. This will help to Airports to better answer noise complaints from the public.

The first phase of the HNL Master Plan and FAA part 150 Noise Compatibility Program was completed in 2004. The first phase consisted of inventory, aviation forecasts updated and noise exposure maps. The second phase was initiated at the end of 2005. It will prepare facility requirements, alternatives analysis, and a final master plan. The Part 150 study will deliver a recommended noise compatibility program with mitigation measures for noise impacted areas. The final Master Plan will be completed in mid-2007.

The Lihue Airport Environmental Impact Statement will be completed in early 2007.

The Hilo International Airport (ITO) Noise Monitoring System project was initiated in 2005. The project will install up to six (6) noise monitoring stations at various locations in proximity to ITO. Aircraft noise will be monitored and recorded continuously 24-hours a day. The noise data will be transmitted to a computer work station at ITO and to a server at Honolulu International Airport for analysis.

The Kona International Airport Master Plan and Noise Compatibility Program update was initiated in 2006. The master plan will provide a guide for capital improvement and development for the airport for the next 20 years.

The FAA Part 150 Noise Compatibility Program (NCP) is being updated for Lihue Airport. The NCP will provide new noise exposure maps and a recommended noise compatibility program for Lihue Airport.

A \$2.3 billion, 12-year airports modernization plan to upgrade the five major airports on Oahu, Maui, Kauai and the Big Island was initiated. The modernization plan will meet diverse needs from convenience to the passengers, compliance with federal regulations and efficiency of operations.

Goal Statements:

Continue to update airport master plans, FAA Part 150 noise compatibility programs, environmental documents, and airport layout plans on a timely basis to meet current and forecast demand by providing the necessary infrastructure for passenger and cargo service. The Airport Division will strive for a self-sustaining enterprise system with defined capital formation strategies. DOT will promote and solicit new markets and service for air service to Hawaii. DOT will take a more active role in tourism generation to increase net revenues. DOT will insure that the airport infrastructure is sufficient to meet future passenger demand.

Source of Funds: Airport Special Funds, FAA grants-in-aid, and Passenger Facility Charges

Responsible Agencies: Hawaii Department of Transportation, Airport Division

SUBCATEGORY 206.0: MARITIME TRANSPORTATION

Issues, Problems, and Opportunities:

Hawaii, as an island state in the Pacific Basin, is dependent on shipping for sustenance. Approximately 80 percent of the goods consumed by the people of Hawaii must be imported, 98 percent of these by water. The availability and proximity of adequate harbor facilities and services for maritime, industrial, and commercial activities have a significant impact on the economy of the State and the well-being of its people.

To meet this need, ship operations are expected to increase as the general public's cargo requirements increase. Since 1960, increases in vessel size and cargo capacity have been in consonance with increases in volume of cargo – enabling shipping costs to remain relatively stable. But advancements in shipping technology also require improved harbor facilities to service ships and cargo. Inadequate facilities create delays, which in turn increase shipping costs. The consumer is assessed these shipping costs through increases in commodity costs. Continual studies are needed to update required improvements for each commercial harbor and the various access roads that service vital State harbor cargo terminals on each island.

Previous and Ongoing Related Work:

A Statewide Harbor System Plan was developed several years ago as part of an integrated statewide transportation plan. In 1978, the Hawaii Cooperative Port Planning Study was initiated to define existing and potential cargo flows; estimate the capacity of the total transportation system of the State; prepare marketing and planning strategies; investigate an inter-island ferry network; and plan and implement exchanges with the public, transportation consumer, and other agencies.

Phase A of this study consisted of an inventory of harbor facilities, cargo projects, and the development of a computerized capacity model for harbor facilities. Phase B consisted of updating the harbor system using the data and information from Phase A.

The long-range *1995 Master Plan for Honolulu Harbor* was approved by the Governor in 1976. This plan has served as the foundation for the modernization of Honolulu Harbor.

In 1986, the *1995 Master Plan for Honolulu Harbor* was updated to the year 2010 to meet the future needs. Discussion groups made up of users and potential users of the Honolulu Harbor facilities participated in setting the guidelines for future development.

On October 22, 1986, the Maritime Affairs Committee of the Hawaii Chamber of Commerce unanimously endorsed the *2010 Master Plan for Honolulu Harbor* as a long-range guide. Governor George R. Ariyoshi approved the plan on October 30, 1986.

In 1988, the Office of State Planning – in cooperation with maritime, business, and community groups and Federal, State, and County agencies – undertook preparation of a comprehensive long-range master plan and development program for the Honolulu waterfront. The *Honolulu Waterfront Master Plan*, completed in October of 1989, was intended to guide the future development of lands and near-shore waters makai of Nimitz Highway and Ala Moana Boulevard from the Ala Wai Yacht Harbor to Honolulu International Airport. A primary goal of the master plan was to increase public access to the waterfront, and meet the recreational,

cultural, and economic needs of Honolulu's growing population, while at the same time providing sufficient space and facilities to meet long-range harbor and maritime needs. The master plan proposed a series of improvements for Honolulu Harbor that were intended to enhance the port's capability to handle anticipated harbor and maritime needs. These improvements included expansion of the Sand Island container yard; redevelopment of the Kapalama Military Reservation and adjacent lands as a full-scale, modern, containerized cargo terminal; creation of additional berthing facilities; development of new maritime bunkering facilities; and general wharf improvements.

Separate 2010 Master Plans were prepared for Hilo Commercial Harbor, Kawaihae Commercial Harbor, Kahului Commercial Harbor, Kaunakakai Wharf, Nawiliwili Commercial Harbor, and Port Allen Commercial Harbor with the participation of the community, private businesses, and government agencies.

In 1995, the State DOT Harbors Division began the development of the *Oahu Commercial Harbors 2020 Master Plan*. Terminal operators, tourist-related boating interests, commercial fishermen, ocean-based navigational interests, and other user groups participated in task force meetings to develop this Master Plan. The Oahu Master Plan, approved by Governor Benjamin Cayetano on May 6, 1997, is a systematic, long-range guide for the development and improvement of Honolulu Harbor, Kewalo Basin, and Kalaeloa Barbers Point Harbor. The Oahu Master Plan's recommendations are substantiated by studies that correlate historical cargo data with socio-economic factors and establish valid projections of various 2020 cargo quantities. As these projections are based on the economic and operational factors in place at that time, the Oahu Master Plan will be updated periodically to incorporate emerging technologies and shifts in the State's economy.

The Harbors Division has completed the *Hawaii Commercial Harbors 2020 Master Plan* and the *Kahului Commercial Harbor 2025 Master Plan*. Due to the tremendous economic growth on Maui and the corresponding demand for additional maritime facilities, the Harbors Division is currently updating the Kahului Commercial Harbor Master Plan to the 2030 time horizon.

With regards to the environmental review process, the Harbors Division has completed the *Oahu Commercial Harbors 2020 Master Plan EIS*, the *Hawaii Commercial Harbors 2020 Master Plan EIS*, and the *Kahului Commercial Harbor 2025 Master Plan Environmental Assessment and Finding of No Significant Impacts*. The recommended master plan initiatives are implemented once the proper environmental analyses are completed. The *Kahului Commercial Harbor 2030 Master Plan Environmental Impact Statement* is being processed concurrent with the *2030 Master Plan*; both are scheduled for completion in December 2007.

The Harbors Division, with the assistance of the U.S. Army Corps of Engineers, has completed the analysis of the effects of ocean surge on the *Kahului Commercial Harbor 2025 Master Plan's* proposals. The *Wave Climate and Wave Response, 2025 Plan, Kahului Harbor*, delineates the master plan initiatives that require wave attenuating improvements. The Harbors Division also entered into agreements with the U.S. Army Corps of Engineers to investigate navigational improvements at Nawiliwili Commercial Harbor and Kawaihae Commercial Harbor.

Goal Statements:

To facilitate the efficient, safe, and economical movement of people and goods into, within, and out of the State by providing and operating harbor facilities and supporting services through expenditures from the Harbor Special Fund.

Source of Funds: State of Hawaii

Responsible Agencies: Hawaii Department of Transportation

300 SERIES – PLANNING COORDINATION

300: Coordination of the Planning Program

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CATEGORY 300: COORDINATION OF THE PLANNING PROGRAM

Issues, Problems, and Opportunities:

The OahuMPO was created by the Hawaii State Legislature in 1975 for the purpose of ensuring a 3-C transportation planning process on Oahu. A comprehensive agreement detailing responsibilities under the 3-C process was modified in 1986 and 1992 and revised in FY 2001. These revisions include restructuring the membership of TAC, and also reflect changes from TEA21 and the recommendations from the Certification Review completed in September 2000. The OahuMPO will assess the need for further changes to the Comprehensive Agreement following the adoption of the final planning requirements. The OahuMPO will continue to implement actions to bring all components of the metropolitan planning process into conformance with the various provisions of SAFETEA-LU.

The OahuMPO Policy Committee is supported by a small administrative staff that carries out its policies and directives. The Policy Committee has two advisory groups to provide input to the decision-making process. The first, the Technical Advisory Committee (TAC), is comprised of technical staff members representing the State and City transportation and planning departments (DOT, DTS, DPP, and DBEDT) 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 FAA. The TAC provides technical and professional guidance to the Policy Committee and the Executive Director.

The second advisory committee, the Citizen Advisory Committee (CAC), is comprised of representatives from business and professional organizations, neighborhood boards, and special interest groups. The primary responsibility of the CAC is to provide citizen input on the general activities of the OahuMPO and the 3-C planning process to the Policy Committee.

The Policy Committee is responsible for overseeing the regional transportation plan, the TIP, and the OWP. These plans and other special transportation studies are coordinated through the OahuMPO.

Goal Statements:

To improve and strengthen the cooperative, continuing, and comprehensive planning process on Oahu.

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SECTION II

WORK ELEMENTS FUNDED DURING THE CURRENT FISCAL YEAR 2008

The work elements in this section have been programmed using FY 2008 federal appropriations. This section may also include work elements that were programmed in previous years but are receiving additional funding in FY 2008.

FY 2008 WORK ELEMENTS (For funding details see individual work elements)

Work Elements	Federal Funding	Local Match	Funding Total
100 Series – Overall Planning			
none			
200 Series – Planning Support			
201.11-08: Federal Planning Requirements	255,200	63,800	319,000
201.60-08: Travel Demand Forecasting Model	27,200	6,800	34,000
202.06-08: Oahu Regional Transportation Plan	64,560	16,140	80,700
202.07-08: Transportation Improvement Program	80,240	20,060	100,300
203.72-08: Public Transit Facility Master Plan	400,000	100,000	500,000
203.74-08: Human Service Coordination Plan & Program	400,000	100,000	500,000
300 Series – Planning Coordination			
301.01-08: Program Support & Administration	161,040	40,260	201,300
301.02-08: Planning Resource	27,120	6,780	33,900
301.03-08: Overall Work Program	59,280	14,820	74,100
301.04-08: Support for Citizen Advisory Committee & Additional Public Outreach	68,160	17,040	85,200
301.05-08: Single Audit	34,720	8,680	43,400
301.08-08: Disadvantaged Business Enterprise Program	6,480	1,620	8,100
FY 2008 TOTALS	1,584,000	396,000	1,980,000

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200 SERIES – PLANNING SUPPORT

- 201.11-08: Federal Planning Requirements
- 201.60-08: Travel Demand Forecasting Model
- 202.06-08: Oahu Regional Transportation Plan
- 202.07-08: Transportation Improvement Program
- 203.72-08: Public Transit Facility Master Plan
- 203.74-08: Human Service Coordination Plan & Program

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WORK ELEMENT 201.11-08 FEDERAL PLANNING REQUIREMENTS

Objective(s):

To ensure that Oahu's transportation planning process carries out and complies with the various provisions of SAFETEA-LU, the current federal surface transportation bill, and other requirements imposed upon the metropolitan transportation planning process.

Product(s):

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 and seminars.

Previous and Ongoing Related Work:

On August 10, 2005, President George W. Bush signed the SAFETEA-LU, which builds upon the provisions of the prior bills, the federal *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)* and the *Transportation Equity Act for the 21st Century (TEA21)*. This act authorizes the Federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005-2009.

SAFETEA-LU called for many key modifications to the general provisions of the metropolitan transportation planning process, the regional transportation plan, the TIP, and the certification period of MPOs for transportation management areas such as the OahuMPO. Although SAFETEA-LU allows MPOs to maintain its current planning update cycle, MPO plan or program updates must comply with provisions of SAFETEA-LU beginning July 1, 2007.

The process of modifying the OahuMPO's plans and programs and processes will be similar to those efforts when ISTEA and TEA21 were passed. For example, as a result of ISTEA, the OahuMPO established procedures to account for major investment studies, developed a congestion management system (CMS) proposal through a DOT-lead effort, and strengthened its public involvement program.

In 2006, the OahuMPO converted its *OMPO Guide to Public Involvement* to the *OahuMPO Participation Plan* to be SAFETEA-LU compliant. The TIP will change from a three-year document to a four-year document with a three-year update cycle. Other SAFETEA-LU provisions are being interpreted into the TIP. Work also began on laying the foundation for the development of a coordinated public transit-human services transportation plan.

