

FY 2001 OVERALL WORK PROGRAM

**Approved on May 26, 2000
Including amendments as of November 17, 2000**

FTA Section 5303 Metropolitan Planning Program HI-80-2009
FTA Section 5313(b) State Planning & Research Grant HI-80-9009
FHWA Project PL-052(23)

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
BMS	Bridge Management System
CAC	Citizen Advisory Committee (OMPO)
CFR	Code of Federal Regulations
CIP	Capital Improvement Programs
CMAQ	Congestion Mitigation and Air Quality
CMS	Congestion Management System
COA	Comprehensive Operations Analysis
CTPP	Census Transportation Planning Package
DBE	Disadvantaged Business Enterprise
DBEDT	Department of Business, Economic Development, and Tourism (State)
DOH	Department of Health (State)
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
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration

FTA	Federal Transit Administration (Formerly Urban Mass Transportation Administration)
FY	Fiscal Year (July 1st through June 30th)
HIA	Honolulu International Airport
HOV	High Occupancy Vehicle
HPMS	Highway Performance Maintenance System
HRS	Hawaii Revised Statutes
HSS	Highway Safety Staff (DOT)
IMS	Intermodal Management System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
IVHS	Intelligent Vehicle Highway Systems
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
LOTMA	Leeward Oahu Transportation Management Association
MCS	Motor Carrier Staff (DOT)
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
OCDA	Oahu Civil Defense Agency (City)
OMB	Office of Management and Budget
OMPO	Oahu Metropolitan Planning Organization

ORTP	Oahu Regional Transportation Plan
OP	Office of Planning (State)
OTS	Oahu Transit Services, Inc. (City bus management contractor)
OWP	Overall Work Program
PIP	Public Involvement Program
PEP	Private Enterprise Participation
PL	Federal Highway Administration planning funds
PMS	Pavement Management System
PTMS	Public Transportation Management System
ROW	Right-of-way
SASP	State Airport System Plan
SHD	State Highways Division (DOT)
SMS	Highway Safety Management System
S RTP	Short-Range Transportation Plan
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program (FHWA)
STPO	Statewide Transportation Planning Office (DOT)
TAC	Technical Advisory Committee (OMPO)
TDM	Transportation Demand Management
TEA21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program

TMA	Transportation Management Area
TMS	Traffic Monitoring System
TSM	Transportation Systems Management
USC	United States Code
USDOT	United States Department of Transportation
UST	Underground Storage Tanks
UTPS	Urban Transportation Planning System

VMT	Vehicle Miles Traveled
WBE	Women Business Enterprise
WE	Work Element
3-C	Continuing, Cooperative, Comprehensive
'	Section

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, federal transportation priorities, and the Transportation Equity Act for the 21st Century (TEA21) requirements. The process of developing the annual OWP reflects a closely coordinated effort among the Oahu Metropolitan Planning Organization (OMPO), 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 FY 2001 OWP covers the 30 planning studies or work elements (WE) listed in Sections II and III with a total budget of \$23,753,832 (WE 202.06 appears in both Sections II & III). All of the work elements are to receive funding assistance from the federal Department of Transportation through either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Non-federal funds will be provided by the State and the City. Federal funds programmed for the FY 2001 work elements total \$1,745,680 with local funds accounting for the remaining \$400,920. The work elements in Section IV are funded entirely with funds that do not have to be identified in the OWP or with local funds. 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 focus 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 do not receive federal funds designated for transportation purposes.

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, from updating the Oahu Regional Transportation Plan (Work Element 202.06) to the Transportation Improvement Program (Work Element 202.07), 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 OMPO Policy Committee, Technical Advisory Committee (TAC), and Citizen Advisory Committee (CAC), the fiscal services required for federal participation in OWP activities, and OMPO'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 201.01 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. WE 201.06-01 Title VI and Environmental Justice Monitoring will develop evaluation criteria for the federal Title VI program, and tools to evaluate the impact of transportation projects on minority and low income areas.

Subcategory 202.0 includes activities which support regional and long range planning efforts. WE 202.01 Model Development has been a major effort aimed at revising the OMPO forecasting model. Although work began in FY 1993, the major model development effort was programmed for FYs 1996-9. The draft final models were completed in 1999. The models were finalized during the first quarter of 2000. They will be used in the development of the Oahu Regional Transportation Plan (ORTP). Details of this work element can be found in Section III. However, because additional funding was added this year to cover training of staff and installation of the models, it is also found in Section II. .

With the completion of the forecasting models, work has begun on an update of the Oahu Regional Transportation Plan (ORTP). (Details of this work element can be found in Section III. However, because additional funding was added this year to cover staff time, it, too, is also found in Section II.) The new models will allow analysis of various land use scenarios and transportation alternatives. The completion of the ORTP is expected in December 2000.

The FY 1999 OWP included a \$4.6 million study of the primary corridor from Ewa to East Honolulu (WE 202.20-99). Work is continuing through FY 2000. This study is being funded through FTA Section 5307 and a special directive included in the 1999 United States Department of Transportation (USDOT) Supplemental Appropriations and Rescissions Act. This work element can be found in Section III.

Also included in Subcategory 202.00 is WE 202.09-01 NPTS Add-on Program. This will allow OMPO to gather additional transportation information to supplement the data collected through the census

Studies identified in the Short-Range Transportation Systems Management (TSM) Category 203.0 strive to improve the efficiency of our transportation system. The major effort in this category for FY 2001 will be phase 2 of the Transit Service Plan (Work Element 203-42-01). In addition, a number of studies that appear in Section III will continue. These FY 2000 studies include the development of a liveable community plan for Pearl City and Aiea (203.29-00), subarea studies to improve traffic flows in Kaneohe and Manana (203.30-00 and 203.34-00), improvements to bus and freight loading zones around special generators (203.32-00), and improvements to the pedestrian and bicycle system (203.36-00 and 203.40-00). Added this year is WE 203.44-01 Waikiki Circulation and Roadway Classification Plan.

Many projects undertaken by OMPO and its participating agencies are multi-year activities and work will continue on several major planning efforts which were initiated in previous OWPs.

Public Participation

OMPO has always placed strong emphasis on public participation. Early involvement of a broad cross-section of the community is an essential element in planning Oahu's surface transportation system. Using the CAC as the base, input is solicited from various interest groups on documents and issues that are the responsibility of OMPO.

The CAC, with the help of the participating agencies, developed a Public Involvement Program (PIP) that emphasizes early involvement of the community in the planning process. The PIP was updated and renamed Guide to Public Involvement (GPI). The GPI was circulated for public review and was approved by the Policy Committee. The CAC will also play an important role in the update of the ORTP.

PLANNING PRIORITIES

Oahu's transportation goal 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), endorsed by the OMPO Policy Committee in 1995, identified a multi-pronged approach in providing for future travel demand. It acknowledged that there was no single solution that would solve the congestion problem given the limited resources and the diverse needs of the community. The approaches identified in the ORTP include land use policies; highway and transit construction and improvements; and TSM and transportation demand management (TDM) strategies. An update of the ORTP has begun. It is expected to be completed in December 2000.

Transportation Forecasting Models

A major OMPO planning priority is the development of new regional travel forecasting models. Because there were deficiencies in the existing set of models and there is a need to have a tool to more confidently evaluate proposed policies and programs, OMPO and its participating agencies allocated approximately \$2 million for this multi-year effort. This includes \$800,000 in state and county funds, which is an indicator of the local commitment. Work on the models will be completed in Spring 2000. The preliminary work looks promising for the development of models that will enable us to analyze not only the trips made, but to look at the impacts of various TSM/TDM strategies. The new forecasting tool, in conjunction with the congestion management system, will establish a strong planning foundation whereby transportation programs and projects can be evaluated and selected for funding and implementation. The State Department of Transportation (DOT) and the City Department of Transportation Services (DTS) recognize the need to maintain the new models and are moving to provide staffing and resources for that effort.

The City and County of Honolulu led an effort to develop an Intelligent Transportation System (ITS) Early Deployment Program for Oahu. This plan outlines 25 recommended projects to be considered during the next update of the regional plan. In the short term, it is proposed that initiatives focus on five key areas:

1. Freeway Incident Management - to detect accidents and breakdowns on the freeway and to respond quickly.
2. Improved Traffic Control - to deliver advanced traffic signal control by automatically measuring volumes and adjusting signal light timings.

1 Oahu has not been designated as either a non-attainment or maintenance area for transportation-related pollutants under the Clean Air Act Amendments of 1990.

3. Transit Management - to help maintain bus schedules and provide up-to-date bus arrival times/information.
4. Electronic Payment - to increase convenience in payment for transit services.
5. Traveler Information - to install systems capable of distributing information on conditions affecting traffic such as level of congestion, incidents, road construction, and street closures.

In the five-to-ten-year horizon, projects will focus on integration and increasing participation by the private sector for deployment and implementation.

The City's Traffic Control Center monitors freeway/highway conditions as well as controls the traffic signal systems that run parallel to the freeway/highway or serve as alternate primary/secondary travel routes. There are currently 88 color video cameras installed at various locations around Oahu. The number of cameras will increase in the upcoming months to 135.

These cameras are building blocks that afford the opportunity to provide real time pre-trip traveler information; to provide real-time pre-trip traffic updates; to clear incidents quickly; to provide and recommend alternative or diversionary routes, through the use of media, websites, kiosks, highway indicators, and dial-in voice systems. The cameras are also useful in helping to optimize traffic signal timing to minimize congestion.

The State DOT is developing the Akamai Highway Information (AHI) system. Working with the City's transportation, police, fire, emergency medical services, and civil defense departments, OMPO, and other agencies, the State will soon implement a system to address incidents quickly and efficiently. This will keep the roadways clear and reduce delays and secondary incidents.

OMPO is finalizing an organizational structure to address major ITS policy issues on Oahu involving City and State interests. This structure will utilize the existing planning process and is intended to ensure coordination of City and State ITS activities and consistency with the National ITS Architecture and standards.

Management Systems

Under ISTEA, Hawaii was required to develop a number of management systems. The State DOT took the lead in developing, establishing, and implementing systems for managing highway pavement of Federal-aid highways (PMS); bridges on and off Federal-aid highways (BMS); highway safety (SMS); traffic congestion (CMS); public transportation facilities and equipment (PTMS); and intermodal transportation facilities and systems (IMS).

TEA-21 eliminated the federal requirement for most of the management systems. However, TMAs (Oahu) are still required to have a congestion management system in place. Work on the CMS has been underway for a number of years. A final CMS will be completed during the first part of 2000.

Other Studies

The 2020 Harbors Master Plan was completed by the state DOT. This was a major effort undertaken with input from many parts of the community including the harbor users, developers, government agencies, and other concerned parties. This plan will be incorporated into the planning process.

Recognizing the need to squeeze the maximum efficiency out of our 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.

In FY 1999, the City began work on a major investment study/draft environmental impact statement to examine mobility (MIS/DEIS) alternatives for the City's primary urban corridor from Ewa to East Honolulu (W.E. 202.20-99 Primary Corridor Transportation Study (PCTS)). Working synergistically with a parallel, but, separate public involvement effort called the Oahu Trans2K, the PCTS utilized the public input gathered from four rounds of public meetings/workshops held by the Trans2K team. The MIS/DEIS is expected to be completed in 2000.