Identification of Need:

An early SAFETEA-LU interpretation indicates that any regional transportation plan or TIP approved after July 1, 2007 must comply with SAFETEA-LU planning procedures at each stage of the planning process, even if the bulk of the planning activity occurred prior to that date.

New consultation and coordination requirements are imposed on the metropolitan planning process. Additionally, factors such as safety, security, coordination plans for funds received for

Job Access and Reverse Commute and the New Freedoms programs, and bicycle and pedestrian movements are specifically highlighted under SAFETEA-LU.

SAFETEA-LU also requires the metropolitan planning process to promote consistency between its plans and programs with State and local planned growth and economic development patterns.

This work element will be used to continue to ensure that the federal planning requirements are met. These requirements must be satisfied in order for the planning process to be certified.

Impact of Work Element:

If the OahuMPO is not certified, Federal surface transportation funding and project approval for Oahu could be affected.

Task(s):

1. OahuMPO will discuss options with participating agencies and federal officials regarding local implementation of federal planning regulations.
2. OahuMPO will review, modify, or establish procedures and guidelines for incorporating federal planning requirements and guidelines into the OahuMPO, City, and State plans, programs, and structure.
3. OahuMPO will participate in and schedule workshops, training sessions, seminars, meetings, and presentations that promote a better understanding and implementation of SAFETEA-LU requirements.
4. OahuMPO will apply SAFETEA-LU requirements to appropriate metropolitan planning documents.
5. OahuMPO may hire a consultant to assist in applying SAFETEA-LU requirements to appropriate metropolitan planning documents and processes.
6. OahuMPO Executive Director and/or staff will represent the OahuMPO on task forces and committees, and/or at meetings to coordinate SAFETEA-LU requirements on non-metropolitan planning activities, such as the statewide planning process.
7. OahuMPO will coordinate and participate in efforts relating to the certification review of the metropolitan planning process.
8. OahuMPO will review federal regulations implementing planning requirements.

Estimated Completion Date: June 2008

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

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
319,000		255,200		63,800	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Planners	7.1	50,300
	Support Staff	1.4	7,000
	<u>Other</u>		
OahuMPO	Overhead		11,700
	Consultant		250,000
		Total:	319,000

WORK ELEMENT 201.60-08 TRAVEL DEMAND FORECASTING MODEL

Objective(s):

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

Product(s):

1. Analysis of travel times and trips using the TDFM.
2. Documentation of changes and analysis.

Previous and Ongoing Related Work:

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

Identification of Need:

Mathematical modeling is a valuable tool in the analysis of transportation and land-use plan alternatives at the regional and project level.

Impact of Work Element:

This work element will allow the OahuMPO to run the TDFM, do analysis as requested, and provide the Policy Committee and others with the technical analysis needed to make transportation decisions.

Task(s):

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:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
34,000		27,200		6,800	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Planners	3.8	26,700
	Support Staff	0.3	1,500
OahuMPO	<u>Other</u> Overhead		5,800
		Total:	34,000

WORK ELEMENT 202.06-08 OAHU REGIONAL TRANSPORTATION PLAN

Objective(s):

To ensure that the *Oahu Regional Transportation Plan (ORTP) 2030* reflects current transportation priorities and to prepare for the timely update of the next 2035 plan.

Product(s):

1. Administrative modifications and amendments of the *ORTP 2030*.
2. Development of socio-economic forecasts for the years 2010 and 2035.
3. Updated model network.

Previous and Ongoing Related Work:

The *ORTP 2030* is a blueprint that guides Oahu in putting together pieces of the transportation puzzle to address the mobility issues and transportation needs of the community. It is a multifaceted plan that integrates planned growth patterns and reflects available financial resources over the next 25 years. 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 development of the plan helps decision-makers understand the options that are available for improving the transportation system and how they address our mobility needs. Any future transportation improvement for Oahu that receives federal transportation funds must be consistent with the ORTP in order to be eligible for these funds.

This regional planning document is required by a number of state and federal mandates and requirements which include the SAFETEA-LU. These requirements are mandated by the USDOT as a means of verifying the eligibility of metropolitan areas for federal funds earmarked for surface transportation systems.

The ORTP is updated at least every five years to ensure that transportation decisions are based on current information and community priorities. As part of each update, future population and employment are projected and corresponding changes in travel patterns, revenue, and construction costs are forecast to validate and test past and new directions for transportation development on Oahu.

Update of the ORTP

The *ORTP 2030* was adopted in the spring of 2006. The next update, to the year 2035, is anticipated to begin in fiscal year 2009. Prior to a consultant contract being issued in fiscal year 2009, a number of things need to be in place to update the ORTP to 2035:

1. Socio-economic forecast for Oahu for the current year (e.g., year to be used for “Existing Conditions” analysis) distributed by traffic analysis zones, provided by DPP.
2. Socio-economic forecast for the State of Hawaii, by county, to the year 2035, provided by DBEDT.

3. Socio-economic forecast for Oahu for the year 2035, distributed by traffic analysis zones, provided by DPP.
4. Development of an approach for the ORTP 2035, translated into a request for qualifications (RFQ) and possibly a Scope of Work.
5. Details on City & State roadways that have been constructed since 2004, provided by DTS and DOT, respectively. OahuMPO to update the TDFM highway network.
6. Details on the current transit system, provided by DTS. OahuMPO to update the TDFM transit network.

Revisions to the ORTP

Two types of revisions can be made to the ORTP: administrative modifications and amendments. By definition, an administrative modification is a type of revision to a long-range transportation plan that is not significant enough to require public review and comment, redemonstration of fiscal constraint, or a conformity determination (applicable only in nonattainment and maintenance areas). In contrast, an amendment is a type of revision to a long-range transportation plan that is significant enough to require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Honolulu High-Capacity Transit Corridor Project

On December 22, 2006, the Honolulu City Council selected a fixed guideway system between Kapolei and the University of Hawaii at Manoa, with the Waikiki Branch, as the Locally Preferred Alternative (LPA). This decision became effective with Mayor's approval of Ordinance 07-001 on January 6, 2007. The City Council subsequently adopted Resolution 07-039, FD1 (C) on February 27, 2007, which approved the Minimum Operable Segment as the portion of the LPA between the University of Hawaii-West Oahu, near the future Kroc Center, and Ala Moana Center, via Farrington Highway and Kamehameha Highway, to Salt Lake Boulevard, to Dillingham Boulevard, to Nimitz Highway, to Halekauwila Street, and to Ala Moana Center. A Notice of Intent to Prepare an Environmental Impact Statement was published in the March 15, 2007 Federal Register; and scoping meetings were held on March 28 and 29, and on April 3, 2007.

The formal adoption of the Locally Preferred Alternative into the *ORTP 2030* would constitute a revision to the plan

As with the TIP, the ORTP may be revised at any time.

Identification of Need:

The production of a financially-constrained regional transportation plan is a federal requirement of the 3-C planning process and SAFETEA-LU.

Impact of Work Element:

The ORTP serves as a blueprint for identifying and prioritizing the development of future surface transportation improvements and strategies on Oahu. The resulting plan is 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 *ORTP 2030* reflects current transportation priorities and will prepare for the timely update of the ORTP to 2035. As part of the ORTP effort, the OahuMPO coordinated the *ORTP 2030* mid-range plan (2006-2015) component with the *FYs 2008-2011 TIP*.

Task(s):

1. OahuMPO to attend meetings; make presentations to organizations, agencies, and individuals requiring information or briefings on the ORTP, development process, products, or related activities; and solicit input, as requested.
2. OahuMPO to revise the *ORTP 2030*, via administrative modifications or amendments, to reflect current needs or local and federal requirements, as appropriate.
3. OahuMPO and its participating agencies to assist in the development and processing of administrative modifications and amendments to the *ORTP 2030*, with appropriate reviews by the TAC, CAC, and the Policy Committee.
4. OahuMPO to conduct appropriate technical analyses of the *ORTP 2030* revisions, as needed, to comply with federal planning regulations.
5. OahuMPO to coordinate the *ORTP 2030* mid-range plan component with the FYs 2008-2011 TIP.
6. DPP to develop socio-economic forecast for Oahu for the year 2010, distributed by traffic analysis zones.
7. DBEDT to develop socio-economic forecast for the State of Hawaii to the year 2035.
8. DPP to develop socio-economic forecast for Oahu for the year 2035, distributed by traffic analysis zones.
9. OahuMPO to develop an approach and RFQ to retain a consultant to assist in the development of the ORTP 2035.
10. OahuMPO to conduct other tasks necessary to prepare for the timely update of the ORTP to 2035.
11. DTS and DOT to provide details on City & State roadways that have been constructed since 2004. OahuMPO to update the travel demand forecasting model highway network.
12. DTS to provide details on the current transit system. OahuMPO to update the TDFM transit network.

Estimated Completion Date: June 2008

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
80,700		64,560		16,140	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Planners	8.7	64,100
	Support Staff	0.6	2,900
OahuMPO	Overhead		13,700-
		Total:	80,700

WORK ELEMENT 202.07-08 TRANSPORTATION IMPROVEMENT PROGRAM

Objective(s):

To ensure that the Transportation Improvement Program (TIP) reflects current directions as identified in Oahu's regional transportation plan, Highway Safety Program, land use plans, congestion management system, and other planning studies; and complies with applicable federal requirements.

Product(s):

A FYs 2008-2011 TIP, administrative modifications, and amendments as necessary.

Previous and Ongoing Related Work:

The TIP describes and prioritizes federally-assisted and regionally significant locally-funded transportation programs and projects selected by the Policy Committee for implementation during the program period. The TIP, while closely related to the State and City and County CIPs, is approved by the Policy Committee and the Governor. Upon these approvals, the TIP is incorporated without change as the Oahu element of the Statewide Transportation Improvement Program (STIP). The STIP is the document upon which the USDOT bases its obligation of federal transportation funds for projects in Hawaii.

Public Review

A goal of the TIP process is to promote stakeholder relationships that foster cooperative efforts to achieve common transportation goals. Agencies responsible for planning activities that are affected by transportation are consulted for their perspectives on planning issues, needs, and priorities. Additionally, opportunities are provided to all interested parties for reviewing and commenting on the draft TIP and TIP amendments based on the strategies and procedures outlined in the *OahuMPO Participation Plan*:

- The public review draft of the TIP, TIP amendments, and administrative modifications are posted on the OahuMPO website.
- The public review draft of the TIP and amendment project listings are mailed and e-mailed to the individuals, businesses, and organizations on the OahuMPO mailing list.
- A presentation of the public review draft of the TIP is made to the OahuMPO CAC on projects proposed for the TIP.
- Details on the public review draft TIP and TIP amendments are also circulated under the OahuMPO's intergovernmental review process.

For visualization purposes, the OahuMPO will use geographic information systems (GIS) software to develop location maps for each applicable proposed project in the public review draft of the TIP. These visualization techniques will provide the public, agency staff, elected and appointed officials, and other stakeholders with better opportunities to understand the various projects proposed for the TIP.

Technical Review

As part of the metropolitan transportation planning process, the TAC reviews the following technical analyses of the public review draft of the TIP or TIP amendment(s) prior to making a recommendation to the Policy Committee: (1) compliance with SAFETEA-LU planning factors; (2) the status of projects in the previous TIP; (3) consistency with the ORTP; (4) consistency with the Oahu Regional Intelligent Transportation System Architecture (ORITSA); (5) Title VI and Environmental Justice compliance; (6) congestion management process analysis; and (7) roadway and transit project evaluations. Prior to taking action on the public review draft of the TIP or TIP amendment(s), the Policy Committee is also provided with results of the above technical analyses as well as a summary of all comments received and corresponding responses. The public also has an opportunity to testify at the Policy Committee meetings.

Development of the FYs 2008-2011 TIP

The FYs 2008-2011 TIP will cover a period of four years (FYs 2008-2011) and contain two additional years (FYs 2012 and 2013) for information only. The TIP will be updated at least every three years, with administrative modifications and amendments made as needed.

The CAC provided early public input into the FYs 2008-2011 TIP by reviewing projects from the *ORTP 2030* and the *FYs 2006-2008 TIP*, and developing a recommended list of transportation projects for inclusion into the FYs 2008-2011 TIP. The Policy Committee reviewed the report and requested that it be transmitted to the implementing agencies for their consideration when identifying proposed projects for inclusion in the FYs 2008-2011 TIP. The report was transmitted in September 2006.

Recognizing that the needs and priorities of the freight industry may differ from others, a Freight Task Force was also convened to provide the Policy Committee with early input. Task Force members reviewed projects from the ORTP and current TIP and identified those projects that were of a high priority to the freight industry. The Policy Committee reviewed the list of projects received from the Freight Task Force and requested that it be transmitted to the implementing agencies for their consideration when identifying proposed projects for inclusion in the FYs 2008-2011 TIP. The report was transmitted in September 2006.

The TIP will include a financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. It is anticipated that the Policy Committee will take action on the FYs 2008-2011 TIP in the summer of 2007. The FYs 2008-2011 TIP will be monitored and amended, as necessary, during the program period.

Upon completion of the TIP and each non-administrative TIP amendment, the projects contained therein will be evaluated for consistency with the ORITSA. Should it be determined that a project is inconsistent with the ORITSA, the procedures outlined in the *ORITSA: Procedures and Responsibilities* (2003) report will be followed.

Identification of Need:

The production of a financially-constrained TIP is a federal requirement of the 3-C planning process.

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.

Once approved by the Policy Committee and the Governor, the Oahu TIP is incorporated, without modification, into DOT's STIP. The approved STIP is the foundation for scheduling and implementing projects utilizing federal funds.

Task(s):

1. OahuMPO and its participating agencies to cooperatively develop, monitor, modify, and amend, as necessary, the TIP for FYs 2008-2011; ensure its consistency with the regional transportation plan and SAFETEA-LU; identify any changes in project priorities; and ensure its financial viability.
2. OahuMPO and its participating agencies to cooperatively review and update, as necessary, the metropolitan TIP development process.
3. DTS to identify any changes to the transit priorities for Oahu.
4. DTS to identify any changes to roadway improvements and the City's financial plan for TIP projects.
5. DOT to identify any changes to State highway and water transit improvements.
6. DPP to review the TIP to ensure its consistency with the City's Development Plans and Sustainable Communities Plans.
7. For visualization purposes, OahuMPO to develop location maps for each project, as applicable, in the public review draft of the TIP and TIP amendments.
8. OahuMPO and its participating agencies to conduct the following technical analyses of the projects proposed in the public review draft of the TIP and TIP amendments: (1) compliance with SAFETEA-LU planning factors; (2) the status of projects in the previous TIP; (3) consistency with the ORTP; (4) consistency with the ORITSA; (5) Title VI and Environmental Justice compliance; (6) congestion management process analysis; and (7) roadway and transit project evaluations.
9. OahuMPO to coordinate and process TIP amendments through the TAC, CAC, and Policy Committee, as appropriate. OahuMPO to follow the strategies and procedures outlined in the *OahuMPO Participation Plan* for review and update of the TIP.
10. Appropriate transportation and planning agencies to review projects to ensure their consistency with federal, state, and local criteria.
11. OahuMPO and its participating agencies to cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation. The TIP will include a financial plan that demonstrates how the TIP can be implemented, indicates resources from

public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

12. OahuMPO and its participating agencies to cooperatively develop, annually, a listing of projects for which funds were obligated in the preceding program year.
13. OahuMPO and its participating agencies to cooperatively develop a draft financially-constrained TIP for the next mandated time period.

Estimated Completion Date: June 2008

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
100,300		80,240		20,060	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT	Planners	0.1	500
DOT-HWY-P	Planners	1.0	5,000
DPP	Planner	0.1	500
DTS	Planners	2.0	10,000
OahuMPO	Planners	9.8	65,400
	Support Staff	0.9	4,600
	<u>Other</u>		
OahuMPO	Overhead		14,300
Total:			100,300

WORK ELEMENT 203.72-08 PUBLIC TRANSIT FACILITY MASTER PLAN

Objective(s):

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 corporation yards, transit centers, bus stops, and bus shelters.

Product(s):

1. Updated inventory of existing public transit facilities.
2. Projection of near- and intermediate-term bus transit facilities requirements.
3. Process for identifying and prioritizing locations for the development of new bus transit facilities.

Previous and Ongoing Related Work:

Facilities Master Plan (1994)

Identification of Need:

In order to maintain bus service levels, it is important to continue to plan for new bus transit facilities to meet future needs, as well as to maintain and, as necessary, expand existing bus transit facilities that are currently being used to maintain the bus and paratransit fleets, as well as house employees.

Impact of Work Element:

1. Identification of short- and long-term bus transit facilities requirements.
2. Proactive siting of new bus transit facilities.
3. More efficient and effective bus and paratransit service operations.

Task(s):

1. DTS Consultant to conduct assessment of existing facilities with respect to their abilities to maintain existing service levels and respond to future needs.
2. DTS Consultant to identify maintenance and expansion opportunities at existing facilities.
3. DTS Consultant to identify future requirements for new facilities.
4. DTS Consultant to identify and evaluate sites for future development.
5. DTS Consultant to prepare reports that document this effort.

Estimated Completion Date: Two years following notice to proceed.

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

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
500,000		400,000		100,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Other</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Consultant		500,000
		Total:	500,000

**WORK ELEMENT 203.74-08 HUMAN SERVICE TRANSPORTATION
COORDINATION PLAN AND PROGRAM**

Objective(s):

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

Product(s):

A report(s) that documents:

1. Process for sharing information and other resources related to the provision of transportation services among public and private non-profit human service agencies.
2. Updated inventory of public and private non-profit human service agencies that provide transportation services.

Previous and Ongoing Related Work:

Paratransit Service Study (2005)

Identification of Need:

The Federal government is promoting coordination between all recipients of Federal funding used to transport elderly and disabled individuals. Coordinating human services transportation programs can improve service capacity and lower costs by reducing redundant trips. With a shrinking workforce supporting our graying population, such efforts can help the City keep up with the transportation needs of Oahu's growing number of senior and disabled citizens.

Impact of Work Element:

1. Identification of the range of transportation resources offered by human service agencies.
2. Improved human service transportation coordination.
3. More efficient and effective paratransit service operations.

Task(s):

1. DTS consultant to identify the transportation services available through public and private non-profit human service agencies.
2. DTS consultant to identify opportunities for cost and/or ride-sharing among agencies with clients of similar use characteristics and trip destinations.
3. DTS consultant to develop a coordinated transportation service delivery plan.
4. DTS consultant to develop a monitoring and evaluation program to gauge the effectiveness of the coordinated transportation service delivery plan.

5. DTS consultant to prepare reports that document this effort.

Estimated Completion Date: Two years following notice to proceed.

Estimated DBE Opportunity: A race neutral DBE participation rate of 9% is anticipated.

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
500,000		400,000		100,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Other</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Consultant		500,000
		Total:	500,000

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300 SERIES – PLANNING COORDINATION

- 301.01-08: Program Support & Administration
- 301.02-08: Planning Resource
- 301.03-08: Overall Work Program
- 301.04-08: Support for Citizen Advisory Committee & Additional Public Outreach
- 301.05-08: Single Audit
- 301.08-08: Disadvantaged Business Enterprise Program

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WORK ELEMENT 301.01-08 PROGRAM SUPPORT AND ADMINISTRATION

Objective(s):

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

Product(s):

Effective management of the transportation planning program.

Previous and Ongoing Related Work:

Since 1975, the OahuMPO has been responsible for the management and coordination of the transportation planning process on Oahu. The OahuMPO submits the necessary support documents to obtain Federal planning funds for the transportation planning program as well as monitoring federal grants, supporting various aspects of the program, and providing interagency coordination.

In the past, the OahuMPO staff and/or a Policy Committee member have traveled to the mainland to meet with federal 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 is also an advisory body to the Honolulu City Council and the State Legislature. The Policy Committee is assisted by an administrative staff and is advised by its TAC and CAC. Through this structure, Oahu's transportation planning efforts are integrated into a continuing, comprehensive, and coordinated element.

Impact of Work Element:

Successful implementation of this work element will ensure that Oahu has a 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.

Task(s):

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 Intermodal Planning Group or other 3-C planning-related meetings, workshops, and conferences; and communicate with federal representatives as required. OahuMPO to participate in the triennial federal certification review.
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:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
201,300	133,735 ²	27,305		40,260	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Planners	11.6	83,900
	Support Staff	12.2	61,600
	<u>Other</u>		
OahuMPO	Overhead		29,800
	Travel		5,000
	Computer-related Equipment and Software		21,000
		Total:	201,300

² FTA Section 5303

WORK ELEMENT 301.02-08 PLANNING RESOURCE

Objective(s):

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

Product(s):

An effective and accessible transportation planning process.

Previous and Ongoing Related Work:

The OahuMPO is a member of the Leeward Oahu Transportation Management Association, DTS Committee on Accessible Transportation, and the Institute of Transportation Engineers. These committees meet on a regular basis to discuss transportation issues and recommend a position to their organizations. The OahuMPO has provided information and resources to aid them and other interested organizations and individuals in their decision-making process.

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

The OahuMPO also provides resources for the 3-C planning process to organizations such as the Neighborhood Commission, State and City Transportation Commissions, Ewa Transportation Coalition, Office on Aging, Hawaii Local Technical Assistance Program, 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.

Task(s):

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 Honolulu 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 research, procure, and maintain the necessary materials and equipment for the OahuMPO staff members.

5. OahuMPO to provide transportation presentations, materials, and information to organizations and the public.
6. 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:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
33,900	27,120 ³			6,780	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Planners	3.5	26,100
	Support Staff	0.4	2,000
OahuMPO	<u>Other</u> Overhead		5,800
Total:			33,900

³ FTA Section 5303

WORK ELEMENT 301.03-08 OVERALL WORK PROGRAM

Objective(s):

To develop an Overall Work Program (OWP) for FY 2009 within which planning priorities for the metropolitan area are addressed and to document the progress of the still active work elements from previous years.

Product(s):

1. A transportation planning work program defining the work to be performed in FY 2009.
2. Documentation of the progress of the still active work elements from previous years.

Previous and Ongoing Related Work:

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 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 coordinating the preparation of the OWP. The OWP is prepared with the active involvement and assistance of the State and City transportation and planning departments, FHWA, FTA, TAC, and CAC.

Previous OWPs include several ongoing planning tasks, as well as directing planning efforts in new directions. Many annual tasks provide necessary input to planning, 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. Also, annual progress reports are developed.

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, and may include those not federally funded. Moreover, the OWP 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 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 basis for future transportation projects and programs through planning studies conducted as part of the OWP.
- Qualify applicable planning activities for federal reimbursement.

Task(s):

1. State and City agencies and OahuMPO will identify planning needs, approaches, and funding requirements for the FY 2009 OWP.
2. OahuMPO will follow the Public Involvement Program procedures in the development of the OWP.
3. OahuMPO will write a report on the *FY 2008 OWP*, evaluating compliance with the Environmental Justice and Title VI regulations as set forth in the Environmental Justice and Title VI Program.
4. OahuMPO will obtain and coordinate the necessary approvals for the OWP and any subsequent amendments.
5. OahuMPO will provide the necessary support and coordination for OWP work elements.
6. OahuMPO and its participating agencies will monitor and document progress of all OWP activities.

Estimated Completion Date: Ongoing work element

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
74,100	59,280 ⁴			14,820	

⁴ FTA Section 5303

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT	Planner	0.2	1,000
DOT-STP	Planner/Engineer	1.1	6,000
DPP	Planner	0.2	1,000
DTS	Planner/Engineer	1.3	6,000
OahuMPO	Planners	5.0	34,700
	Support Staff	3.0	15,200
OahuMPO	<u>Other</u> Overhead		10,200
		Total:	74,100

WORK ELEMENT 301.04-08**SUPPORT FOR CITIZEN ADVISORY COMMITTEE
AND ADDITIONAL PUBLIC OUTREACH****Objective(s):**

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

Product(s):

1. An established Citizen Advisory Committee (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 others interested in transportation, including organizations that represent traditionally underserved populations.
3. An up-to-date website.

Previous and Ongoing Related Work:

The OahuMPO CAC was created by the OahuMPO Policy Committee in July 1977 to ensure effective public input into Oahu's transportation planning process. As of January 1, 2007, the CAC consisted of 45 member organizations representing various 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 Chair usually determines the agenda for CAC meetings. However, agenda items may be proposed by any CAC member. The meetings provide an opportunity for member organizations 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 FY 2007, 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 review and recommend projects to the FYs 2008-2011 TIP. The Policy Committee reviewed the recommended list of projects and requested that it be transmitted to the implementing agencies for their consideration when identifying proposed projects for inclusion in the FYs 2008-2011 TIP. The report was transmitted in September 2006.

In addition to the CAC, the OahuMPO has always strived to achieve broad public involvement of citizens for all of the OahuMPO's plans and programs. The current OPP states that the goal of the OahuMPO's Public Involvement Program is to "ensure that the products of the OahuMPO's metropolitan transportation planning process reflect the needs and concerns of the public". 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 more effectively involve those who are traditionally underserved and underrepresented, and it establishes methods of obtaining feedback from and disseminating information to interested groups, communities, and individuals.

In order to help achieve this goal, several mailing lists have been developed which the OahuMPO uses to disseminate information. The mailing lists 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; and an e-mail list for persons wishing to receive information electronically. The OahuMPO has also developed a *Public Involvement Policy for Draft Documents* that identifies what information on draft documents should be sent to the various mailing lists.

In addition to using mail outs as a way of disseminating information, the OahuMPO website includes information on the OahuMPO, its plans and programs, and current issues. A website for the 2030 ORTP update was developed as part of the 2030 ORTP contract and is part of the existing OahuMPO website.

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, in a timely manner, to comments received.

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.