The public input collected during the Oahu Trans2K effort will be incorporated into the update of the Oahu Regional Transportation Plan that will begin this year.

Public Participation

Public participation has been a strong emphasis of OMPO since its inception. Using the CAC as the base, input from various interest groups is encouraged for major plans generated through the transportation planning process. A Public Involvement Program (PIP) update, now called the OMPO Guide to Public Involvement (GPI), was approved by the Policy Committee. The CAC will be a major contributor to the ORTP effort and will form a subcommittee to help develop the public participation element.

INTRODUCTION

The FY 2001 OWP identifies transportation planning activities on Oahu programmed by OMPO and its participating agencies for fiscal year (FY) 2001. It includes new and ongoing data collection and monitoring efforts, special studies, and support for the metropolitan transportation planning process. It serves as a key management tool for monitoring State and City transportation planning activities.

Transportation planning activities using FHWA and FTA 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 information 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 OMPO, its participating agencies, and the public through the CAC. Agencies participating in this process for FY 2001 were the State DOT; State Department of Business, Economic Development, and Tourism (DBEDT), represented by the State Office of Planning; City DTS; and City Department of Planning and Permitting (DPP).

Draft work elements reflecting the planning needs of each participating agency are submitted to OMPO 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.

OMPO 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, Intermodal Planning Group (FTA, FHWA, Federal Aviation Administration, Maritime Administration, and EPA), and Intergovernmental Review. (The comments received during the public review process and OMPO's responses to the substantive comments are included in Appendix A.) The document is then submitted to the OMPO 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 approved previously 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 other funds that do not have to be identified in the OWP.

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 "01").

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 our planning program. Studies and projects should be considered in light of how they address these factors. As listed in TEA21, 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 and security of the transportation system for motorized and non-motorized users.
3. Increase the accessibility and mobility options available to people and for freight.
4. Protect and enhance the environment, promote energy conservation, and improve quality of life.
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
6. Promote efficient system management and operation.
7. Emphasize the preservation of the existing transportation system.

OMPO ORGANIZATION AND MANAGEMENT

OMPO 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 OMPO has been designated the metropolitan planning organization for the urbanized areas of Honolulu and Kailua-Kaneohe, most of OMPO's planning/programming activities involve the entire island of Oahu.

Under the TEA21, urbanized areas with population greater than 200,000 are designated transportation management areas (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 OMPO. 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 councilmembers including the Chair of the Council's committee with primary responsibility for transportation issues, the DOT Director, and the DTS Director.

The TAC advises the Policy Committee on technical matters. This body consists of the Directors or their representatives from the State and City transportation and planning departments (DOT, DTS, DPP, and DBEDT). A Comprehensive Agreement, describing the specific roles and responsibilities of the TAC and the CAC, was signed by the Governor, City Council Chair, and OMPO Chair in 1996 and reflects the changes outlined in ISTEA. It is undergoing another review to reflect the changes in TEA21.

The CAC was established to provide public input to the Policy Committee on Oahu's transportation planning process. This body 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 5313(b) (formerly Sections 8 and 26(a)(2), respectively) - These federal funds from FTA are used for planning purposes and usually 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 OMPO is the expending agency.

49USC Section 5307 (formerly Section 9) - 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's Department of Transportation Services is the designated recipient of funds apportioned to the Honolulu and Kailua-Kaneohe urbanized areas.

23USC 104(f) FHWA-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 OMPO is the expending agency. FHWA funds itemized in the Estimated Cost by Funding Source of each work element refers to FHWA-PL money unless otherwise noted.

Other Federal Funds- There are two broad funding categories: the federal-aid program for the National Highway System (NHS) and the Surface Transportation Program (STP). STP funds can be used for planning and are mentioned as a funding source in several OWP work elements. Activities using these funds must be programmed in the TIP.

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 has none of these non-attainment areas, these funds may be used as if they were STP funds. Activities using these funds must be programmed in the TIP.

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 OMPO 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. OMPO's PIP insures that the public is involved early in the planning process. These studies, as well as studies conducted by individual agencies, are monitored by OMPO through review of selected work products and through quarterly progress reports submitted by OMPO's participating agencies.

SECTION I

CATEGORIES AND SUBCATEGORIES

The 100 series of planning efforts focus 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 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, from updating the Oahu Regional Transportation Plan (Work Element 202.06) to the Transportation Improvement Program (Work Element 202.07), 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 OMPO Policy Committee, Technical Advisory Committee (TAC), and Citizen Advisory Committee (CAC), the fiscal services required for federal participation in OWP activities; and OMPO'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.

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, objectives, 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. Policy analysis papers on statewide issues.
2. Coordination with transportation agencies, among others, for resolution of conflicts.
3. Establishment of 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 was adopted in 1978 and comprehensively reviewed and updated in 1986. 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, updated Statewide household surveys, public meetings, and agency personnel and elected officials meetings.

The 1991 Legislative Session amended Chapter 226, Hawaii Revised Statutes (HRS), by replacing the State Plan Policy Council with more flexible mechanisms. Forums to coordinate state and county plans and to facilitate public involvement are now provided through Section 226-52, HRS, as amended, which enables OP to form task forces, ad hoc committees, or other advisory bodies comprised of interested parties related to specific planning projects.

The 1991 legislative amendment also called for administrative guidelines for the preparation of the State Functional Plans, including the State Transportation Plan, to be prepared by the Department of Budget & Finance to assure a closer link between functional planning and program budgets.

Special studies, strategic planning, public opinion surveys, and issue papers are to be conducted as needed to clarify conflicts and statewide problems, alternatives that can be pursued, possible coordinated actions with other agencies, and relationships with other functional areas. These studies and papers are useful to the State and County agencies and elected officials in carrying out their responsibilities.

These studies may also culminate in the development of recommendations for amendments to the State Plan. Public hearings on the amendment proposals are held in accordance with the legislative public hearing process.

The Office of Planning (OP) assisted 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.

Future work tasks include the continuation of ongoing activities to further implement the Hawaii State Plan; regional land use planning; strategic plan activities; and other projects or technical assistance related to long range planning.

Impact of Work Element:

These work tasks are designed to assure that transportation plans and actions, among other things, are in conformance with statewide goals, objectives, policies and priorities; are consistent with State and County plans and actions; are coordinated to avoid conflict and improve coordination; and utilize limited public resources in an effective manner.

Tasks:

1. Work with County planning departments to assure that County General Plans further define the State Plan.
2. Monitor State programs, processes, and actions; identify and analyze conflicts, and work with the DBEDT and other affected agencies to resolve conflicts.
3. Conduct the periodic reviews of the Hawaii State Plan as needed.

Source of Funds: State of Hawaii

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

CATEGORY 102: STATEWIDE TRANSPORTATION PLANNING

Issues, Problems, and Opportunities:

The continued growth in transportation demand and increasing mobility requirements indicates a need for innovative and improved transportation systems which are integrated on a statewide basis. In order to address new issues and priorities, a comprehensive, multi-modal statewide transportation planning process is necessary, and needs to involve all levels of government in a cooperative process to develop coordinated transportation plans.

Through the existing County-wide Transportation Planning Process for the neighbor islands and the continuing efforts of the OMPO on Oahu, the State will be able to ensure a statewide transportation planning structure and process to address and develop a safe, efficient and effective intermodal transportation system for Hawaii.

Goal Statements:

1. Ensure that a cooperative, comprehensive, and continuing transportation planning process is maintained for the State of Hawaii.
2. Develop an integrated and coordinated Statewide transportation plan that addresses the current and future intermodal transportation needs of Hawaii.

Objective(s):

1. To develop a Statewide Transportation Plan for all areas of the state that shall:
2. Be intermodal and statewide in scope in order to facilitate the efficient movement of people and goods;
3. Be reasonably consistent in time horizon among its elements, but cover a period of at least 20 years;
4. Contain, as an element, a plan for bicycle transportation, and pedestrian walkways and trails which are appropriately interconnected with other modes;
5. Be coordinated with the various public transportation agencies and organizations including OMPO and the counties' transportation agencies;
6. Integrate and prioritize the various intermodal transportation capital projects.

Product(s):

A planning document that will present a statewide intermodal transportation plan for Hawaii and a prioritized listing of proposed projects.

Previous and Ongoing Related Work:

DOT is required under Chapter 279A-2 and 226, HRS, as well as the more recent TEA21, to prepare a Statewide Transportation Plan.

The Statewide Transportation Plan will also present a range of transportation actions and improvements designed to meet the transportation needs (both passenger and freight) of the State, including all modes of intermodal connections. The Plan will integrate and combine the various transportation planning activities throughout the State into a unified multi-modal plan, and it will serve as the planning basis for the specific projects contained in the Statewide Transportation Improvement Program (STIP).

Source of Funds: State of Hawaii and TEA21 Surface Transportation Program (STP)

Responsible Agencies: State Department of Transportation

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 Director of the Department of Planning and Permitting is required to do a comprehensive review of the General Plan at least once every 10 years.

Since 1993, the City has been revising its Development Plans to transform them from parcel specific map oriented plans to conceptual visionary plans. New plans have been adopted for Ewa, East Honolulu, and Koolauloa, and revisions are well underway for the remaining five plans.

Until new plans for the Central Oahu and Primary Urban Center are adopted, the current annual process for amending the Development Plans accounts for the effects of residential and economic development on transportation and other facilities systems. (Proposed revised plans for Central Oahu and the Primary Urban Center are expected to be submitted for review by the Planning Commission in FY 2001.)

During FY 2001, proposed revised DPs for three Development Plan areas (Koolaupoko, North Shore, and Waianae) will be under review and consideration for adoption by the City Council.

Under the policy guidance provided by these revised DPs, the effects of residential and economic development on transportation and other facilities systems will be accounted for by functional planning, analysis and review of proposed amendments of the Public Infrastructure Map for the area, and by the analysis and review of proposed projects in the Capital Improvement Program budget.

There will also be a periodic review of each Development Plan to assess the vision and implementing policies of the Development Plan and propose any appropriate revisions. (The review period adopted for the Ewa Development Plan was three years; a five-year review period is being proposed for the other areas.)

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, 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 OMPO as input to the OWP.

103.12 Review the Capital Improvements Program (CIP) and Executive Operating Budgets for conformance with the General Plan and the Development Plans. This action provides the necessary coordination of planning and budgeting activities. The Director of the Department of Planning and Permitting 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 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 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 for eight areas of Oahu. The City is revising its Development Plans, as described below, to implement new City Charter provisions adopted in 1992. Future Development Plans will be conceptual schemes for implementing and accomplishing the objectives and policies of the General Plan throughout the island of Oahu.

The City will continue to maintain existing Development Plans until each is superseded by revised Plans. There will be two separate Development Plan efforts: (1) maintaining the already existing plans (103.31); and (2) converting over to new Plans in conformance with adopted Charter changes (103.32 through 103.35).