Task(s):

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, areawide 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 public involvement program.
5. OahuMPO to design and carry out public information programs on transportation planning for the general public as required by the 3-C planning process.
6. OahuMPO to brief new and interested members/organizations on the metropolitan planning process.
7. OahuMPO to maintain a mailing list of CAC member organizations, organizations that represent traditionally underserved populations and others interested in transportation.

8. OahuMPO to develop an in-house public involvement/outreach plan at the beginning of a project (e.g., ORTP, TIP, and OWP). This plan should be consistent with the *OPP*.
9. OahuMPO to maintain the OahuMPO website.
10. OahuMPO to, as needed, provide documents and/or other related material in various languages to non-English speaking citizens who submit a request for this service.
11. OahuMPO to, as needed, provide services to those who require and request special assistance at public meetings (e.g., sign language interpreter).
12. OahuMPO to, as needed, provide documents and/or other related material in various forms to those who require and request special assistance (e.g., format and e-mail text to the visually impaired who use text readers).
13. OahuMPO to update the *Public Involvement Policy for Draft Documents* periodically.
14. OahuMPO to utilize the list of organizations that represent traditionally underserved populations and affected agencies when disseminating information to the public for plans and programs in accordance with the *Public Involvement Policy for Draft Documents*.
15. OahuMPO to identify, measure, and evaluate trends, as needed, for compliance with Title VI and Environmental Justice regulations.
16. OahuMPO to measure and document the changes in the level of participation of traditionally underserved populations (e.g., minority and low-income) in the transportation planning process.

Estimated Completion Date: Ongoing work element

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
85,200	68,160 ⁵			17,040	

⁵ FTA Section 5303

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Planners	10.6	57,500
	Support Staff	1.1	5,200
	<u>Other</u>		
OahuMPO	Overhead		12,900
	Special Services for the Disabled		9,600
		Total:	85,200

WORK ELEMENT 301.05-08 SINGLE AUDIT

Objective(s):

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.

Product(s):

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 Office of Management and Budget (OMB) Circular A-133 for FY 2007.
2. Annual financial and progress reports on OWP work elements are prepared by the OahuMPO and submitted to FTA and FHWA. Semi-annual Disadvantaged Business Enterprises participation reports are also prepared and submitted to the appropriate federal agencies.

Previous and Ongoing Related Work:

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 2004, 2005, and 2006 was awarded to Egami & Ichikawa CPA's, Inc. in accordance with the State's procurement laws.

Pursuant to Section 23-4, Hawaii Revised Statutes, and Act 1, Session Laws of Hawaii 2004, the State Auditor is required to conduct the post-audits of the transactions, accounts, programs, and performance of all departments, offices, and agencies of the State and its political subdivisions. In compliance with this law and working together with the State Auditor and Egami & Ichikawa, CPA's Inc., the OahuMPO amended its audit contract for the remaining two fiscal year audits, FY 2005 and FY 2006. This Amendment No. 1 to Contract No. 51456 was executed on June 8, 2005, and replaced the OahuMPO and its Executive Director with the Office of the Auditor and the State Auditor as the State of Hawaii's representative in the contract.

The audit for FY 2006 was conducted in November 2006. The final report was completed in March 2007, and distributed to the appropriate Federal, State, and City agencies.

The procurement for the audits for FY 2008, FY 2009, and FY 2010 is being conducted by the State Auditors Office.

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.

Task(s):

1. Consultant to audit the OahuMPO and its subgrantees consistent with OMB Circular A-133 requirements and in accordance with U.S. generally accepted auditing standards as prescribed by the American Institute of Certified Public Accountants, and Government Auditing Standards issued by the Comptroller General of the United States.
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 their 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:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
43,400	34,720 ⁶			8,680	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Financial Specialist/Planners	2.4	12,400
	Support Staff	0.6	2,900
OahuMPO	<u>Other</u>		
	Overhead		3,100
	Audit Contract (State Auditor)		25,000
Total:			43,400

⁶ FTA Section 5303

WORK ELEMENT 301.08-08**DISADVANTAGED BUSINESS ENTERPRISE PROGRAM****Objective(s):**

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 Disadvantaged Business Enterprises (DBEs).

Product(s):

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.

Previous and Ongoing Related Work:

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 State DOT federal assistance funds, and adopted the State DOT'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's present DBE goal for work efforts undertaken as part of the FY 2007 OWP is 11.8% 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. We anticipate contracting opportunities of less than \$20,000 and, as such, will not be setting a DBE goal for FY 2008 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.

Task(s):

1. OahuMPO to identify potential DBE firms and encourage them to apply for State DOT 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 State DOT.
5. OahuMPO to develop annual DBE goals.
6. OahuMPO to attend semi-annual DBE coordinators meeting sponsored by the State DOT.

Estimated Completion Date: Ongoing work element

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
8,100	6,480 ⁷			1,620	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Financial Specialist/Engineers	1.3	6,400
	Support Staff	0.1	300
OahuMPO	<u>Other</u> Overhead		1,400
Total:			8,100

⁷ FTA Section 5303

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SECTION III

**WORK ELEMENTS PROGRAMMED IN PREVIOUS OWP'S
FISCAL YEARS 2000-2007**

The work elements in this section have been programmed and approved in previous years and are included for the information of the reader.

**PREVIOUSLY-APPROVED WORK ELEMENTS – INFORMATIONAL
(Originally programmed amounts)⁸**

Work Elements	Federal Funding	Local Match	Funding Total
100 Series – Overall Planning			
none			
200 Series – Planning Support			
201.01-01: Investigation of ITS Technology for Use in Collecting CMS Data (as amended)	137,280	34,320	171,600
201.05-02: 2000 Census Data	18,880	4,720	23,600
201.11-07: Federal Planning Requirements	320,240	80,060	400,300
201.39-04: Land Use File Update System	162,200	40,550	202,750
201.50-05: Land Use Model Enhancement & Demonstration	160,000	40,000	200,000
201.65-07: Tantalus & Roundtop Drive Boundary Identification Study	800,000	200,000	1,000,000
202.35-03: Selection of Enhancement Projects for Oahu	41,440	10,360	51,800
202.62-06: Travel Demand Forecasting Model Upgrade	232,880	58,220	291,100
203.30-00: Kaneohe Town Traffic Circulation Study	104,800	26,200	131,000
203.50-03: Transit Service Plan, Phase III	480,000	120,000	600,000
203.62-05: Paratransit Service Study	240,000	60,000	300,000
206.20-06: Waterborne Transit Feasibility Study	400,000	100,000	500,000
300 Series – Planning Coordination			
none			
PREVIOUSLY-APPROVED WORK ELEMENT TOTALS	3,097,720	774,430	3,872,150

⁸ The dollar amounts shown in this table and in the work elements that follow, in this section, reflect the originally programmed amounts from past OWPs. For the remaining balances for these work elements and for ongoing work elements, see Table 2 in Section V.

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200 SERIES – PLANNING SUPPORT

- 201.01-01: Investigation of ITS Technology for Use in Collecting CMS Data (as amended)
- 201.05-02: 2000 Census Data
- 201.11-07: Federal Planning Requirements
- 201.39-04: Land Use File Update System
- 201.50-05: Land Use Model Enhancement & Demonstration
- 201.65-07: Tantalus & Roundtop Drive Boundary Identification Study
- 202.35-03: Selection of Enhancement Projects for Oahu
- 202.62-06: Travel Demand Forecasting Model Upgrade
- 203.30-00: Kaneohe Town Traffic Circulation Study
- 203.50-03: Transit Service Plan, Phase III
- 203.62-05: Paratransit Service Study
- 206.20-06: Waterborne Transit Feasibility Study

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**WORK ELEMENT 201.01-01 INVESTIGATION OF ITS TECHNOLOGY FOR USE
IN COLLECTING CMS DATA (as amended)⁹**

Objective(s):

To implement the OahuMPO congestion management system (CMS).

Product(s):

1. CMS Performance Monitoring and Evaluation Procedures report
2. CMS Effectiveness Evaluation report

Previous and Ongoing Related Work:

Under federal regulations, transportation management areas, such as Oahu, must develop a CMS as part of their metropolitan transportation planning process. The CMS is a system to monitor and analyze the magnitude of congestion and to plan and implement actions that alleviate congestion and enhance the performance of the transportation system.

The initial development of such a system was undertaken by the State DOT in 1994 through a consultant contract with Austin Tsutsumi & Associates, Inc. (ATA). As part of the contract agreement with ATA, the collection of travel time/running speed data was collected to establish baseline conditions on the major regional roadway system. Although major work on various CMS components has been completed, work was still needed to fully integrate the CMS into the metropolitan planning process.

In FY 2000, the OahuMPO and its participating agencies began finalizing the necessary steps to establish such a system into its planning process. The foundation of Oahu's CMS would be based upon work completed under the ATA contract and processes used by the State Department of Transportation and City Department of Transportation Services in monitoring the transportation system and evaluating transportation strategies. The public would continue to be given the opportunity to comment on proposed strategies as part of the metropolitan transportation planning process. The CMS is expected to evolve with time and as new resources become available.

A CMS procedures and responsibilities report has been developed which contains schedules for implementation, a description of how the CMS is structured, and identification of agencies' responsibilities.

Since the development of the CMS, certain strategies and projects have been implemented. Data to measure their effectiveness are being collected on the H-1 Freeway (zipper lane), H-3 Freeway, Pali Highway, Likelike Highway, and Moanalua Freeway. Travel time/running speed data will be collected using the same methodology (average-car technique) as previously done by ATA.

⁹As amended by the OahuMPO Policy Committee on March 23, 2004.

In 2001, DOT applied the methodology used by ATA to collect data on Oahu. The OahuMPO and its participating agencies have continued to investigate more cost-effective ways of collecting travel time data.

Identification of Need:

A fully implemented CMS will provide decision-makers and the public with a better understanding of existing and projected traffic congestion and better information on the effectiveness of transportation strategies. This will also result in more consistent and systematic procedures for analyzing and comparing traffic mitigation measures. The CMS is also a federal requirement for Oahu.

However, the existing method of collecting travel time/running speed via the average-car technique is generally understood as being very labor intensive. The manpower limitations of this methodology severely restrict the amount of data collected for the CMS. Research needs to be conducted to identify other types of technologies which would ease the burden of collecting travel time/running speed data.

Impact of Work Element:

This work element will carry out the tasks identified in the CMS procedures and responsibilities report.

Task(s):

1. CMS Technical Committee to document data collection and analysis procedures.
2. DOT to collect data to measure the effectiveness of certain strategies and projects that have been implemented since the development of the CMS.
3. CMS Technical Committee to evaluate and document the effectiveness of strategies that were implemented by DOT and DTS.

Estimated Completion Date: June 2006

Estimated DBE Opportunity: No DBE percentage specified

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
171,600		137,280		34,320	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT	Planners	0.5	2,500
DOT-HWY-T	Planners/Engineers	22.5	102,100
DPP	Planners	0.5	2,500
DTS	Planners/Engineers	1.0	5,000
OahuMPO	Planners/Engineers	4.0	23,000
	Support Staff	0.9	3,600
	<u>Other</u>		
DOT-HWY-T	Software and Equipment		25,000
OahuMPO	Overhead		7,900
		Total:	171,600

WORK ELEMENT 201.05-02 2000 CENSUS DATA

Objective(s):

To ensure that the 2000 Census data is utilized to its fullest potential.

Product(s):

1. Integration of 2000 census data into the planning process.
2. Dissemination of census data information to the public and participating agencies.

Previous and Ongoing Related Work:

In the late 1980's, the OahuMPO became an affiliate member of the State Data Center. This enabled the OahuMPO to participate in the receipt and dissemination of census data. This membership carried with it the responsibility for helping to disseminate census information to the public and other State and City agencies.

During FY 2000, the OahuMPO assisted the U.S. Bureau of the Census in collecting data on work places 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 census for each state.

The 2000 Census will begin release of its primary data in FY 2001. This information will be valuable in the development of socio-economic input for transportation planning and in the analysis of Title VI and Environmental Justice impacts.

Impact of Work Element:

Updated census information will be valuable in the development of updated socio-economic data for the planning process.

Identification of Need:

Census data is an important source of socio-economic information. It is important that the OahuMPO staff be familiar with this data and be able to integrate it into the planning process. The U.S. Census Bureau has informed the users of its information that much of the data will be released on DVD discs, since they provide higher storage capabilities.

Task(s):

1. OahuMPO to review and analyze the 2000 census data.
2. OahuMPO to assist in the integration of 2000 census data into the planning process.
3. OahuMPO to purchase two DVD players to assist in the use of Census data.
4. OahuMPO to correspond, when necessary, with U.S. Census Bureau to resolve discrepancies.

5. OahuMPO to participate in the activities of the State Data Center and assist in the dissemination of census information to the public and other agencies.

Estimated Completion Date: December 2008

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
23,600		18,880		4,720	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Planners	1.4	17,100
	Support Staff	0.2	700
	<u>Other</u>		
OahuMPO	Overhead		4,400
	DVD players		1,400
		Total:	23,600

WORK ELEMENT 201.11-07 FEDERAL PLANNING REQUIREMENTS

Objective(s):

To ensure that Oahu's transportation planning process carries out and complies with the various provisions of *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), the current federal surface transportation bill, and other requirements imposed upon the metropolitan transportation planning process.

Product(s):

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 and seminars.

Previous and Ongoing Related Work:

On August 10, 2005, President George W. Bush signed the SAFETEA-LU, which builds upon the provisions of the prior bills, the *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)* and the *Transportation Equity Act for the 21st Century (TEA21)*. This act authorizes the Federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005-2009.

SAFETEA-LU called for many key modifications to the general provisions of the metropolitan transportation planning process, the regional transportation plan, the transportation improvement program (TIP), and the certification period of MPOs for transportation management areas such as the OahuMPO. Although SAFETEA-LU allows MPOs to maintain its current planning update cycle, MPO plan or program updates must comply with provisions of SAFETEA-LU beginning July 1, 2007.

The process of modifying the OahuMPO's plans and programs and processes will be similar to those efforts when ISTEA and 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 a DOT-lead effort, and strengthened its public involvement program.

In 1997, the OahuMPO established procedures to prioritize enhancement projects. These procedures were then included in the State's enhancement program. Under TEA21, some provisions of the enhancement program have been modified.

In FYs 2000 and 2001, the OahuMPO coordinated the development of an Intelligent Transportation Systems (ITS) structure within the OahuMPO process and adopted an ITS Regional Architecture in 2003.

A *Congestion Management System (CMS)* structure was also incorporated into the OahuMPO process in FY 2001. This structure has been adjusted and is currently being spearheaded by the OahuMPO.

Identification of Need:

An early SAFETEA-LU interpretation indicates that any regional transportation plan or TIP approved after July 1, 2007 must comply with SAFETEA-LU planning procedures at each stage of the planning process, even if the bulk of the planning activity occurred prior to that date. This is problematic for the OahuMPO, as the Oahu regional transportation plan is expected to be endorsed during the spring of 2006 and is not expected to, nor is required to comply with the various SAFETEA-LU provisions. The next TIP update is scheduled after July 1, 2007. This issue is currently being investigated. This work element will attempt to secure the resources that may be needed to make the necessary adjustments. Specific adjustments will not be fully known until after federal regulations implementing SAFETEA-LU are established. This is expected in the spring of FY 2007.

New consultation and coordination requirements are imposed on the metropolitan planning process. Additionally, factors such as safety, security, coordination plans for funds received for *Job Access and Reverse Commute (JARC)* and the *New Freedoms* programs, and bicycle and pedestrian movements are specifically highlighted under SAFETEA-LU.

SAFETEA-LU also requires the metropolitan planning process to promote consistency between its plans and programs with State and local planned growth and economic development patterns.

SAFETEA-LU calls for MPOs in transportation management areas such as the OahuMPO, to be certified not less than once every four years. Based on its last review, the OahuMPO will be required to undergo a certification review in FY 2007.

This work element will be used to continue to ensure that the federal planning requirements are met. These requirements must be satisfied in order for the planning process to be certified.

Impact of Work Element:

If the OahuMPO is not certified, Federal surface transportation funding and project approval for Oahu could be affected.

Task(s):

1. OahuMPO to discuss options with participating agencies and federal officials regarding local implementation of federal planning regulations.
2. OahuMPO to review, modify, or establish procedures and guidelines for incorporating federal planning requirements and guidelines into the OahuMPO, City, and State plans, programs, and structure.
3. OahuMPO staff to participate in and schedule workshops, training sessions, seminars, meetings, and presentations that promote a better understanding and implementation of SAFETEA-LU requirements.
4. OahuMPO to apply SAFETEA-LU requirements to appropriate metropolitan planning documents.

5. Consultant to assist in applying SAFETEA-LU requirements to appropriate metropolitan planning documents and processes.
6. OahuMPO staff to represent the OahuMPO on task forces and committees, and/or at meetings to coordinate SAFETEA-LU requirements on non-metropolitan planning activities, such as the Statewide planning process.
7. OahuMPO to coordinate and participate in efforts relating to the certification review of the metropolitan planning process.
8. OahuMPO to review federal regulations implementing planning requirements.

Estimated Completion Date: June 2007

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
400,300		320,240		80,060	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OahuMPO	Planners	12.5	86,900
	Support Staff	1.4	6,800
OahuMPO	<u>Other</u>		
	Overhead		16,600
	Consultant		290,000
Total:			400,300

WORK ELEMENT 201.39-04 LAND USE FILE UPDATE SYSTEM

Objective(s):

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

Product(s):

1. An online system for updating DPP's LUF, based on the City's GIS structure and the POSSE work management system.
2. Digital maps that depict existing land use based data in the LUF in relation to transportation facilities.

Previous and Ongoing Related Work:

The City's LUF is the source of all land use data that provide input to the transportation planning process. The file not only describes existing conditions, it provides the data that serves as the basis for land use forecasting, which is essential to the preparation of transportation plans and in particular to travel demand forecasting.

Created in the mid-1960's during the Oahu Transportation Study, the LUF had been updated annually by the City since 1973. The file was updated using an online system developed by the City's Department of Information Technology. The update system tracked data dealing with land subdivisions, building permits, zoning, ownership, and various geographic and statistical boundaries.

In 1999 the DPP converted to a new permit management software, POSSE. An update system has not been fully developed within the POSSE environment. Improvements to the procedures developed to date are needed to effectively update the LUF in order to benefit transportation planning.

Identification of Need:

Up-to-date land use data is needed to support the long-range transportation planning functions of the City. It will enable the OahuMPO, the City, and the State to meet the Federal requirements to be eligible for Federal funding to carry out transportation improvements. Valid and updated data is especially critical to the preparation of land use forecasts on which transportation plans are based.

Impact of Work Element:

Improvement to the existing update system needs to be developed within the POSSE environment. This work element will enable the LUF to be updated in a timely and consistent way. The resultant land use data will be current and valid in terms of capturing land use trends and development policies.

Task(s):

1. Consultant to identify data update needs relative to transportation needs.

2. Consultant to review the functions of the Department of Information Technology update system and the resources available in the City's GIS structure and POSSE work management system.
3. Consultant and DPP to design and develop new update system to optimize benefits to transportation planning.
4. DPP and consultant to test and validate new update system.
5. Consultant to generate new hard copy maps depicting existing land use using data in the LUF.
6. OahuMPO and its participating agencies will use the land use data in the transportation planning process.

Estimated Completion Date: June 2008

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
202,750		162,200		40,550	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DOT-STP	Planners/Engineers	0.5	2,750
DPP	Planner	8.0	40,000
	<u>Other</u> Consultant		160,000
		Total:	202,750

**WORK ELEMENT 201.50-05 LAND USE MODEL ENHANCEMENT AND
DEMONSTRATION**

Objective(s):

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.

Product(s):

This work element will produce an updated land use simulation model, based on the UrbanSim framework, capable of realistically representing the full range of land use activities encountered in land use and transportation planning, including residential and specific non-residential uses such as hotel, office, retail, industrial, public, military and agriculture. The updated model will include a revised database, organized around smaller spatial units of analysis (called grid cells) than are currently implemented. The model will also include re-specified and re-estimated models for the prediction of land values, household and employment location choices, and developer decisions.

Previous and Ongoing Related Work:

An experimental land use model has been in the works for DPP as part of the larger the OahuMPO Model Development project, intended to replace DPP's current model, which was developed in-house almost 20 years ago. The new model is based on UrbanSim, a land use modeling program developed by researchers at the University of Washington that simulates the dynamics of the real estate market, taking into account the actions of households, employers and developers. A consultant team is in the process of completing the model, using data provided by DPP. On-going work includes integration and testing of the land use model with the OahuMPO travel demand model. It is in its final stages of evaluation, to be concluded in February 2004.

Identification of Need:

Land use and demographics reflect the spatial patterns of the regional economy and are essential inputs to the OahuMPO regional travel demand model. DPP supplies the OahuMPO with both base-year and forecast-year land use and demographic data, summarized at the level of the TAZ, of which there are 762 covering Oahu. DPP's current model produces forecasts based on aggregate zonal data, using the gravity model construct to capture the observed historical development trends. The development of the experimental land use simulation model based on UrbanSim was intended to explore the possibility of producing forecasts at the disaggregate level, capturing the locational behavior of the individual household and firm, in a construct that is consistent with economic theory. Part of this theory is the notion of accessibility between households and businesses, as represented by the regional transportation network.

The UrbanSim-based model developed to date accomplishes these general goals; however, there are at least two structural improvements that must be made in order for the model to provide the desired analysis capabilities. In its current form, the simulation utilizes generalized definitions of "development types" based solely on the number of residential units and non-residential square footage within a 150-meter square grid cell. In other words, each cell can have only one land use, and that use is classified only on the basis of the number of residential units and non-

residential floor area. These generalized development types are insufficient for representing the myriad of land uses that characterize the island, such as resort areas, mixed-use corridors, military installations, and agricultural lands. Moreover, 150-meter grid cells (approximately 5.6 acres) have proved to be too coarse to represent development within the Honolulu urban core. Revising the definition of these development types and the use of smaller grid cells are needed to provide the resolution needed to analyze development patterns in Honolulu.

Impact of Work Element:

Redefinition of development types and the use of smaller grid cells are necessary in order to analyze current and alternative future development policies. Once these enhancements have been made, the land use model will be able to address such issues as:

- Impacts of alternative transportation plans on local land uses;
- Impacts of land development plans on the transportation system;
- Analysis of alternative land use restrictions and growth management policies.

Task(s):

1. DPP will redefine development types based on residential densities and non-residential building types and floor area, including but not limited to hotel/resort, office, retail, industrial, public, agricultural, and military facilities.
2. DPP will re-specify, re-estimate, and re-calibrate the UrbanSim sub-models that use development types, including the land price model, household location choice model, employment location choice model and developer model. An essential sub-task under this is preparation of estimation/calibration data sets, if needed to augment what was used previously.
3. DPP will re-create the model data base tables that define/restrict or use development types, including tables related to allowable transitions, development constraints, space requirements for jobs, and committed development events.
4. DPP will convert the existing 150-meter square grid cell system to a smaller grid cell system, possibly as small as 65 meters (roughly one acre).
5. DPP will re-allocate the base-year grid cell attributes to the smaller grid cell system, including the placement of base-year housing units, non-residential square footage, household locations, job locations, land value, improvement value, and environmental attributes such as presence of open space, steep slopes, water courses, wetlands, flood plains, and roadways.
6. DPP will demonstrate the capabilities of the enhanced model by generating year 2030 land use forecasts based on alternative growth assumptions.

Estimated Completion Date: June 2008

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
200,000		160,000		40,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DPP	Planner	6.0	40,000

	<u>Other</u>		
DPP	Consultant		160,000

Total:	200,000
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WORK ELEMENT 201.65-07 TANTALUS AND ROUND TOP DRIVE BOUNDARY IDENTIFICATION STUDY

Objective(s):

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

Currently there is no description of the right-of-way for the Tantalus 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 and Round Top Drive.

Product(s):

A right-of-way and topographic map, and a traffic control map of Tantalus and Round Top Drive.

Previous and Ongoing Related Work:

There are existing traffic control plans for the roadway. However, they were drafted using the tax map key as a base and are not accurate.

Identification of Need:

Accurate plans are needed for evaluation of accidents and for the installation of traffic control devices.

Situations such as a downed tree and accident locations can be accurately located to aid in assistance to clear obstructions and to provide countermeasures for incidents.

Impact of Work Element:

The maps will aid in increasing safety along the Tantalus and Round Top Drive.

Task(s):

1. DTS to conduct a boundary study of Tantalus and Round Top Drive to establish the boundaries of the roadway.
2. DTS to conduct a topographic survey of Tantalus and Round Top Drive and complete a topographic map.
3. DTS to complete a traffic control plan of Tantalus and Round Top Drive.

Estimated Completion Date: February 2010

Estimated DBE Opportunity:

The OahuMPO has adopted a 100% Race-Neutral DBE Overall Goal. Although no DBE goals will be set for contracts, the OahuMPO and its participating agencies shall ensure that prospective contractors shall take all necessary and reasonable steps to ensure that DBEs have an equal opportunity to compete for and perform on contracts financed in whole or in part with Federal funds.

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
1,000,000		800,000		200,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Planning/Engineers	6.0	45,000
	Land Surveyor (DDC)	6.0	45,000
	<u>Other</u>		
DTS	Consultant		900,000
	Other Direct Costs		10,000
		Total:	1,000,000

WORK ELEMENT 202.35-03 SELECTION OF ENHANCEMENT PROJECTS FOR OAHU

Objective(s):

To enable the City and the State transportation departments to program federal funds allocated for transportation enhancement activities under 23 U.S.C., Section 133(d)(2).

Product(s):

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

Previous and Ongoing Related Work:

ISTEA and later TEA-21 established the transportation enhancement program which strives to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system. Enhancement activities must be over and above normal expenditures for transportation improvements and have a direct relationship to the intermodal transportation system.