Development Plans implement the General Plan objectives and policies, and provide guidance for zoning and other 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 Development Plans for Koolaupoko, North Shore, Waianae, Central Oahu, and the Primary Urban Center, as currently constituted include:

1. land use and public facility maps of each area
2. statements of standards and principles with respect to all land uses and urban design;
3. sites of historical, archaeological, architectural, or scenic significance; and
4. a system of public thoroughfares, highways and streets.

The multi-year Development Plan Revision Program is 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 Development Plan 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 Development Plans (DPs) include a discussion of each DP area's role in implementing the Oahu General Plan, a vision statement describing the desired future development for the DP area, land use and infrastructure policies needed to realize that vision, and a chapter providing the implementation measures for the vision and policies. The focus of the DPs is on the text. Maps provided with the text and in an appendix are meant to illustrate the vision and policies of the DP in contrast to the existing Development Plan maps which have taken on a de facto regulatory status through their multiplicity of land use categories and attention to property lines.

The new proposed development plans will offer a better framework for integrating land use and transportation for planning and analyzing possible future scenarios.

Work Elements:

103.31 Perform an annual review of the Development Plans.

103.32 Prepare Revised Ewa and Central Oahu Development Plans.

- Ⓒ New Ewa DP was adopted August 1997. The 3-year review of the Ewa DP is scheduled to be completed in the fall of 2001.

- Ⓒ Final proposed Central Oahu DP is expected to be submitted to the Planning Commission in 2000 and is anticipated to be submitted to the City Council by the fall of 2000.

103.33 Prepare Revised Primary Urban Center and East Honolulu Development Plans.

- Ⓒ The public review draft of the PUC DP, July 1999, is currently under review.

- Ⓒ The East Honolulu Sustainable Community Plan was adopted in May 1999.

103.34 Prepare Revised Waianae and North Shore Development Plans.

- Ⓒ A draft of the North Shore Sustainable Community Plan is currently under consideration by the City Council.

- Ⓒ A draft of the Waianae Sustainable Community Plan is currently under consideration by the City Council.

103.35 Prepare Revised Koolaupoko and Koolauloa Development Plans.

- Ⓒ A draft of the Koolaupoko Sustainable Community Plan is currently under consideration by the City Council.

- Ⓒ A new Koolauloa Sustainable Community Plan was adopted in December 1999.

Source of Funds: City and County of Honolulu

Responsible Agencies: City Department of Planning and Permitting

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 1995. 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 2020. The strategies developed for the ORTP were 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, HOV lanes, parking restrictions, park-and-ride lots, computerized traffic signal synchronization, and a telework program. 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. The City has a telework project where ten staff members from the City Clerk's office work at home and communicate by modem. In FY 1993, OMPO responded to a City Council request for a TSM study that analyzed jitneys, premium subscription bus service, parking controls, preferential bus treatment, and education-related system controls. This study was completed in FY 1994 and recommended a set of TSM/TDM actions for implementation. Many of the recommendations from this study were incorporated into the last Oahu Regional Transportation Plan.

With respect to TEA21 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 must be 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. These work elements include tasks related to analysis of the 1990 census data.

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.

OMPO 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 TAZ system was increased from 159 to 190 zones; and the trip distribution model was reviewed. In FY 1994, OMPO undertook a major effort to develop a new set of forecasting models. This effort will include revisions to the highway and transit networks and the development of a finer TAZ system that will exceed 700 zones.

Computer technology has improved such that transportation forecasting can now be done on microcomputers which minimize turnaround time by eliminating the need to transmit data from a mainframe environment. Microcomputers also allow more alternatives to be developed and tested more quickly and at a relatively low cost.

OMPO has transferred its mainframe computer package onto a microcomputer. MINUTP, a microcomputer forecasting software package, is currently being used by OMPO and its participating agencies. A major effort to develop forecasting models is underway. This effort should be completed during FY 2000. The consultant will be calibrating and validating the models using data collected by DOT as part of the Highway Performance Maintenance System (HPMS).

A regional transportation plan was endorsed in FY 1996. The regional transportation plan provides a guide for future transportation development. The Transportation Improvement Program (TIP) will follow the direction provided by the regional transportation plan.

The City's Department of Transportation Services has undertaken a major effort called #Trans2K@. The details of this study are found in W.E. 202.20-00. This effort has included a major effort to gather public input in all areas of Oahu. It also includes a preliminary MIS process to address environmental issues prior to beginning an implementation plan.

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 TSM and TDM strategies are being developed. TSM/TDM makes sense given the funding constraints and limited right-of-way in the Primary Urban Center.

Short-range, low cost options which 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 which reduce demand by 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:

Air transportation has a tremendous impact on the State of Hawaii, as virtually all of the more than 7.6 million passengers arrived by air in 1998. Almost 36 million passengers (enplaned/deplaned tourists and residents) passed through Hawaii State airports during the last year, with over 22 million passengers passing through Honolulu International Airport (HIA). Aircraft operations at HIA grew from 254,750 in 1960 to 346,609 in 1999.

Hawaii's airport system is playing an increasingly important role in stimulating the State economy.

Airports generated revenues helped to contribute almost \$4.4 billion to Hawaii's economy in 1996. The growth of airport businesses and related activities has created many employment opportunities for Hawaii's residents. In 1996, over 58,000 jobs were attributed to airport businesses and related activities. The total economic impact to the State of Hawaii by the statewide airports system was \$4.4 billion dollars in 1996.

Total cargo at Hawaii's airports has grown rapidly, about 6% per year over the last five years. To stimulate greater air cargo activity at Hawaii's airports, the Department of Transportation's Airports Division (in cooperation with the shippers; freight forwarders; airlines; the Hawaii Department of Business, Economic Development, and Tourism; and Hawaii Department of Agriculture) is co-hosting the third annual Hawaii International Air Cargo Symposium. In December 1999, the United States Department of Transportation approved the Petition of the State of Hawaii to promote increased activity by foreign air carriers at Hawaii's international airports in Honolulu and Kona. This will help increase the number of airline seats and cargo capacity to Hawaii without violating bilateral agreements between foreign countries and the United States. Alaska is the only other state granted this authority.

In July 1999, after the official closure of the Naval Air Station (NAS) Barbers Point, the Airports Division applied for and accepted the conveyance of a portion of NAS Barbers Point for use as a civilian public-use general aviation reliever airport, Kalaeloa Airport. Kalaeloa Airport ends the 30-year search for a general aviation reliever airport for the Honolulu International Airport (HIA).

It will lessen the problem of an unsatisfactory mix of small light general aviation aircraft and large heavy commercial aircraft. It will improve the safety and reduce costly delays at HIA and eliminate the need for potentially expensive new runway facilities.

Previous and Ongoing Related Work:

The Hawaii Statewide Airport System Plan (SASP) was updated in 1998. The SASP is a management and planning guide for the development and operation of Hawaii's unique system of airports to the year 2020. This system includes Honolulu International Airport, the largest hub, and 14 other airports. The SASP employed an integrated strategic financial and physical facility planning approach which provides a foundation for both near- and long-term capital improvement and business planning for the airport system. In 1999, master plans were updated for the Lanai, Upolu, and Waimea-Kohala airports. The Hilo International Airport Master Plan, the Pacific Cargo Network Master Plan, and the Cargo Marshaling Facilities Study will be completed in 2000. The Draft Lihue Airport Environmental Impact Statement (EIS) will be distributed for comments. The update of the Honolulu International Airport Master Plan with a 20-year horizon

will be initiated in 2000 and will probably take about two years to complete. The Alien Species Action Plan will be ongoing in conjunction with the approved Kahului Airport EIS.

Goal Statements:

Timely updates of the SASP, other master plans, and environmental documents to:

- \$ meet current and future demand for air transportation service
- \$ position Hawaii as a world-class tourist and air cargo destination
- \$ develop a public-private approach between the airport system and its key stakeholder
- \$ implement modern techniques in the management of the airport system.

Source of Funds: Airport Special Funds
Federal Aviation Administration

Responsible Agencies: State Department of Transportation

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% of the goods consumed by the people of Hawaii must be imported, 96% 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 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. These increases are passed on to the consumer in the form of increased cost of goods. Future studies are needed to determine required improvements to 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 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 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, OP 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 the 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 which 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 with the participation of the community, private businesses and government agencies for the Statewide commercial harbors, including Kaunapali Harbor.

In 1995, the State DOT began the development of an 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 2020 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 Kalaheo Barbers Point Harbor. The Plan's recommendations are substantiated by studies which correlate historical cargo data with socio-economic factors and establish valid projections of various 2020 cargo quantities. As these projections are based on current economic and operational factors, the Master Plan will be updated periodically to incorporate emerging technologies and shifts in the State's economy.

A Hawaii Commercial Harbors 2020 Master Plan was prepared using the same formulae employed in the development of the Oahu Commercial Harbors 2020 Master Plan and was approved by Governor Cayetano on August 7, 1998. The DOT is embarking on the Hawaii Commercial Harbor 2020 Master Plan Environmental Impact Statement (EIS). With the completion and approval of the EIS, master-planned initiatives will be implemented.

Goal Statements:

To facilitate the rapid, 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: State Department of Transportation

CATEGORY 300: COORDINATION OF THE PLANNING PROGRAM

Issues, Problems, and Opportunities:

OMPO was created by the Hawaii State Legislature in 1975 for the purpose of ensuring a cooperative, comprehensive, and continuing (3-C) transportation planning process on Oahu. A comprehensive agreement detailing responsibilities under the 3-C process was modified in 1986 and 1992 and is undergoing a review in FY 1999. These modification include restructuring the membership and also reflecting changes from ISTEA and TEA21.

The 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 composed of directors of the State DOT and DBEDT, and the City DTS and DPP, plus non-voting members from four federal agencies. The TAC provides the technical and professional guidance to the OMPO Policy Committee and the Executive Director.

The second advisory committee, the Citizen Advisory Committee (CAC), is composed 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 OMPO and the 3-C planning process to the OMPO Policy Committee.

The OMPO 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 OMPO.

Goal Statements:

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

SECTION II

WORK ELEMENTS FUNDED DURING THE CURRENT FISCAL YEAR 2001

The work elements in this section have been programmed using FY 2001 federal appropriations. This section may also include work elements programmed in previous years but receiving additional funding in FY 2001.

Objective(s):

To implement the OMPO congestion management system (CMS).

Product(s):

1. CMS Performance Monitoring and Evaluation Procedures report
2. CMS Effectiveness Evaluation report
3. Training Manual

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 Department of Transportation 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, OMPO 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.

By the end of FY 2000, a CMS procedures and responsibilities report would be developed which will contain 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 needs to be collected on the H-1 Freeway (zipper lane), the H-3 Freeway, Pali Highway, Likelike Highway, and Moanalua Freeway.

Agency training sessions are needed to implement the CMS. Training of agency staff will include the methodology of reducing and processing the raw data collected, and the application of the data to evaluate and develop congestion mitigation strategies.

In addition to the training sessions, a demonstration evaluation of a CMS strategy will be conducted using the baseline data collected on Oahu.

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.