In 1996, DOT developed the criteria and process for selecting the projects and activities that will use federal enhancement funds. Under this process, DOT has the primary responsibility for the enhancement program, and the OahuMPO, in cooperation with the State and the transit operators, prioritizes the enhancement projects for Oahu.

In 1997 and 1998, the OahuMPO took the lead in developing the list of enhancement projects for Oahu. Many of the projects on this list have been included in past TIPs and been completed. The OahuMPO feels that it is time to review the remaining projects and consider additional projects that may be found to be of a higher priority given the number of years that have passed since the original list was developed.

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 of Hawaii under FHWA's Surface Transportation Program are available only for transportation enhancement activities. This work element will allow the OahuMPO to objectively rank the projects proposed to use enhancement funds.

Task(s):

1. DOT to issue a call for enhancement projects.
2. DOT to determine the eligibility of the submitted projects.
3. Policy Committee to agree that the projects are not inconsistent with the ORTP 2030 and should be considered for possible inclusion in the TIP.

4. OahuMPO to follow the public involvement procedures outlined in the OPP.
5. OahuMPO to form an evaluation panel to assist the Policy Committee in reviewing and prioritizing all eligible Oahu projects.
6. TAC and CAC to review and comment on the Evaluation Panel's prioritized list of projects.
7. Policy Committee to finalize the prioritized list of projects.

Estimated Completion Date: July 2007

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
51,800		41,440		10,360	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT-OP	Planners/Engineers	1.0	5,000
DOT-HWY-P	Planners/Engineers	2.0	10,000
DPP	Planners/Engineers	1.0	5,000
DTS	Planners/Engineers	2.0	10,000
OahuMPO	Planners/Engineers	2.7	16,000
	Support Staff	0.6	2,600
OahuMPO	<u>Other</u> Overhead		3,200
Total:			51,800

WORK ELEMENT 202.62-06 TRAVEL DEMAND FORECASTING MODEL UPGRADE

Objective(s):

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

Product(s):

1. A calibrated and validated TDFM that can be used in the Windows environment.
2. A travel demand forecasting model network that can be viewed and used in a GIS mapping application.

Previous and Ongoing Related Work:

The OahuMPO uses the TDFM for evaluations of projects in the ORTP and TIP. A land use simulation model that is integrated with the TDFM has recently been completed. Furthermore, Work Element 201.50-05 in the FY 2005 OWP was developed to allow the DPP to enhance the land use simulation model by improving the spatial representations used in the land use model and to demonstrate the capabilities of the model in land use and transportation planning.

Identification of Need:

The current OahuMPO TDFM uses MINUTP, a DOS-based travel demand modeling software. The OahuMPO will need to convert the TDFM to a Windows environment because:

- Support for Microsoft DOS and MINUTP will soon come to an end.
- The TDFM currently takes approximately fourteen hours longer to run using the DOS application on a computer with Windows XP versus a Windows 98 computer, due to the changing versions of DOS.
- The OahuMPO currently uses ArcGIS to map and analyze projects for Title VI/Environmental Justice and other purposes. The nodes in the TDFM network are currently based on MINUTP x and y coordinates that do not correspond to other more standardized and extensive networks that use other coordinates.

Impact of Work Element:

Upgrading the TDFM to a Windows-based program is expected to shorten the model's run time. In addition, it would be advantageous for the OahuMPO to convert to another software program before support for MINUTP ends. Converting the nodes in the TDFM network to standardized coordinates will allow the OahuMPO to more efficiently map and analyze model results.

Task(s):

1. Consultant to assist the OahuMPO in selecting a Windows-based travel forecasting software application package.
2. Consultant to convert the current OahuMPO TDFM from MINUTP to the selected Windows-based application.

3. Consultant to revise and update the current User's Guide – documenting the steps involved in accessing and changing model inputs, running the application(s), and accessing the results.
4. Consultant and OahuMPO staff to convert the transportation networks to a GIS-based format based on a standard coordinate system (i.e., City street center-line).
5. Consultant to run the model for the base year using the converted model in the new software, verify the existing calibration and validation of the model, and ensure that it remains integrated with the land use model.
6. OahuMPO and its participating agencies to review and comment on Consultant deliverables.
7. OahuMPO and its participating agencies to purchase recommended travel forecasting software.

Estimated Completion Date: 12 months from notice to proceed

Estimated DBE Opportunity: None

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
291,100		232,880		58,220	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DOT-STP	Planners/Engineers	1.5	7,534
DPP	Planners	1.5	7,533
DTS	Planners	1.5	7,533
OahuMPO	Planners	13.5	36,100
	Support Staff	1.0	36,000 ¹⁰ 4,500
	<u>Other</u>		
OahuMPO	Consultant and Software Purchase		150,000
	Overhead		30,000 ¹⁰ 5,000 6,900 ¹⁰
		Total:	291,100

¹⁰ OahuMPO budget for tasks in WE 202.30-02 were combined with tasks in this work element.

**WORK ELEMENT 203.30-00 KANEOHE TOWN TRAFFIC CIRCULATION
STUDY**

Objective(s):

To conduct an area-wide traffic circulation study to identify and quantify existing deficiencies in traffic circulation in the Kaneohe town area. 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.

Product(s):

1. Traffic circulation and operational analysis and evaluation.
2. List of recommended improvements, their associated cost estimates, and potential sources of funds.
3. Public involvement/participation via meetings/hearings.

Previous and Ongoing Related Work:

The project would review prior studies, including, but not limited to, the ORTP, November 1995.

Identification of Need:

There are two parallel arterial roadways, Kamehameha Highway and Kahekili Highway, that run through all or a portion of Kaneohe Town. Limited neighborhood access exists for travel within or between the various neighborhoods. Therefore, a traffic circulation study needs to be conducted to ascertain what could be done to mitigate the current situation.

Impact of Work Element:

This traffic circulation study will identify and quantify existing deficiencies in traffic circulation in the Kaneohe town area and develop a traffic engineering plan.

Task(s):

1. Preparation of detailed work plan and schedule and development of goals and objectives.
2. Evaluation of existing data and compilation of additional information including accident reports, complaints. The development and implementation of a public involvement program that, in addition to the general public, seeks to involve the area businesses, police, fire, and emergency medical response agencies.
3. Evaluation and analysis of actions and measures to resolve the deficiencies in traffic circulation.
4. Development of a traffic engineering plan including traffic management and operational programs.
5. Preparation of preliminary cost estimates, implementation schedules, and potential funding sources.

6. Preparation of the final report documenting study methodology, evaluation criteria, and recommendations of projects by priority for implementation.

7. Identification of environmental clearance approvals and documentation requirements.

Estimated Completion Date: December 2007

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
131,000		104,800		26,200	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DPP ¹¹	Planners/Engineers	6.0	30,000
	<u>Other</u>		
DPP	Consultant		100,000
	Other Direct Costs		1,000
		Total:	131,000

¹¹DTS had oversight of this work element as it was originally written. However, oversight of this work element was transferred to the DPP in 1999.

WORK ELEMENT 203.50-03 TRANSIT SERVICE PLAN, PHASE III

Objective(s):

To develop and prepare a bus service operations plan for the Downtown area and adjoining neighborhoods. The plan would incorporate streamlining bus services along the major transit corridors and initiate livable communities principles for neighborhoods that are connected by community shuttle services and circulator services.

Product(s):

A report documenting a bus service plan that will serve as a guide to making operational improvements designed to streamline bus operations and make transit a more viable transportation alternative while maintaining the integrity and livability of Honolulu's neighborhoods.

Previous and Ongoing Related Work:

Previous bus operations studies *The Comprehensive Operations Analysis, August, 1993*; *Weekend Bus Study, May, 1994*; and *Transit Operations Analysis, June, 1997* focused on efficiencies in transit operations and data collection. *The Transit in the Neighborhood, December 1996*, a community-based planning effort was initiated for only the Central, Leeward and Windward areas. These forerunners to this study envision integration of results from operations analysis, community-based planning efforts, and intelligent transportation systems guidelines. A *Transit Service Plan* study has been conducted in the Leeward area of the island and the resulting implementation plan improved the efficiencies of transit operations by converting the existing Leeward service to a hub and spoke transit operation. A *Transit Service Plan, Phase II* is currently being conducted for Central Oahu.

Identification of Need:

The existing Downtown area bus routes, while they provide ample service to the community, are not operating at peak efficiency. The routes were designed over thirty years ago and do not provide intra-neighborhood shuttle service. Since the implementation of these routes over thirty years ago, neighborhoods in the urban center have undergone significant demographic and economic changes.

The express routes to and from the outlying areas run mainly in the morning and evening peak periods – requiring patrons traveling at other times to ride local lines, making multiple stops. Service must be made more efficient to provide on time, frequent and fast travel times to make transit the mode of choice.

Impact of Work Element:

This plan is to provide the City with a guide for making operational changes in the existing route bus system in order to emphasize:

- a. That transit service design must go above and beyond existing levels of service to entice single-occupant vehicle drivers to use transit by improving the frequency and speed of most service.
- b. That neighborhoods can be connected by efficient and frequent shuttle services that provide linkage to express buses and/or area circulator buses.

- c. That express buses that operate throughout the day will provide more incentive for the single-occupant vehicle drivers to use transit as an alternative of choice.

Task(s):

1. Review and become familiar with the current bus operations. Review the existing databases and identify additional data requirements.
2. Collect data and conduct passenger and route surveys as needed.
3. Develop and prepare a public participation and community involvement program for this work effort. The development and implementation of this community involvement program that seeks to involve the appropriate emergency response agencies affected constituent groups such as the occasional bus rider and the affected residents, in addition to the general public.
4. Develop, prepare, and describe service standards and guidelines to be followed in evaluation of alternative service scenarios.
5. Develop, prepare, and analyze alternative service delivery scenarios in concert with the public participating and community involvement program for this project.
6. Prepare operation plans for the major transit corridors that contribute positively to Oahu's sense of place.
7. Document, produce, and submit draft and final reports.

Estimated Completion Date: July 2003

Estimated DBE Opportunity: 10% of the consultant contract

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
600,000		480,000		120,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Planners/Engineers	6.0	50,000
	<u>Other</u>		
DTS	Consultant		500,000
	Other Direct Costs		50,000
		Total:	600,000

WORK ELEMENT 203.62-05 PARATRANSIT SERVICE STUDY

Objective(s):

Conduct a comprehensive study of the City and County of Honolulu's paratransit service operations (TheHandi-Van Service), to include a trip purpose and origin/destination survey of paratransit passengers, design and development of service delivery and alternative service strategies, including use of taxicab services, subscription service program, human services transportation coordination which encompasses a cost sharing plan, and design and development of TheHandi-Van service Americans with Disabilities Act (ADA) monitoring strategies and techniques.

Product(s):

1. TheHandi-Van service monitoring program.
2. Service plan using taxis.
3. Subscription service plan and program.
4. Human service transportation coordination plan and program.

Previous and Ongoing Related Work:

Operational Review of TheHandi-Van Operations (1994) – A Review of Dispatch Operations.

Identification of Need:

FTA's recent triennial review indicated a need for City to better document monitoring of its paratransit service delivery operations (TheHandi-Van Service) for compliance with ADA regulations. A comprehensive review of City's paratransit service operations can lead to greater efficiency, transportation cost sharing with state subsidized human service agencies, and overall service improvement.

Impact of Work Element:

Better documentation of City's paratransit service operation monitoring efforts, better human service transportation coordination, and more efficient and effective paratransit service operations.

Task(s):

1. Review current paratransit service operations.
2. Conduct trip purpose and origin/destination survey of paratransit passengers.
3. Design and develop TheHandi-Van service ADA monitoring strategies and techniques.
4. Design and develop service delivery and alternative service strategies.
5. Develop a taxicab service plan.

6. Develop a subscription service plan and program.
7. Develop a human services transportation coordination plan and program, including cost sharing plan with state subsidized agencies.

Estimated Completion Date: This study is expected to be completed one and one-half years following notice to proceed.

Estimated DBE Opportunity: 10%

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
300,000		240,000		60,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Other</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Consultant		300,000
		Total:	300,000

WORK ELEMENT 206.20-06 WATERBORNE TRANSIT FEASIBILITY STUDY

Objective(s):

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

Product(s):

Report detailing waterborne options available for transit use.

Previous and Ongoing Related Work:

In 1997, a preliminary investigation of ferry systems for the State of Hawaii was conducted by DOT. In 1999, DOT followed this preliminary effort with a year-long commuter ferry demonstration project

Identification of Need:

The Leeward plain has grown rapidly in recent years; and more growth is projected for the future. This has led to increased levels of traffic congestion and longer commuting times during the peak hours. There is a need to explore all travel options for the Leeward coast – which include investigating the use of our waterways as a mode of travel.

Impact of Work Element:

The study will analyze and develop a waterborne transit system recommendation that will provide commuters an option to the land-based transit that is affected by traffic congestion.

Task(s):

1. DTS Consultant to review all pertinent studies and documents associated with local and mainland waterborne transit.
2. DTS Consultant to develop a stakeholder-based public involvement and outreach program in accordance to established the OahuMPO Public Involvement Program guidelines.
3. DTS Consultant to evaluate waterborne system options – including collecting data, and developing financial, implementation, and travel forecasts for each option. Economic and environmental impacts of each option need to be analyzed and documented.
4. DTS Consultant to prepare a final report along with all of its supporting findings and documentation.