Impact of Work Element:

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

Tasks:

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. Consultant to assist in conducting agency training sessions needed to implement the CMS.
4. CMS Technical Committee to identify, evaluate, and recommend transportation strategies to address serious congestion problem locations.
5. CMS Technical Committee to evaluate and document the effectiveness of strategies that were implemented by DOT and DTS.
6. Consultant to assist in evaluating the effectiveness of selected strategies.

Estimated Completion Date: June 2001

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>
302,000		241,600		60,400	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT	Planners	0.5	2,500
DOT	Planners/Engineers	22.5	102,100
DPP	Planners	0.5	2,500
DTS	Planners/Engineers	1.0	5,000
OMPO	Planners/Engineers	4.0	23,000
	Support Staff	0.9	3,600
	<u>Other</u>		
DOT	Software and Equipment		14,500
	Consultant to conduct training		45,000
	Consultant to conduct demonstration evaluation		95,900
OMPO	Overhead		7,900
		Total:	302,000

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, OMPO became an affiliate member of the State Data Center. This enabled OMPO 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 FYs 1989 and 1990, OMPO 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 also included the dissemination of information to major employers affected by the Census' place of work questions. The purpose of this effort was to improve the quality of the place-of-work data gathered during the 1990 census and packaged by the census for each state. The State of Hawaii purchased the 1990 CTPP.

In FY 1993, the National Highway Institute, a branch of the Federal Highway Administration, conducted a workshop for OMPO and its participating agencies on the use of the 1990 CTPP. The computer tape of the CTPP urban element was delivered and downloaded on the City's mainframe computer by the Planning Department. The CD ROM version of the CTPP Urban Element was delivered to OMPO in 1996. The CTPP data was modified and refined by the Department of Planning and Permitting while developing their land use forecast. It has been used to provide data to agencies, the public, and OMPO.

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.

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 OMPO staff be familiar with this data and be able to integrate it into the planning process.

Tasks:

1. OMPO to review of the 2000 census data.
2. OMPO to assist in the integration of 2000 census data into the planning process.

3. OMPO to correspond when necessary with Census Bureau to resolve discrepancies.
4. OMPO 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: June 2001

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>
9,000	3,600	3,600		1,800	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners	1.4	6,200
	Support Staff	0.2	700
OMPO	<u>Other</u> Overhead		2,100
		Total:	9,000

Objective(s):

To assess the quality and level of participation of the populations covered by Title VI and the requirements of the Environmental Justice Orders in the planning process-

To analyze and evaluate the benefits and impacts of transportation projects on the populations covered by Title VI and Environmental Justice regulations.

Product(s):

1. A database developed from the census data and other available sources that can be incorporated into a GIS to analyze the transportation impacts on the minority and low-income, and where possible, the elderly and disabled populations.
2. An assessment of the effectiveness of the OMPO public involvement procedures for engaging low-income, minority, elderly, and disabled populations.
3. Procedures for reviewing and processing OMPO's planning process and documents as they relate to Title VI and Environmental Justice requirements (Title VI and Environmental Justice plan for the metropolitan planning process).
4. A revised *OMPO Guide to Public Involvement* that identifies mechanisms to encourage the participation of low-income and minority populations.

Previous and Ongoing Related Work:

Released on May 25, 2000, the Proposed Rules for the Federal Register Volume 65, Number 102, state that, "Transportation plan development and plans shall be consistent with Title VI of the Civil Rights Act of 1964, as amended and implementing regulations....which ensure that no person shall, on the grounds of race, color, sex, national origin, age, or physical handicap, be excluded from the participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal assistance from the United States Department of Transportation" (23 CFR § 1410.316(c)). Environmental Justice Orders further amplify Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

The State Department of Transportation (DOT) and the City Department of Transportation Services (DTS) have both developed and implemented Title VI programs for assessing their service to minority and low-income areas. The emphasis of their programs has been during the planning and implementation phases of projects, and has not been on the planning process. The State DOT is currently in the process of finalizing its Title VI plan.

The Federal Highway Administration (FHWA) conducted a workshop on May 31, through June 1, 2000, entitled, "Preventing Discrimination in the Federal-Aid Program, a Systematic

Interdisciplinary Approach. Representatives from the Attorney General's office, DOT, DTS, OMPO, and various Hawaii counties, attended the workshop and received some initial training on applying a preventative team approach to ensure nondiscrimination in the planning process, programs, and departmental activities. The DOT is in the process of creating a full-time position for a Civil Rights Officer who will act as a resource to the agencies who receive federal funding in the Title VI and Environmental Justice regulations for all programs. Integral to the Interdisciplinary Approach, the onus of responsibility is with each agency, and as such, each agency is responsible for ensuring that their respective processes, programs, and projects meet the federal regulations in 23 CFR 1410.316(c).

The OMPO has always emphasized public participation in its planning efforts. There is an extensive public involvement program that centers around the Citizen Advisory Committee (CAC). The forty-three members of the CAC represent most areas on the island and include special interest stakeholders. In addition, Oahu has an island-wide neighborhood board system. All of the neighborhood boards are on OMPO's mailing list and more than half of the neighborhood boards are on the CAC. This provides the CAC with input and participation from both minority and low-income areas.

Identification of Need:

Although OMPO has implemented Title VI and Environmental Justice concerns into its programs, there is still a need to formalize these procedures into a plan, and opportunities to enhance the Title VI and Environmental Justice efforts and analysis capabilities.

During the 2000 OMPO Certification Review, the federal team suggested that OMPO evaluate the effectiveness of their public involvement program. This work element will evaluate the public participation program against Title VI and Environmental Justice requirements. If needed, it will develop strategies to involve the minority and low-income populations. It will also develop the mechanisms to evaluate the social and environmental impacts of transportation projects on these populations.

Impact of Work Element:

This work element will develop procedures and tools for evaluating projects in the Transportation Improvement Program and the Oahu Regional Transportation Plan for impacts on the Title VI and Environmental Justice populations.

The work element will continue to provide staff with on-going training in the requirements of Title VI and Environmental Justice regulations. The training will draw upon the expertise of officials from jurisdictions whose existing programs are considered best practice models.

OMPO's participating agencies will be involved in this effort and their metropolitan planning needs incorporated where appropriate and feasible. In addition, the work element will enable OMPO staff to implement and maintain the Title VI and Environmental Justice procedures and program for the metropolitan planning process.

It will develop criteria to evaluate the public involvement process to determine its effectiveness in engaging the participation of low-income and minority groups and identify barriers to their

participation and ways to eliminate them, and examine the distribution of benefits and burdens of transportation investments across these groups.

Tasks:

1. Meet with participating agencies to identify Title VI and Environmental Justice metropolitan planning needs.
2. Meet with other State Title VI coordinators to establish foundation for OMPO's Title VI and Environmental Justice plans, agreements, analysis tools, and data needs; and other agencies needs with respect to the metropolitan planning process.
3. Consultant to assist in developing and expanding a geographic and demographic database that identifies the minority and low-income populations on Oahu, and as appropriate, the elderly and persons with disabilities.
4. Consultant to assist in developing and documenting a Title VI and Environmental Justice Plan.
5. Document Title VI and Environmental Justice accomplishments.
6. Consultant to assist in evaluating the effectiveness of OMPO's public involvement program with respect to Title VI and Environmental Justice issues.
7. Work with the CAC to include these strategies in *The OMPO Guide to Public Involvement*.
8. Implement these strategies as needed and monitor the activities of the participating agencies during the OMPO planning process.
9. Include OMPO's participating agencies in the development and implementation of the review procedures as they relate to Title VI and Environmental Justice requirements for the metropolitan planning process.
10. Train appropriate OMPO and agency staff in the implementation of the procedures.

Estimated Completion Date: July 2002

Estimated DBE Opportunity: 2%

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>
136,200		108,960		27,2403	

3State and City matching funds from past work elements completed under budget.

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners/Engineers	4.0	17,700
	Support Staff	0.4	1,300
<u>Other</u>			
OMPO	Overhead		13,700
	Travel		3,500
	Consultant		100,000
		Total:	136,200

Objective(s):

To ensure that Oahu's transportation planning process complies with the various provisions of the Transportation Equity Act for the 21st Century (TEA21).

Product(s):

1. Guidelines and procedures for implementing federal planning requirements.
2. Participation in workshops and seminars.
3. Integration of transportation plans into the OMPO planning process.

Previous and Ongoing Related Work:

On June 9, 1998, President Clinton signed TEA21, which succeeds the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which expired in September of 1997. This act reauthorized and redefined the Federal transportation program. Several modifications to the metropolitan planning requirements were made. These changes will require that OMPO's programs and processes be updated.

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

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

Also in 1997, OMPO underwent a triennial review of its planning process. This review will take place again during FY 2000.

In FY 2000, OMPO coordinated the development of an Intelligent Transportation Systems structure within the OMPO process to deal with related city-state policy issues (see Planning Priorities). An update of OMPO's Comprehensive Agreement to reflect TEA21 requirements was also undertaken.

Identification of Need:

This work element will be used to implement the recommendations of the certification review and other requirements of the TEA21. These requirements must be satisfied in order for the planning process to be certified.

Impact of Work Element:

If OMPO is not certified, all or part of an attributable portion of the Surface Transportation Program apportionment and formula apportionment of Federal Transit Administration Section 5307 funds (formerly Section 9) may be withheld.

Tasks:

1. Discuss options with participating agencies and federal officials regarding local implementation of federal planning regulations and certification recommendations.
2. Identify freight movement concerns and process through planning process.
3. Participate in workshops, seminars, and presentations.
4. Review, modify, and/or establish procedures and guidelines for incorporating federal planning requirements and guidelines into the OMPO, City, and State plans, programs, and structure.
5. Represent OMPO on task forces formed to review various transportation plans.
6. Coordinate the efforts to integrate transportation plans into the OMPO planning process.

Estimated Completion Date: June 2001

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>
20,800	8,3204	8,320		4,160	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners/Engineers	2.4	14,700
	Support Staff	0.4	1,300
OMPO	<u>Other</u>		
	Overhead		4,800
Total:			20,800

Objective(s):

To develop an integration strategy plan and a regional Intelligent Transportation Systems (ITS) architecture plan for Oahu.

Product(s):

1. Interagency agreements and memorandums of understandings with ITS partners.
2. A Concept of Operations plan that integrates the various systems currently being operated by the State and City. This integrated ITS system for Oahu will cross modal and jurisdictional boundaries.
3. A Regional ITS Architecture plan for Oahu based on the National Architecture.

Previous and Ongoing Related Work:ITS Early Deployment Program Plan for Oahu

The ITS Early Deployment Plan for Oahu was prepared by the City and County of Honolulu Department of Transportation Services (DTS) in May 1998. The ITS Plan presented a blueprint for the deployment of ITS on Oahu.

Honolulu Freeway Management System (FMS)

The State of Hawaii Department of Transportation (HDOT) has been operating the H-3 Freeway Management System since December 1997. The H-3 FMS is capable of real-time traffic monitoring, operational traffic controls, and incident management via surveillance cameras, pavement loop detectors, dynamic message signs (DMS), motorist-aid telephones, and emergency response equipment. Traffic operations are co-located with the Trans-Koolau Tunnel Control Center in the Halawa Valley Tunnel Portal structure.

Currently, incidents detected by the H-3 FMS are coordinated with emergency response agencies through the local 911 system. Traveler information is disseminated through the use of DMS and telephone contacts. The control center is equipped with Internet access. A web site is available for viewing pictures from the H-3 surveillance camera system.

Computerized Traffic Control System (CTCS)

In Phase IV of the CTCS, DTS constructed a traffic fiberoptic network and system to Pali Highway, Likelike Highway, and Kamehameha Highway in Aiea and Pearl City, linked to the Traffic Control Center. Along with the new fiberoptic lines, 28 new traffic cameras were installed at various critical locations to assist in the operations, optimization, and improvement of the signal coordinate. Fiberoptic communications were established with the Oahu Civil Defense Agency, Honolulu Fire Department, Honolulu Police Department, and the State Department of Transportation administrative facility.

Phase V of the CTCS installed a new traffic fiberoptic backbone system from Pearl City to Ewa along Farrington Highway. An additional 45 traffic cameras will be installed to include the H-1 freeway ramps and the main arterial in Waipahu. Fiber optic communications will be interconnected to the State Department of Transportation Construction and Maintenance facility.

Phase VI of the CTCS expands the Traffic Control Center to include functions, provisions, and operations for transit traveler information and priority operations. With the increased responsibilities, the Center expects to increase staffing for 24-hour operations concentrating on premium transit operations, incident management, construction mitigation, and traveler information. Other work will include the conversion of the existing copper signal communications to a complete fiberoptic network for all Traffic Control Center infrastructures. Fiber optic communications will be linked to the State Department of Transportation's H-3 Management Center.

OMPO ITS Task Force

On July 22, 1998, a temporary task force, made up of HDOT, DTS, FHWA, and OMPO staff, was formed by the OMPO Technical Advisory Committee (TAC) to outline an organizational structure to address ITS policy issues.

The Task Force proposed the following structure:

- The OMPO Policy Committee would serve as the ITS policy decision-maker.
- TAC would serve as a technical resource to the OMPO Policy Committee.
- An ITS Task Force would be formed to serve as the ITS technical expert arm of TAC. This task force would consist of TAC agency representatives, an FHWA representative, and ad hoc members as required by the agenda (e.g., Honolulu Fire Department, Honolulu Police Department, Oahu Civil Defense Agency).
- The OMPO Citizen Advisory Committee would provide public input to the OMPO Policy Committee.
- The OMPO staff would coordinate and promote discussions on potential policy issues within the OMPO process and would advise the OMPO Policy Committee.

On March 24, 2000, TAC recommended to the OMPO Policy Committee that they endorse this organizational structure.

Identification of Need:

During the March 2000 certification review of OMPO's transportation planning process, the federal team recommended that all the ITS projects of both the State and City be integrated into one network, and information be shared and utilized. They also recommended the development of a Regional ITS Architecture that is based on the National Architecture.

A Consultant will be hired to serve as an ITS integrator and resource specialist for OMPO. The Consultant will provide technical advice, direction, and answers to facilitate systems integration and establish a regional architecture for Oahu.

Impact of Work Element:

This work element will establish interagency agreements and Memorandums of Understandings with stakeholders. With these agreements in place, OMPO can work towards integrating the State and City ITS systems and implementing a joint vision of the system. Training and technical support provided with this work element will allow OMPO and its participating agencies to integrate the regional architecture into the planning process and continue to use the architecture in project development.

Tasks:

1. Participate in an FHWA-sponsored Tier I workshop. This workshop convenes key stakeholders to introduce them to the basic steps and concepts necessary to begin development of a regional ITS architecture.
2. Consultant to assist as an ITS technical resource for OMPO.
3. Consultant to assist in establishing regional interagency agreements on interoperability, ITS standards, and routine operations.
4. OMPO and its participating agencies to assist and participate in the review of work products.
5. Consultant to review systems developed or being developed by stakeholders.
6. Participate in FHWA-sponsored architecture training courses and partnering workshops.
7. Consultant to assist in developing a plan to integrate the various systems that are operated by the City and State and to implement a joint vision of the system. This plan will address the resource commitments and staging of planned investments.
8. Participate in FHWA-sponsored Tier II workshop. This workshop helps stakeholders develop an initial version of a partial regional architecture, and positions them to complete and maintain the regional architecture.
9. Consultant to work with OMPO and its participating agencies, and stakeholders to develop a regional ITS architecture based on the National Architecture.

Estimated Completion Date: February 2003

Estimated DBE Opportunity:

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>
212,755		170,204		42,551	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff Cost</u>		<u>Person Months</u>
DOT	Planners/Engineers	0.7	3,500
DTS	Planners/Engineers	0.7	3,500
OMPO	Planners/Engineers	6.0	30,000
	Support Staff	1.5	5,250
OMPO	<u>Other</u>		
	Overhead		10,505
	Consultant		150,000
	Training/Workshop		10,000
		Total:	212,755

Objective(s):

To support the transportation planning process through testing and refinement of the revised travel forecasting model package.

Product(s):

1. Refinements to the travel forecasting model.
2. Analysis of travel patterns using the revised travel model.
3. Documentation of changes and analysis

Previous and Ongoing Related Work:

In 1960, the Oahu Transportation Study was undertaken as the first comprehensive transportation planning effort for Oahu. This study collected an extensive set of transportation data, together with household characteristics, using a home-interview procedure, supplemented by traffic counts, a taxi survey, an on-board survey, and a commercial-vehicle survey. To a large extent, these data and the forecasting models developed from them were used for the next two decades.

Due to the age of the data base and new forecasting needs identified in a 1979 study, OMPO and its participating agencies contracted the services of a consultant in 1980 to update the trip generation and mode choice models. A small sample origin-destination (O-D) survey was conducted in 1981 as part of this effort. The consultant, and later OMPO and its participating agencies, spent the next few years calibrating and validating the models.

During the late 1980's, the City was involved in developing ridership forecasts for their proposed rapid transit system. This effort revealed the shortcomings of using the OMPO models for the detailed transit projections. While reviewing the rapid transit forecasting effort, the Federal Transit Administration commissioned a study that identified several deficiencies with the OMPO models. As a result, a separate transit travel demand model was developed for the project. The highway element was not updated.

OMPO and its participating agencies also expressed their desire to upgrade the forecasting models in order to conduct more sensitive project level plan evaluations. During the early 1990's, the TAC endorsed the conversion of the OMPO model forecasting capabilities from the mainframe computers to microcomputers using the TRANPLAN software. Further, the OMPO Policy Committee agreed, with the TAC's recommendation, to develop new forecasting models.

Preliminary work on the development of new models were initiated in FY 1993. A peer review group, consisting of five mainland modeling experts, was formed to assist the OMPO's modeling task force in developing a scope of work and providing direction/options for this effort. The peer review group met in FY's 1994 and 1995. On August 29, 1994, OMPO executed a contract with Parsons Brinckerhoff Quade & Douglas, Inc. to develop new travel forecasting models. An origin destination survey was conducted during the latter half of FY 1995. The majority of the model calibration effort was conducted in FY 1998-99.

The model update effort was completed in the Spring of 2000. The revised models were first tested and used during the Primary Corridor Study and are being used to develop the Oahu Regional Transportation Plan.

Identification of Need:

Travel forecasting and modeling are important skills for transportation agencies to understand and use. This work element will provide needed training for OMPO staff and allow them to familiarize themselves and to begin to use the new models.

Impact of Work Element:

The completion of this work element will provide a higher level of confidence in transportation demand forecasts which are necessary in the analysis of transportation and land-use plan alternatives at the regional and project level

Tasks:

1. OMPO to review model calibration and documentation; identify issues and concerns for OMPO and its participating agencies to discuss and/or resolve; and meet with participating agencies, and affected agencies to discuss progress/issues/needs of model development effort.
2. OMPO to test run the travel forecasting model. Identify and document needed adjustments to the model.
3. Document any modification to user's manual
4. Analyze household survey and document results.
5. Analyze Oahu travel patterns and behavior.

Estimated Completion Date: June 2001

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>
33,800	13,5205	13,520		6,760	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners/Engineers	5.8	25,600
	Support Staff	0.1	400
OMPO	<u>Other</u>		
	Overhead		7,800
Total:			33,800

5HI-80-2009.

Objective(s):

To revise, update, and/or develop a regional transportation plan for Oahu to ensure that it addresses current and future transportation needs.

Product(s):

A revised and updated Oahu Regional Transportation Plan (ORTP).

Previous and Ongoing Related Work:

On October 28, 1993, FHWA and FTA jointly issued revised planning regulations implementing provisions of ISTEA governing the development of transportation plans and programs for urbanized areas. 23 CFR Section 450.322 requires that the metropolitan planning process include the development of a twenty-year, multi-modal, financially-constrained transportation plan. The plan must include both long- and short-range strategies. Because Oahu is an attainment area, its plan must be updated at least every five years.

After more than a year of public review, a 2020 regional transportation plan was approved by the OMPO Policy Committee on November 7, 1995. The public review process included six public information meetings (which were broadcasted on public access television), a newspaper survey ad, letters/flyers soliciting public comments, and numerous presentations to community groups and interested organizations.

OMPO has a Memorandum of Understanding with FHWA, FTA, DOT, and other Federal and State environmental agencies, including the Army Corps of Engineers, Environmental Protection Agency, Fish and Wildlife Service, and National Fisheries and Marine Service. Under this agreement, OMPO will consider waters of the U.S. and associated sensitive species in its RTP, and request federal regulatory/resource agencies to review and comment on the RTP and associated environmental analyses.

In FY 2000, OMPO executed a consultant contract to develop a 2025 Regional Transportation Plan. This plan is expected to be completed in late 2000.

Identification of Need:

An updated ORTP will identify and prioritize islandwide transportation needs and to serve as a commitment and guide for the development and implementation of strategies and actions that will result in an integrated, intermodal transportation system capable of facilitating efficient and effective movement of people and goods.

The update is expected to take about one year. Estimates of staff costs are for FY 2001 only.

Tasks:

1. Administer related contract(s).
2. Provide guidance and support in the update of the ORTP.

3. Coordinate ORTP update effort with the participating agencies, TAC, CAC, and the Policy Committee.
4. OMPO and its participating agencies will assist in the development of needed data and participate in the review of the work products.
5. Attend meetings or meet with organizations, agencies, individuals requiring information or briefings on the ORTP process, products, or results.
6. Process any required amendments to the ORTP.
7. Assist and review the final ORTP report.

Estimated Completion Date: December 2000

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>
92,200	36,8806	36,880		18,440	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT	Planners	0.2	1,000
DOT	Planners/Engineers	2.0	10,000
DPP	Planners	1.0	5,000
DTS	Planners/Engineers	2.0	10,000
OMPO	Planners	8.3	45,400
	Support Staff	1.5	5,600
OMPO	<u>Other</u> Overhead		15,200
		Total:	92,200

Objective(s):

To ensure that the Transportation Improvement Program (TIP) reflects current directions as identified in Oahu's Regional Transportation Plan, Highway Safety Program, Short-Range Transportation Plan (SRTP), land use plans, congestion management system, and other planning studies and complies with applicable federal requirements.