Estimated Completion Date: July 2006

Estimated DBE Opportunity:

The OahuMPO has adopted a 100% Race-Neutral DBE Overall Goal. Although no DBE goals will be set for contracts, the OahuMPO and its participating agencies shall ensure that prospective contractors shall take all necessary and reasonable steps to ensure that DBEs have an equal opportunity to compete for and perform on contracts financed in whole or in part with Federal funds.

Estimated Cost By Funding Source:

<u>Total</u>	<u>FTA</u>	<u>FHWA</u>	<u>STP</u>	<u>Local M</u>	<u>Local S</u>
500,000		400,000		100,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Other</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Consultant		500,000
		Total:	500,000

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SECTION IV

INDEPENDENTLY-FUNDED WORK ELEMENTS

The work elements in this section have been funded entirely with funding sources that need not be included in the OWP or with local funds. They are included for the information of the reader.

INDEPENDENTLY-FUNDED WORK ELEMENTS – INFORMATIONAL

Work Elements	Source
100 Series – Overall Planning	
WE 102.01: Update of the Statewide Transportation Improvement Program (STIP)	HDOT
200 Series – Planning Support	
WE 200.01: Highway Safety Improvement Program	HDOT
WE 200.02: Motor Carrier & Highway Safety Programs	HDOT
WE 201.10: Population Employment Monitoring & Analysis	DBEDT
WE 201.12: Information Management Systems – Highways Division	HDOT
300 Series – Planning Coordination	
none	

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100 SERIES – OVERALL PLANNING

102.01: Update of the Statewide Transportation Improvement Program (STIP)

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**WORK ELEMENT 102.01 UPDATE OF THE STATEWIDE
TRANSPORTATION IMPROVEMENT PROGRAM**

Objective(s):

To ensure that the Statewide Transportation Improvement Program (STIP) reflects current directives and priorities in the Statewide Transportation Plan, related transportation and land use plans and studies, and applicable SAFETEA-LU requirements.

Product(s):

A current STIP document which identifies and integrates transportation projects statewide and programs projects for implementation during the program period.

Previous and Ongoing Related Work:

The STIP reflects a three-year program. The present cycle of the STIP has been developed for FYs 2006-2008. STIP Amendments 1 through 7 have been processed. Amendment #8 is being processed. Amendments will continue to be processed for FY 2007.

Development of the new FYs 2008-2011 SAFETEA-LU-compliant STIP is underway. The new SAFETEA-LU compliant STIP will cover four fiscal years and include two additional “informational” years (FYs 2012 and 2013).

Identification of Need:

The STIP is a document required to facilitate the release and use of federal highway and transit funds. The SAFETEA-LU-compliant STIP will be renewed at least every three years.

Impact of Work Element:

A current STIP developed through the coordination and cooperation of the various transportation and planning agencies and organizations will provide an equitable and integrated basis for funding transportation improvement projects.

Task(s):

1. OahuMPO will coordinate their TIP through their established process.
2. DOT will coordinate the neighbor island transportation program with the respective district offices and neighbor island county agencies.
3. DOT will review proposed projects to ensure their consistency with Federal, State, and County requirements.

Source of Funds: State of Hawaii

Responsible Agencies: State Department of Transportation

WORK ELEMENT 200.01 HIGHWAY SAFETY IMPROVEMENT PROGRAM

Objective(s):

To reduce the number and severity of traffic accidents through engineering improvements at hazardous highway locations.

Product(s):

An annual program of high priority safety improvement projects.

Previous and Ongoing Related Work:

The DOT State Highways Division (SHD) conducts a Highway Safety Improvement Program for streets and highways under their jurisdiction as part of the State highway/traffic engineering programs.

The Traffic Branch of the SHD is responsible for coordinating and assisting all affected SHD units and County highway/traffic engineering agencies to implement a program of, and to continuously improve the processes of, (1) identification, prioritization, and analysis of high accident location; (2) development and selection of alternative engineering countermeasures (safety improvement projects) at these accident locations; and (3) prioritization, scheduling, implementation, and evaluation of safety improvement projects.

The CIP for highway safety construction consists of two parts. They are (1) mandated Federal-aid programs established or continued by the Highway Safety Act of 1973, also known as Title II Safety Programs, and (2) safety improvement projects utilizing all other available sources of funds, Federal-aid or entirely with State or County funds, initiated by the State or County on a voluntary basis.

Safety related minor traffic operations improvements are usually implemented by State and County highway/traffic operations and maintenance forces with informal work orders when countermeasures are identified to rectify the hazardous conditions.

Source of Funds: State of Hawaii

Responsible Agencies: State Department of Transportation

200 SERIES – PLANNING SUPPORT

- 200.01: Highway Safety Improvement Program
- 200.02: Motor Carrier & Highway Safety Programs
- 201.10: Population Employment Monitoring & Analysis
- 201.12: Information Management Systems – Highways Division

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WORK ELEMENT 200.02

MOTOR CARRIER AND HIGHWAY SAFETY PROGRAMS

Objective(s):

To improve highway safety by a reduction in property damage, injuries, and fatalities from traffic collisions.

Functions/Programs/Funds:

The Motor Vehicle Safety Office is part of the State DOT. It has two parts: (1) Motor Carrier Staff (MCS) and (2) the Highway Safety Staff (HSS). The MCS administers rules and regulations that govern motor vehicles engaged in the transportation of persons or property on public highways in the furtherance of any commercial, industrial, or educational enterprise. The HSS administers a Federally-funded highway safety program and coordinates highway safety efforts relating to motor vehicle registration, driver licensing, motor vehicle safety equipment, and motor vehicle inspection.

During FY 2008, the HSS will obligate federal funds to the state and local level for the continuation or initiation of countermeasures addressing six of the seven National Highway Safety priority areas and other identified problems as shown below:

1. Police traffic services training and speed limit enforcement.
2. Driving under the influence of alcohol (DUI) public awareness campaigns, DUI enforcement, DUI enforcement training, and DUI education in public schools.
3. A Traffic Records project to improve the data analysis capability of agencies performing highway safety studies.
4. An Emergency Medical Services project to improve the extrication of crash victims.
5. Projects to promote the use of safety belts and child safety seats.
6. Projects to improve engineering capabilities through traffic control device inventories, engineering analysis of high accident locations, and other engineering studies in the area of highway design, construction, and maintenance.

In FY 2008, State funds will be used for implementing and enforcing the periodic motor vehicle inspection program. State funds will also be used to help implement a statewide motorcycle safety education program.

During FY 2008, the MCS will continue focusing on regulating school bus operations, enforcing commercial motor vehicle regulations, and enforcing motor vehicle weight regulations.

Source of Funds: State of Hawaii Special Funds

Responsible Agencies: State Department of Transportation

WORK ELEMENT 201.10

POPULATION EMPLOYMENT MONITORING AND ANALYSIS¹²

Objective(s):

To maintain on an annual basis, relevant data and statistical tables that depict current population estimates, components of change in population, employment, labor force, and unemployment data, and other socioeconomic data to allow analysis of existing conditions. Analyses of current data will provide the means to monitor short- and long-range forecasts of population and employment.

Product(s):

1. Annual estimates of population, employment, and unemployment for the island of Oahu.
2. Annual estimates of visitor arrivals; average daily census of visitors present.
3. Annual estimates of de facto population.
4. Other related socio-economic data which describe current socio-economic conditions.

Previous and Ongoing Related Work:

A series of statistical reports are issued annually by the State DBEDT. The following are relevant to the 3-C transportation planning process:

1. Population estimates for the City and County of Honolulu.
2. Estimates of military personnel and dependents.
3. Birth and death data.
4. Net migration estimates.
5. Visitor arrivals.
6. Annual labor force, employment, and unemployment estimates.
7. Per capita personal income.
8. Expenditures of State and County governments.
9. Other related statistics published in the State of Hawaii *Data Book* each year.

These statistics are now available on DBEDT's website (<http://hawaii.gov/dbedt/>) as well as in the *Data Book*.

¹² This work element number has been changed; formerly numbered Work Element 201.01.

Impact of Work Element:

Enables the 3-C transportation planning process to assess the assumptions and forecasts made previously and to facilitate the verification of forecasting models.

Task(s):

DBEDT is a recipient of official statistical information from many government and private agencies. Using these current data, the department will prepare annual estimates of population, and report employment and other socioeconomic conditions. The following annual estimates will be compiled to cover the Honolulu standard metropolitan area:

1. The resident population of the City and County of Honolulu.
2. The military and military dependents.
3. Visitors present (annual average).
4. De facto population.
5. Civilian labor force, employment, and unemployment.
6. Per capita personal income.
7. Net migration estimates.
8. Total annual number of visitors.
9. Other data prepared each year for the State of Hawaii *Data Book*.

Data Book will be published annually.

Source of Funds: State of Hawaii

Responsible Agencies: State Department of Business, Economic Development, and Tourism

**WORK ELEMENT 201.12 INFORMATION MANAGEMENT SYSTEMS –
HIGHWAYS DIVISION**

Objective(s):

To develop and implement information management systems; and to provide information concerning both the condition and the performance of the existing and future highway system, that addresses the requirements of ISTEA.

Product(s):

Coordinated information systems which would be compatible and provide for efficient data access and manipulation within the DOT State Highways Division (SHD) and also be compatible and linkable with the other information management systems required by ISTEA, such as the Transportation CMS, Public Transportation Facilities and Systems Management System and the Intermodal Facilities and Systems Management System. The following are the information systems to be developed by the SHD:

1. Pavement Management System
2. Bridge Management System (BMS)
3. Traffic Monitoring System

DOT will be retaining a consultant to assist them in coordinating and providing oversight on the development of the management systems. Upon preparation and completion of the individual plans for each of the management systems, the consultant will assist in establishing the data base criteria and standards, the data collection, and implementation of the systems.

Previous and Ongoing Related Work:

The Materials Testing and Research Branch is responsible for surveying and maintaining records of the condition of the highway pavement section and, also, for recommending network-level pavement maintenance strategies. The Materials Testing and Research Branch is in the process of reviving the pavement condition evaluation criteria which will require additional database programming to implement because the process for the new evaluation criteria is substantially different from that currently in the database.

The Design Branch is responsible for the BMS. Presently, the Design Branch maintains inventory and appraisal information of all bridges, including bridges on the County system under the National Bridge Inventory System and submits reports to the FHWA. The BMS data, including construction cost and deterioration models, are currently being refined. The BMS is currently undergoing beta testing and will eventually be capable of assisting in prioritizing bridge maintenance work, rehabilitation, and replacement projects on a more objective basis.

The Planning Branch is responsible for the Traffic Monitoring System, as well as the overall coordination of the development of the information management systems in the SHD. Presently, traffic data is maintained in hard copy and microcomputer files and includes a variety of traffic information, including data from continuous count stations polled daily by computer. Information on vehicle volumes and limited vehicle type and vehicle speed is maintained for continuous research count stations on a statewide basis. Coverage counts, including vehicle volume, vehicle type, and limited vehicle occupancy information are obtained using portable recorders and manual (visual) surveys.

The SHD is also pursuing the development and integration of databases at all of the offices for better access and compatibility of data for Division-wide requirements. This effort is being pursued under the project titled, Coordinated Data System.

Impact of Work Element:

The management systems will assist the SHD decision makers for planning and policy development, and evaluating strategies to improve transportation systems and programs.