Product(s):

A TIP for the FYs 2002-2004 program period and amendments as necessary.

Previous and Ongoing Related Work:

The Oahu TIP is the short-term, three-year implementation program for federally-assisted surface transportation projects that support the long-term Oahu Regional Transportation Plan. The TIP describes and prioritizes federally-assisted and major locally-funded transportation programs and projects selected by the OMPO Policy Committee for implementation during the program period. The TIP is closely related to the State and City Capital Improvement Programs. The CAC developed TIP recommendations to help identify project priorities. The recommendations were sent to the Policy Committee, Technical Advisory Committee, and State and City transportation departments. Under OMPO's TIP procedures, an annual review and major biennial update of the TIP are scheduled, with off-schedule amendments considered as needed.

The TIP is approved by the OMPO Policy Committee and the Governor. Upon his approval, the TIP is incorporated as the Oahu element of the Statewide TIP (STIP). The STIP is the official document that the U.S. Department of Transportation uses to authorize federal funds for projects in Hawaii.

The FYs 2002-2004 TIP will be developed to position projects for funds and implementation during the program period. It is expected to be endorsed by the OMPO Policy Committee in FY 2001.

The FYs 2002-2004 TIP will be monitored and amended, as necessary, during the program period.

Identification of Need:

The production of the 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, the Oahu TIP is incorporated into DOT's STIP. The approved STIP is the foundation for scheduling and implementing projects utilizing federal funds.

Tasks:

1. Under the overall coordination of OMPO, the participating agencies shall cooperatively monitor and update as necessary the TIP for FYs 2002-2004, ensure its consistency with the regional transportation plan, identify any changes in project priorities, and ensure its financial viability.
2. Under the overall coordination of OMPO, the participating agencies shall cooperatively review and update, as necessary, the metropolitan TIP development process.
3. DTS to identify transit priorities for Oahu.
4. DTS to identify roadway improvements, and the City's financial plan for TIP projects.
5. DOT to identify State highway and water transit improvements.
6. OMPO to coordinate and process the TIP through the TAC, CAC, intergovernmental review, and Policy Committee.
7. OMPO to follow Public Involvement Program procedures for review and update of the TIP.
8. DPP to review the TIP to ensure its consistency with the City's Development/Sustainable Communities Plans.
9. Projects will be reviewed by appropriate transportation and planning agencies to ensure their consistency with federal, State, and local criteria.

Estimated Completion Date: September 2001

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>
58,900	23,5607	23,560		11,780	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT	Planners	0.2	1,000
DOT	Planners	1.2	6,000
DPP	Planner	0.2	1,000
DTS	Planners	2.1	10,400
OMPO	Planners	4.7	28,300
	Support Staff	0.7	2,900
OMPO	<u>Other</u> Overhead		9,300
		Total:	58,900

Objective(s):

To collect useful data through the Nationwide Personal Transportation Survey (NPTS) Add-on program.

Product(s):

An edited, documented dataset of travel characteristics, vehicle ownership and use, and socio-demographic characteristics of households, persons, and neighborhoods for Oahu.

Previous and Ongoing Related Work:

The model update effort conducted a household survey in 1995 in order to provide data to validate the model set. In addition, the Census Bureau conducted its decennial census in 2000 which included questions on journey to work trips. However, because Honolulu is below the one million population threshold, we will not receive origin/destination information. The NPTS will provide information that will supplement the census data and can be used with the models.

Identification of Need:

The NPTS will provide weighted estimates of all trips, including walk and bicycle trips, and origin/destination information, that may not be accurately reflected in the census data.

Impact of Work Element:

This dataset will provide detailed information to supplement the census and other survey data collected through the model update effort.

Tasks:

Contract with FHWA to collect additional information for Oahu during their Nationwide Personal Transportation Survey. The contractor will:

1. conduct surveys of Oahu households
2. geocode data with latitude/longitude coordinates and census codes
3. deliver an edited database
4. prepare standard tabular reports summarizing data.

Estimated Completion Date: September 2001

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>
252,000		250,000 ⁸			2,000 ⁹

⁸This work element is being funded with 100% FHWA-PL funds.

⁹State and City matching funds from past work elements completed under budget.

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners/Engineers	0.5	2,000
OMPO	<u>Other</u> Contractor		250,000
		Total:	252,000

Objective(s):

To develop and prepare a bus service operations plan for the Pearl City, Manana, Aiea and Pearlridge area that incorporates streamlining bus services along the major transit corridors and provides for neighborhoods that are connected by community shuttle services and circulator services that embody liveable communities initiative principles.

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 **B** The Comprehensive Operations Analysis, August, 1993; Weekend Bus Study, May, 1994; and Transit Operations Analysis, June, 1997 **B** focused on looking for efficiencies in operations and data collection. The Transit in the Neighborhood, December, 1996 community-based planning effort was initiated for only the Central, Leeward, and Windward areas. These studies are forerunners to this plan which envisions integration of results from the various operations analysis, community-based planning efforts, and intelligent transportation systems (ITS) guidelines. The City is in the midst of a livable community study for the Aiea-Pearl City region. The results of that effort will be reviewed as part of this study. A Transit Service Plan study is currently being conducted in the Leeward area of the island to provide a plan for improving the efficiencies of transit operations by converting the existing Leeward service to a hub-and-spoke transit operation that will integrate with the existing transit service outside the Leeward section.

Identification of Need:

The existing bus routes, while they provide ample service to the community, are not at the peak of efficiency. The routes were designed over thirty years ago and do not provide intra-neighborhood shuttle service. The express routes to and from the outlying areas run only in the morning and evening peak periods, requiring patrons traveling at other times to ride lines making multiple stops. The 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:

Goals for the City and County of Honolulu include the need to develop its plans and infrastructure so that Honolulu is the most liveable city and to become one of the best run cities in the nation based on values of customer service, streamlined operations, use of technology, and a quality work environment.

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

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.

A dedicated right-of-way bus transit system.

That neighborhoods can be connected by efficient and frequent shuttle services that provide linkage to express buses and/or area circulator buses.

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.

Tasks

1. Review and become familiar with the current bus operations. Review the existing data bases and identify additional data requirements.
2. Collect data and conduct 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 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 participation 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 final and draft reports.

Estimated Completion Date: July 2002

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>
560,000	51,87510	396,125		42,000	70,000

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Planners/Engineers	5	42,000
	<u>Other</u>		
DTS	Consultant		468,000
	Other Direct Costs		50,000
		Total:	560,000

Objective(s):

The objective of the plan is to advance the transportation and pedestrian-oriented policy, introduced by the Joint Waikiki Task Force in 1999, toward its implementation. The joint task force, which was established pursuant to Senate Concurrent Resolution No. 191, S.D.2, H.D.1, C.D.1, 1998 State Legislature, was to be a forum for the coordination of plans and proposals for both public and private investment and actions needed to encourage revitalization of Waikiki. The task force recommended that, in order to enhance and recapture the magic of Waikiki, Waikiki must become a wonderful place to walk and stroll. Therefore, the task force emphasized the need to adopt and implement "A Pedestrian First Policy for Waikiki." As the initial steps in implementing the policy, the task force recommended the development of implementation plans as the tools to guide and coordinate the various elements of the policy. The Department of Transportation Services (DTS) was identified by the task force as the implementing agency, whose responsibilities include securing the cooperation of the many other players critical to making the new Waikiki a pedestrian paradise."

Product(s):

1. A road/street classification system which identifies and establishes the roles of Kalakaua Avenue, Kuhio Avenue, and Ala Moana Boulevard, and of mauka-makai streets, in terms of providing preferential treatments for specific modes of travel such as pedestrian, bicycles, transit, commercial vehicles, and/or general traffic. The system will be identified and described in reports as well as in conceptual plans, drawings, and other visual displays.
2. An overall plan and set of standards for unified signs and markings to signify historic, cultural, as well as other features unique to Waikiki. Maps on the sidewalks to aid the pedestrian should also conform to the unified design standards.
3. Conceptual design for transportation facilities and landscape elements will also be prepared.
4. A parking management plan that includes the development of a central parking facility to reduce the vehicular movements within Waikiki will be prepared as part of the plan.

Previous and Ongoing Related Work:

The program will review prior studies, including, but not limited to the following:

- \$ Restoring the Magic of Waikiki, Report of the Joint Waikiki Task Force, December 1999
- \$ Honolulu Bicycle Master Plan, April 1999
- \$ Waikiki Regional Traffic Impact Plan, December 1995
- \$ Oahu Regional Transportation Plan, November 1995
- \$ Bike Plan Hawaii, A State Master Plan, April 1994

Identification of Need:

Waikiki has more than 28,000 residents and, in 1999, hosted 5 million visitors. Waikiki has the majority of Oahu's approximately 35,000 visitor accommodations. Waikiki is also a major employment center with approximately 21,000 jobs. The Joint Waikiki Task Force recognizing the growing conflict between the pedestrian and vehicular traffic recommended that a pedestrian first policy for Waikiki be developed and implemented. This work element would advance that recommendation

Impact of Work Element:

The plan will advance the recommendations of the Joint Waikiki Task Force to the next step towards implementation of the "Pedestrian First Policy."

Tasks:

1. Review past reports and documents related to the plan.
2. Develop, administer, and conduct a significant public and private sector participation and involvement program throughout the plan development process.
3. Evaluate existing transportation and land use data and identify the critical issues related to vehicular and pedestrian traffic in the area.
4. Conduct necessary technical analyses to develop the required plan.
5. Develop and prepare the final report.

Estimated Completion Date: March 2001

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>
400,000		300,000		75,000	25,000

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Planners/Engineers	5	25,000
<u>Other</u>			
DTS	Consultant		374,000
	Other Direct Costs		1,000
	Total:	400,000	

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, OMPO has been responsible for the management and coordination of the transportation planning process on Oahu. OMPO 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, OMPO staff and/or a Policy Committee member have traveled to the mainland to meet with federal officials and/or peers to discuss federal regulations and processes. 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 OMPO. 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 cooperative, comprehensive, and continuing (3-C) transportation planning process. In addition, effective program management and coordination is required to provide the basis for decision-making by the Policy Committee and to assure both the Policy Committee and the public that Oahu has an effective, integrated transportation planning program.

Tasks:

1. Provide the administrative support necessary to serve the Policy Committee and TAC.
2. Represent OMPO at Intermodal Planning Group or other 3-C planning-related meetings, workshops, and conferences and communicate with federal representatives as required.
3. Coordinate the cooperative, comprehensive, and continuing transportation planning process with OMPO's participating agencies.
4. Manage and oversee selected work elements and assist agencies with project management services.
5. Provide the necessary grant support functions.

6. Purchase computer-related equipment and software for OMPO operations B plotter, presentation equipment, printer, and network security software.
7. Travel to attend conference/meetings on OMPO-related matters.

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>
113,200	45,280	45,280		22,640	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners	6.8	41,300
	Support Staff	11.8	45,900
OMPO	<u>Other</u>		
	Overhead		26,000
Total:			113,200

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:

OMPO is a member of the Chamber of Commerce Transportation Committee, Leeward Oahu Transportation Management Association (LOTMA), DTS Committee on Accessible Transportation, and Energy Functional Plan Advisory Committee and the Institute of Transportation Engineers. These committees meet on a regular basis to discuss transportation issues and recommend a position to their organizations. OMPO has provided information and resources to aid them in their decision-making process.

OMPO has provided testimony and acted as a resource body to various transportation committees of the Honolulu City Council and the State Legislature. OMPO participated in the development of the Waikiki Regional Traffic Impact Plan, the Barbers Point Naval Air Station Reuse Committee, 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.

OMPO also reviews the transportation impacts of environmental impact statements for major developments, transportation projects, and special trip generators.

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 cooperative, comprehensive, and continuing transportation planning process requires this type of interaction.

Tasks:

1. Represent OMPO at appropriate transportation-related organizations and committees.
2. Submit appropriate testimonies, documents, and responses to the Honolulu City Council and the State Legislature.
3. Review the transportation aspects of environmental impact statements.
4. Provide transportation presentations, materials, and information to organizations and public.
5. Participate in the State, City, and private sector 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>
31,200	12,480	12,480		6,240	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners	3.2	18,800
	Support Staff	1.4	5,200
OMPO	<u>Other</u> Overhead		7,200
		Total:	31,200

Objective(s):

To develop an OWP for FY 2002 within which the comprehensive regional planning process can be identified and to document the progress of the FY 2001 OWP work elements.

Product(s):

1. A transportation planning work program defining the work to be performed in FY 2002.
2. Documentation of the progress of the FY 2001 work elements.

Previous and Ongoing Related Work:

The Overall Work Program (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 TEA21 requirements. The OWP also includes land use studies as they relate to transportation needs.

OMPO 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, and the 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 serve as advisory bodies and are a conduit to administration. Also, annual progress reports are developed. These reports are generated from the monthly meetings arranged by OMPO with its participating agencies.

Impact of Work Element:

The OWP sets forth the transportation planning activities of the OMPO 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:

1. Eliminate duplication of transportation-related planning studies.

2. Develop interrelationships among transportation planning, land use planning, urban design/beautification, environmental and other elements of the comprehensive planning process.
3. Ensure coordinated phasing and implementation of State and City transportation planning activities.
4. Provide the technical basis for future transportation projects and programs through planning studies conducted as part of the overall work program.
5. Qualify applicable planning activities for federal reimbursement.

Tasks:

1. State/City agencies and OMPO will identify planning needs, approaches, and funding requirements for the FY 2002 OWP.
2. OMPO will follow the Public Involvement Program procedures in the development of the OWP.
3. OMPO will obtain and coordinate the necessary approvals for the OWP and any subsequent amendments.
4. OMPO will provide the necessary support and coordination for OWP work elements.
5. OMPO 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>
43,700	17,48013	17,480		8,740	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT	Planner	0.2	1,000
DOT	Planner/Engineer	0.6	3,000
DPP	Planner	0.2	1,000
DTS	Planner/Engineer	1.3	6,000
OMPO	Planners	3.9	21,200
	Support Staff	1.1	4,000
OMPO	<u>Other</u> Overhead		7,500
		Total:	43,700

Objective(s):

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

Product(s):

An established CAC that reviews transportation planning issues and reports its recommendations to the OMPO Policy Committee.

Previous and Ongoing Related Work:

The OMPO CAC was created by the Policy Committee in July 1977 to ensure effective public input into Oahu's transportation planning process. The CAC currently consists of 43 members 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 OMPO documents and transportation projects and issues.

The CAC Chair usually prepares agendas 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 pass their recommendations to the full CAC for further discussion and/or approval.

During FY 2000, the CAC continued to be actively involved in the OMPO planning issues. After extensive discussion, they approved their Subcommittee's recommendations on the OMPO TIP with some modifications.

Impact of Work Element:

The CAC approved the ORTP Subcommittee's report on the ORTP Public Involvement Plan. In addition, a Steering Subcommittee was established to coordinate, organize, establish, prioritize, propose, update, and maintain a focused list of air, land, and water transportation topics, issues, and concerns. Once the Steering Subcommittee is fully established, these topics, issues, and concerns will be discussed and acted upon by the members of the CAC and the organizations or entities that these members represent, for the purpose of promoting public education, and increasing public involvement.

Tasks:

1. OMPO to provide the administrative and staff support for the CAC and its subcommittees.
2. OMPO 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. OMPO to coordinate the CAC's participation in the timely review of activities identified in the PIP.

4. OMPO to review and update, if appropriate, OMPO's proactive public involvement program.
5. OMPO to design and carry out public information programs on transportation planning for the general public as required by the 3-C 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>
53,900	21,56014	21,560		10,780	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners	6.8	35,200
	Support Staff	1.7	6,300
OMPO	<u>Other</u>		
	Overhead		12,400
Total:			53,900

Objective(s):

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

Product(s):

An audit report of OMPO and its subgrantees satisfying the requirements of Office of Management and Budget (OMB) Circular A-133 for FY 2000.

Annual financial and progress reports are prepared and submitted to the appropriate agencies.

Previous and Ongoing Related Work:

Financial audits of OMPO and its subgrantees are conducted annually in accordance with the Single Audit Act of 1984 and OMB Circulars A-128 and A-133. OMB Circular A-128 was rescinded and replaced by Circular A-133 on June 24, 1997. The standards set forth in this circular were effective as of July 1, 1996 and apply to audits of fiscal years beginning after June 30, 1996. The audit contract for FYs 1998-2000 was awarded to Nishihama & Kishida in accordance with the State's procurement laws.

Impact of Work Element:

The audit will determine and report whether:

- " the financial statements of OMPO present fairly OMPO's financial position and the results of OMPO's financial operations in accordance with generally accepted accounting principles;
- " OMPO has internal accounting and other control systems to provide reasonable assurance that OMPO manages federal financial assistance programs in compliance with applicable laws and regulations; and
- " OMPO has complied with laws and regulations that may have material effects on its financial statements and on each major federal assistance program.

Tasks:

1. Consultant to audit OMPO and its subgrantees consistent with OMB Circular A-133 requirements.
2. OMPO to provide the necessary administrative and liaison support.
3. OMPO to prepare and maintain records suitable for audit.
4. OMPO to develop and execute audit contract for next multi-year period.
5. OMPO to comply with federal financial management and reporting requirements.

Estimated Completion Date: Ongoing work element.

Estimated DBE Opportunity: 80%

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>
27,200	10,880	10,880		5,440	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners	0.1	500
	Support Staff	2.9	11,200
	<u>Other</u>		
OMPO	Overhead		3,500
	Audit		12,000
		Total:	27,200

Objective(s):

To give minority-owned, women-owned, and other disadvantaged small 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.

Product(s):

1. OMPO DBE goals and supporting documentation
2. List of DBE certified firms
3. Revised OMPO DBE Goals, if necessary

Previous and Ongoing Related Work:

The U.S. DOT 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.

On January 29, 1999, the U.S. DOT issued a new DBE PROGRAM RULE (49 CFR Part 26) which was published in the Federal Register Volume 64, No. 21 on February 2, 1999. The new rule required recipients of federal assistance to submit revised DBE Programs by September 1, 1999 to reflect the new requirements of the rule. It was determined that OMPO, for DBE program purposes, is considered a sub-recipient of the State DOT federal assistance funds and, therefore, is allowed to adopt the State DOT's DBE Program. OMPO, who purports to operate exactly like the State DOT, subsequently adopted the State DOT's DBE Program on September 14, 1999.

As OMPO advertises and awards its own contracts, separate goals for both FTA and FHWA must still be established for OMPO projects. OMPO and its participating agencies have established goals for DBEs since 1980. OMPO's present DBE goal for work efforts undertaken as part of the FY 2000 OWP is 10% for both FTA and FHWA funds.

OMPO has been a resource for private companies interested in providing transportation services. OMPO has met with and provided information to private developers and transportation providers. OMPO is also an ex-officio member of LOTMA, a transportation management association.

Impact of Work Element:

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

Tasks:

1. OMPO to identify potential DBE firms and encourage them to apply for State DOT certification.
2. OMPO to monitor DBE goals to ensure that only the percentage projected to be unattainable through race neutral methods be set as a goal in new contracts awarded.

3. OMPO to monitor all payments made to consultants to ensure that the required monthly report of DBE participation accompanies all invoices submitted. A copy of this monthly report to be forwarded to the State DOT DBE Liaison Officer.
4. OMPO to document DBE activities to FTA and FHWA through the State DOT.
5. OMPO to develop annual DBE goals.
6. OMPO to facilitate/coordinate agency-private sector interaction in the 3-C process.
7. OMPO to participate in LOTMA 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>
12,500	5,000	16		2,500	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	Planners/Engineers	0.5	3,600
	Support Staff	1.6	6,000
OMPO	<u>Other</u>		
	Overhead		2,900
Total:			12,500

SECTION III

WORK ELEMENTS PROGRAMMED IN PREVIOUS OWPS FISCAL YEARS 1993-2000

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

WORK ELEMENT 202.01-95

MODEL DEVELOPMENT17

Objective(s):

To establish a transportation demand forecasting capability responsive to the needs of the 3-C planning process.

Product(s):

A forecasting model calibrated with current and local data.

Previous and Ongoing Related Work:

In 1960, the Oahu Transportation Study was undertaken as the first comprehensive transportation planning effort for Oahu. This study collected an extensive set of transportation data, together with household characteristics, using a home-interview procedure, supplemented by traffic counts, a taxi survey, an on-board survey, and a commercial-vehicle survey. To a large extent, these data and the forecasting models developed from them were used for the next two decades.

Due to the age of the data base and new forecasting needs identified in a 1979 study, OMPO and its participating agencies contracted the services of a consultant in 1980 to update the trip generation and mode choice models. A small sample origin-destination (O-D) survey was conducted in 1981 as part of this effort. The consultant, and later OMPO and its participating agencies, spent the next few years calibrating and validating the models.

During the late 1980's, the City was involved in developing ridership forecasts for their proposed rapid transit system. This effort revealed the shortcomings of using the OMPO models for the detailed transit projections. While reviewing the rapid transit forecasting effort, the Federal Transit Administration commissioned a study that identified several deficiencies with the OMPO models. As a result, a separate transit travel demand model was developed for the project. The highway element was not updated.

OMPO and its participating agencies also expressed their desire to upgrade the forecasting models in order to conduct more sensitive project level plan evaluations. During the early 1990's, the TAC endorsed the conversion of the OMPO model forecasting capabilities from the mainframe computers to microcomputers using the TRANPLAN software. Further, the OMPO Policy Committee agreed, with the TAC's recommendation, to develop new forecasting models.

Preliminary work on the development of new models were initiated in FY 1993. A peer review group, consisting of five mainland modeling experts, was formed to assist the OMPO's modeling task force in developing a scope of work and providing direction/options for this effort. The peer review group met in FY's 1994 and 1995. On August 29, 1994, OMPO executed a contract with Parsons Brinckerhoff Quade & Douglas, Inc. to develop new travel forecasting models. An origin destination survey was conducted during the latter half of FY 1995.