Source of Funds: State of Hawaii and ISTEA STP funds

Responsible Agencies: State Department of Transportation, Highways Division

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SECTION V

TABLES AND APPENDIX

Table 1: Status Report and Expended Funds for Previously-Approved Work Elements

Table 2: Work Elements by Funding Source (Dollar amounts shown for Previously-Approved Work Elements reflect balances as of December 31, 2006)

Table 3: Work Elements by Expending Agency (Dollar amounts shown for Previously-Approved Work Elements reflect balances as of December 31, 2006)

Appendix A: Consideration of the 8 Planning Factors

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TABLE 1**PROJECT STATUS AND EXPENDED FUNDS***(As of December 31, 2006)*

	Work Element	Status
102.01	Update of the Statewide Transportation Improvement Program	Ongoing DOT program
200.01	Highway Safety Improvement Program	Ongoing DOT program.
200.02	Motor Carrier and Highway Safety Programs	Ongoing DOT program.
201.01-01	Investigation of ITS Technology for Use in Collecting CMS Data	Project being assessed by DOT. <i>Expended: \$138,600 of \$171,600</i>
201.05-02	2000 Census Data	Ongoing. The OahuMPO reviewed data from the 2000 Census, responded to inquiries from internal and external sources. Attended State Data Center affiliate meetings. <i>Expended: \$15,600 of \$23,600</i>
201.10	Population and Employment Monitoring and Analysis	Ongoing. Data Book is published annually. These statistics are available on CD-ROM and on DBEDT's web page.
201.11	TEA21/SAFETEA-LU Planning Requirements	Ongoing. The OahuMPO representatives have attended and sponsored a number of workshops and training sessions, and assisted participating agencies with reviews and planning assistance elaborating on Federal Planning requirements.
201.12	Information Management Systems – Highways Division	Ongoing DOT project.
201.12-07	Transit Oriented Development Tour	Project completed. Reimbursement claims and final reports are pending <i>Expended: \$0 of 62,500</i>

Work Element	Status
201.20-02 Title VI and Environmental Justice (T6/EJ) Monitoring	<p>Responsibility for the work in Tasks 4, 5, and 6 was previously transferred to DPP and will not be pursued at this time. The project is complete.</p> <p><i>Expended: \$379,144 of \$410,400</i></p>
201.30-03 Demonstration of ITS Technology for Use in Collecting CMS Data	<p>Project cancelled by DOT.</p> <p><i>Expended:</i></p> <p><i>OahuMPO: \$9,164 of \$16,000</i></p> <p><i>DTS: \$0 of 15,000</i></p> <p><i><u>DOT: \$0 of \$440,000</u></i></p> <p><i>\$471,000</i></p>
201.33-04 Simulation of Westbound Interstate H-1 Freeway between the airport and Waikele During the Weekday Afternoon Peak	<p>Expected to be completed by June 31, 2007.</p> <p><i>Expended: \$85,061 of \$97,500</i></p>
201.35-04 Forecasting Model Support	<p>The OahuMPO began work on WE 202.62-06 to convert the OahuMPO travel forecasting model to a Windows-based application. MINUTP and Viper will no longer be used. Therefore, new software and maintenance contracts will need to be purchased. Selection of the software will be made as part of WE 202.62-06. This work element will be closed out.</p> <p><i>Expended: \$11,800 of \$40,150</i></p>
201.39-04 Land Use File Update System	<p>Consultant selected.</p> <p><i>Expended: \$0 of \$202,750</i></p>
201.41-05 ITS Monitoring	<p>Maintenance of ITS and Tasks for this work element have been incorporated into relevant work elements. TIP and ORTP projects will be reviewed for compliance with the ORITSA.</p> <p><i>Expended: \$670 of \$34,500</i></p>
201.50-05 Land Use Model Enhancement and Demonstration	<p>Initiating consultant selection process.</p> <p><i>Expended: \$0 of \$ 200,000</i></p>
201.60 Travel Demand Forecasting Model	<p>This is an ongoing work element.</p>

Work Element	Status
201.65-07 Tantalus Round Top Drive Boundary Identification Study	Preliminary procurement activities have been initiated and a Request for Qualifications is being drafted. Consultant selection has begun. <i>Expended: \$0 of \$ 1,000,000</i>
202.06 Oahu Regional Transportation Plan	Ongoing.
202.07 Transportation Improvement Program	Ongoing.
202.12-96 North-South Road	The planning portion of this project has been completed. The project is being implemented.
202.35-03 Selection of Enhancement Projects	The OahuMPO will update the list of enhancement projects for the FYs 2008-2011 TIP. <i>Expended: \$23,050 of \$51,800</i>
202.60-06 Honolulu Alternative Analysis Study	On December 22, 2006, the Honolulu City Council selected a fixed guideway system between Kapolei and the University of Hawaii at Manoa, with the Waikiki Branch, as the Locally Preferred Alternative (LPA). This decision became effective with Mayor's approval of Ordinance 07-001 on January 6, 2007. The City Council subsequently adopted Resolution 07-039, FD1 (C) on February 27, 2007, which approved the Minimum Operable Segment as the portion of the LPA between the University of Hawaii-West Oahu, near the future Kroc Center, and Ala Moana Center, via Farrington Highway and Kamehameha Highway, to Salt Lake Boulevard, to Dillingham Boulevard, to Nimitz Highway, to Halekauwila Street, and to Ala Moana Center. A Notice of Intent to Prepare an Environmental Impact Statement was published in the March 15, 2007 Federal Register; and scoping meetings were held on March 28 and 29, and on April 3, 2007. <i>Funded with FTA 5307 funds</i>
202.62-06 Transportation Forecasting Model Upgrade	An RFQ was issued and a consultant selected. Work is expected to begin <i>Expended: \$51,100 of \$291,000</i>

Work Element	Status
203.30-00 Kaneohe Town Traffic Circulation Study	DTS and DOT reviews of the Existing Conditions (regional traffic) Report complete. Transportation consultant is developing a mitigating measures report. When completed, the larger Town Center Plan will be completed. <i>Expended: \$51,100 of \$131,000</i>
203.50-03 Transit Service Plan Phase III	Final report is being prepared. Public presentations outlining the studies findings will be conducted following the acceptance of the final report. Anticipated completion date is June 2007. <i>Expended: \$450,000 of \$600,000</i>
203.62-05 Paratransit Service Study	The technical tasks along with final report are expected to be complete by March 2007. The administrative closeout will be started upon acceptance of the final report. <i>Expended: \$225,000 of \$300,000</i>
206.20-06 Waterborne Transit Feasibility Study	Preliminary procurement activities have been initiated. An inquiry as to the suitability of using the City's pre-qualified list of consultants is being conducted. <i>Expended: \$0 of \$500,000</i>
301.01 Program Support and Administration	Ongoing.- support OahuMPO 3-C planning process.
301.02 Planning Resource	Ongoing - provide transportation planning resources on OahuMPO-related matters.
301.03 Overall Work Program	Ongoing. A final draft of the FY 2007 OWP was sent for IPG, agency, and public review. The Policy Committee approved the final OWP on June 20, 2006.
301.04 Support for the Citizen Advisory Committee	Ongoing - provide support for the CAC and public participation program.
301.05 Single Audit	Ongoing. The FY 2006 audit of the OahuMPO was completed.
301.07-04 Public Outreach	Documents and amendments sent for public review and comment. Website maintained. A special request for a real-time captioner was provided at a CAC meeting. The tasks in this work element have been absorbed by WE 301.04. <i>Expended: \$29,182 of \$39,900</i>

Work Element**Status**

301.08

Disadvantaged Business
Enterprise

Ongoing. Semi-annual reports of DBE activities were submitted to the DOT. FY 2008 DBE goals for FHWA-PL funds will be developed.

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TABLE 2
SOURCES OF WORK ELEMENT FUNDING

Work Elements	FTA S5303-08	FHWA PL-01 to PL-07	FHWA PL-08	Local Match	Funding Total	FHWA Appropriation Code
FY 2008 WORK ELEMENTS (SECTION II)						
201.11-08 Federal Planning Requirements			255,200	63,800	319,000	L-450
201.60-08 Travel Demand Forecasting Model			27,200	6,800	34,000	L-450
202.06-08 Oahu Regional Transportation Plan			64,560	16,140	80,700	H450 - 41,802 L450 - 22,758
202.07-08 Transportation Improvement Program			80,240	20,060	100,300	L-450
203.72-08 Public Transit Facility Master Plan			400,000	100,000	500,000	L-450
203.74-08 Human Services Coordination Plan and Program			400,000	100,000	500,000	L-450
301.01-08 Program Support and Administration	133,735		27,305	40,260	201,300	H-450
301.02-08 Planning Resource	27,120			6,780	33,900	
301.03-08 Overall Work Program	59,280			14,820	74,100	
301.04-08 Support for Citizen Advisory Committee and Additional Public Outreach	68,160			17,040	85,200	
301.05-08 Single Audit	34,720			8,680	43,400	
301.08-08 Disadvantaged Business Enterprise Program	6,480			1,620	8,100	
FY 2008 TOTALS	329,495	0	1,254,505	396,000	1,980,000	
PREVIOUSLY-APPROVED WORK ELEMENTS (Estimated Balances*)						
201.01-01 Investigation of ITS Technology for Use in Collecting CMS Data		26,400		6,600	33,000	Q450
201.05-02 2000 Census Data		6,400		1,600	8,000	H450
201.11-07 Federal Planning Requirements		320,240		80,060	400,300	H450
201.39-04 Land Use File Update System		162,200		40,550	202,750	Q450
201.50-05 Land Use Model Enhancement and Demonstration		160,000		40,000	200,000	H450
201.60 Travel Demand Forecasting Model		30,880		7,720	38,600	H450
201.65-07 Tantalus and Roundtop Dive Boundary Identification Study		800,000		200,000	1,000,000	H450
202.06 Oahu Regional Transportation Plan		76,000		19,000	95,000	H450 30,480 Q450 45,520
202.07 Transportation Improvement Program		90,960		22,740	113,700	H450 28,000 Q450 62,960
202.35-03 Selection of Enhancement Projects for Oahu		23,000		5,750	28,750	Q450
202.62-06 Travel Demand Forecasting Model Upgrade		192,000		48,000	240,000	Q450
203.30-00 Kaneohe Town Traffic Circulation Study		64,000		16,000	80,000	H450
203.50-03 Transit Service Plan Phase III		120,000		30,000	150,000	H450
203.62-05 Paratransit Service Study		60,000		15,000	75,000	H450
206.20-06 Waterborne Transit Feasibility Study		400,000		100,000	500,000	H450
301.01-07 Program Support and Administration		79,200		19,800	99,000	H450
PREVIOUSLY-APPROVED WORK ELEMENT TOTALS	0	2,611,280	0	652,820	3,264,100	
TOTALS	329,495	2,611,280	1,254,505	1,048,820	5,244,100	

* Dollar amounts shown for Previously-Approved Work Elements reflect balances as of December 31, 2006.

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**TABLE 3
FUNDING BY PARTICIPATING AGENCIES**

WORK ELEMENTS	DBEDT -OP	DPP	DOT- HWY	DOT- STP	DTS	OahuMPO	Consultant	Agency	TOTAL
FY 2008 WORK ELEMENTS (SECTION II)									
201.11-08 Federal Planning Requirements						69,000	250,000	OahuMPO	319,000
201.60-08 Travel Demand Forecasting Model						34,000			34,000
202.06-08 Oahu Regional Transportation Plan						80,700			80,700
202.07-08 Transportation Improvement Program	500	500	5,000		10,000	84,300			100,300
203.72-08 Public Transit Facility Master Plan							500,000	DTS	500,000
203.74-08 Human Services Coordination Plan and Program							500,000	DTS	500,000
301.01-08 Program Support and Administration						201,300			201,300
301.02-08 Planning Resource						33,900			33,900
301.03-08 Overall Work Program	1,000	1,000		6,000	6,000	60,100			74,100
301.04-08 Support for CAC and Additional Public Outreach						85,200			85,200
301.05-08 Single Audit						18,400	25,000	OahuMPO	43,400
301.08-08 Disadvantaged Business Enterprise Program						8,100			8,100
FY 2008 TOTALS	1,500	1,500	5,000	6,000	16,000	675,000	1,275,000		1,980,000
PREVIOUSLY-APPROVED WORK ELEMENTS (Estimated Balances*)									
201.01-01 Investigation of ITS Technology for Use in Collecting CMS Data			33,000						33,000
201.05-02 2000 Census Data						8,000			8,000
201.11-07 Federal Planning Requirements						110,300	290,000	OahuMPO	400,300
201.39-04 Land Use File Update System		40,000		2,750			160,000	DPP	202,750
201.50-05 Land Use Model Enhancement and Demonstration		40,000					160,000	DPP	200,000
201.60 Travel Demand Forecasting Model						38,600			38,600
201.65-07 Tantalus and Roundtop Dive Boundary Identification Study					100,000		900,000	DTS	1,000,000
202.06 Oahu Regional Transportation Plan						95,000			95,000
202.07 Transportation Improvement Program						113,700			113,700
202.35-03 Selection of Enhancement Projects for Oahu			10,000		10,000	8,750			28,750
202.62-06 Travel Demand Forecasting Model Upgrade		5,000		5,000	5,000	45,000	180,000	OahuMPO	240,000
203.30-00 Kaneohe Town Traffic Circulation Study		9,000					71,000	DPP	80,000
203.50-03 Transit Service Plan Phase III							150,000	DTS	150,000
203.62-05 Paratransit Service Study							75,000	DTS	75,000
206.20-06 Waterborne Transit Feasibility Study							500,000	DTS	500,000
301.01-07 Program Support and Administration						99,000			99,000
PREVIOUSLY-APPROVED TOTALS	0	94,000	43,000	7,750	115,000	518,350	2,486,000		3,264,100
TOTALS	1,500	95,500	48,000	13,750	131,000	1,193,350	3,761,000		5,244,100

* Dollar amounts shown for Previously-Approved Work Elements reflect balances as of December 31, 2006.

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APPENDIX A

Consideration of the 8 Planning Factors

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CONSIDERATION OF THE EIGHT SAFETEA-LU PLANNING FACTORS

Work Element	Economic Vitality	Safety	Security	Accessibility & Mobility Options	Protect Environment & Promote energy conservation	Intermodal Transportation System	Efficient System Management & Operation	Preservation of Existing System
201.11-08							X	
201.60-08							X	
202.06-08	X	X	X	X	X	X	X	X
202.07-08	X	X	X	X	X	X	X	X
203.72-08				X	X	X	X	X
203.74-08				X		X	X	

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