17Carryover work element from FY 1995 OWP.

Impact of Work Element:

The completion of this work element will provide a higher level of confidence in transportation demand forecasts which are necessary in the analysis of transportation and land-use plan alternatives at the regional and project level. The level of effort for each task is included in parentheses.

Tasks:

1. Agencies to provide direction to and review products from the model development effort. (However, no federal reimbursement will be sought for participating agencies.) (5%)
2. Consultant to calibrate and validate transportation demand forecasting models, using HPMS data among other sources. (76%)
3. Consultant to identify new information requirements in land-use and calibrate and validate the new elements in the land use model. (12%)
4. Computer equipment and related software to be purchased for modeling effort. (3%)

Note

Additional tasks, funded in FY 2001, are listed in WE 202.01-01 (found in Section II).

Estimated Completion Date: Spring 2000

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>
1,100,000		693,000		220,000	187,000

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	<u>Other</u> Consultant		1,100,000
		Total:	1,100,000

WORK ELEMENT 202.02-00 FORECASTING MODEL USERS GROUP AND TRAINING

Objective(s):

To enhance the travel forecasting modeling capabilities of Oahu's transportation planning process.

Product(s):

- C A forecasting model users group.
- C Enhanced documentation on the travel forecasting modeling process.
- C Report on Oahu travel patterns and behavior.

Previous and Ongoing Related Work:

OMPO contracted Parsons Brinckerhoff Quade and Douglas to develop new forecasting models. These models are expected to be completed in FY 2000 and will be used to update Oahu's regional transportation plan. As part of the model development effort, a 4,000 household survey was conducted and used to calibrate the travel models. This data base is one of the most extensive and current set which describes travel behavior on Oahu.

Although OMPO and its participating agencies have been given some preliminary training during the development of these models, more exposure and training is still required to achieve proficiency in this field.

In a December 1995 certification review of the OMPO planning process, federal review agencies stated,

AFHWA/FTA laud OMPO's effort and commitment to developing not only a best practices model, but an extended model for travel demand forecasting which could advance the state of the art. When the models are complete, OMPO must be prepared to maintain the model. We strongly encourage that OMPO and its partners commit appropriate resources to maintain the models after completion and formalize this commitment.

As a result, OMPO has hired a planner to augment its existing modeling staff to maintain and use the models. The OMPO Executive Committee has insisted that the hired modeling planner be given training opportunities to ensure these capabilities. OMPO's participating agencies also support continued training in the models for their staff.

Identification of Need:

Without a qualified trained modeling staff, OMPO and its participating agencies will be dependent upon consultants whenever a model run is required. In-house modeling capabilities will also allow the planning process to be more responsive to decision-makers and the public when asked what if scenarios of traffic impacts.

Impact of Work Element:

An in-depth analysis of the household survey will give transportation planners a better understanding of travel behavior on Oahu. When compared to other surveys or census data, this data base can be used as a reference for identifying changes in travel behavior.

Tasks:

1. Establish and support a model users group.
2. Test the sensitivity and limits of the forecasting models.
3. Attend training sessions and workshops to enhance modeling capabilities.
4. Sponsor workshops and/or training opportunities for transportation modelers.
5. Analyze household survey and document results.
6. Document any modification to user=s manual.

Estimated Completion Date: June 2001

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>
57,857	46,28618			11,571	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DOT	Planners/Engineers	2.2	10,857
DPP	Planner	1.0	5,000
DTS	Planners/Engineers	2.0	10,000
OMPO	Planners	4.2	20,700
	Support Staff	0.8	2,800
OMPO	<u>Other</u> Overhead		8,500
Total:			57,857

WORK ELEMENT 202.06-99

THE OAHU REGIONAL TRANSPORTATION PLAN

Objective(s):

To revise, update, and/or develop a regional transportation plan for Oahu to ensure that it addresses current and future transportation needs.

Product(s):

A revised and updated Oahu Regional Transportation Plan (ORTP).

Previous and Ongoing Related Work:

On October 28, 1993, FHWA and FTA jointly issued revised planning regulations implementing provisions of ISTEA governing the development of transportation plans and programs for urbanized areas. 23 CFR Section 450.322 requires that the metropolitan planning process include the development of a twenty-year, multi-modal, financially-constrained transportation plan. The plan must include both long- and short-range strategies. Because Oahu is an attainment area, its plan must be updated at least every five years.

After more than a year of public review, a 2020 regional transportation plan was approved by the OMPO Policy Committee on November 7, 1995. The public review process included six public information meetings (which were broadcasted on public access television), a newspaper survey ad, letters/flyers soliciting public comments, and numerous presentations to community groups and interested organizations.

As part of the development of the last ORTP, OMPO promised to reassess the transportation plan when their new forecasting models had been completed. These models are now in their final stages of development. The new models will allow OMPO and the participating agencies to analyze different scenarios and transportation strategies. This will give decision-makers a more detailed picture of the impacts of these strategies.

OMPO has a Memorandum of Understanding with FHWA, FTA, DOT, and other Federal and State environmental agencies, including the Army Corps of Engineers, Environmental Protection Agency, Fish and Wildlife Service, and National Fisheries and Marine Service. Under this agreement, OMPO will address waters of the U.S. and associated sensitive species in its RTP, and request federal regulatory/resource agencies to review and comment on the RTP and associated environmental analyses.

In FY 1999 socio-economic forecasts for the year 2025 were being generated for this ORTP effort. A massive public outreach program as part of DTS= Trans2K and Primary Corridor Transportation Study (WE 202.20-99) will be utilized in the ORTP update. A consultant contract is expected to be executed in FY 2000.

Impact of Work Element:

An updated ORTP will identify and prioritize islandwide transportation needs and to serve as a commitment and guide for the development and implementation of strategies and actions that will result in an integrated, intermodal transportation system capable of facilitating efficient and effective movement of people and goods.

The update is expected to take about two years. Estimates of staff costs are for FY 2001 only.

Tasks:

1. Develop and implement a public review plan for the ORTP.
2. Develop a regional transportation plan for Oahu.

Estimated Completion Date: December 2000

Estimated DBE Opportunity 2%

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>
750,000		600,000		150,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
OMPO	<u>Other</u> Consultant		750,000
		Total:	750,000

WORK ELEMENT 202.12-96

NORTH-SOUTH ROAD

Objective(s):

To prepare a transportation demand forecast, and conduct planning and preliminary engineering studies for a new North-South Road in the Ewa region. The new road and interchange would increase capacity, improve access to Interstate Route H-1, and connect Ewa and new residential developments with employment in the Kapolei area.

Product(s):

1. Traffic demand forecast model of the region and recommended transportation improvements.
2. Technical reports and drawings evaluating the impacts of the alternative alignments and interchange proposals.
3. Preliminary cost estimates for rights-of-way and construction.
4. Environmental clearance approvals and documentation.
5. Final plans for the proposed North-South Road and its interchange at Interstate Route H-1.

Previous and Ongoing Related Work:

Previous transportation studies identified a new North-South Road as one mitigation measure to alleviate the overcapacity condition in the area. Upon reviewing these studies and with requests from the area residents, the State Legislature appropriated State funds for the design of a North-South Road in 1991.

In April 1994, the City and County of Honolulu, Department of Transportation Services (DTS) agreed to accept responsibility for the planning and engineering of a new North-South Road, subject to the encumbering of funds for the project and the execution of the intergovernmental agreement between the City and the State.

An intergovernmental agreement between the DTS and the State Department of Transportation (DOT) was entered into effective June 1994. Notice to proceed with the contract was issued in January 1995. In September 1995, DTS engaged the services of consultant a firm, Parsons, Brinckerhoff & Douglas, Inc., to conduct the studies for this project.

In mid 1996, a rare and endangered plant, the *Abutilon Menziesii*, was discovered in the path of the proposed highway and discussions with appropriate governmental agencies were initiated. Traffic, hazardous material, botanical, zoological, historical, and archaeological were essentially completed.

In August 1997, the design stage for this project was initiated by the DOT.

In April 1998, DTS submitted a request to transfer their project management responsibilities to the

DOT; they indicate substantial completion of the draft environmental assessment and at the end of technical efforts relating to the federal planning requirements for this project. In a letter to DTS, dated December 15, 1998, the DOT accepts management responsibilities for this project.

In September 1998, it was determined that a new traffic study was needed due to revised absorption rates and build-out dates for developments in the Ewa region.

The Draft Environmental Assessment was filed with the Office of Environmental Quality Control on December 8, 1998. In February 1999, the Housing and Community Development Corporation of Hawaii informed the DOT that they would be unable to fund drainage improvements for this project and consequently the DOT would be required to construct similar improvements.

Due to potential flooding as well as concerns voiced by the City and County of Honolulu, the Office of State Planning will be coordinating the drainage proposals for this area and determining the requirements for this project.

Pursuant to HB 1292, a Habitat Conservation Plan is being developed for the endangered species, the *Abutilon Menziesii*, as discovered in the project vicinity. A supplement for the Draft Environmental Assessment is being planned primarily due to the incorporation of drainage improvements for this project.

Impact of Work Element:

The consultant would identify regional transportation infrastructure improvements and provide information for financing strategies. These financing strategies will assist City planners and developers in negotiating their share of the transportation infrastructure cost in the Ewa region.

The planning and preliminary engineering of a new North-South Road will identify a preferred alignment alternative. The preliminary cost estimate will provide information to budget funds for the next phase. The environmental clearance approvals, documentation, and interstate access approval from the FHWA would allow the project to proceed into the next phase of Final Design and Construction.

Tasks:

1. Develop traffic demand forecasts for the Ewa region and identify regional transportation improvements, magnitude of costs, and financing strategies (5%).
2. Conduct and complete environmental studies, conceptual design, cost estimates, financial analysis, and coordination with OMPO and appropriate governmental agencies (30%).
3. Obtain environmental clearances and documentation (5%).
4. Conduct and complete conceptual engineering on the preferred alternative for the proposed interchange, including final environmental studies and analysis, financial analysis, and coordination with the FHWA (10%).
5. Prepare final plans for the proposed North-South Road and its interchange at Interstate Route H-1 (50%).

Estimated Completion Date: June 2002

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>
8,600,000			8,600,000		

Estimated Staff/Other Costs:

<u>Staff</u>	Approximate <u>Amounts</u> <u>Expended</u>	<u>Future</u> <u>Expenditures</u>	<u>Total</u>
DOT	120,000	165,000	285,000
DTS	110,000	5,000	115,000
Consultants		7,200,000	7,200,000
Land Acquisition		1,000,000	1,000,000
Total:	230,000	8,370,000	8,600,000

WORK ELEMENT 202.20-99

PRIMARY CORRIDOR TRANSPORTATION STUDY (as amended)¹⁹

Objective(s):

To undertake a major comprehensive transportation investment analysis to develop and evaluate mobility alternatives for the City's primary urban corridor from Ewa to East Honolulu.

Product(s):

A report that documents the analysis of several major transportation infrastructure alternatives within the City. This report will include conceptual engineering necessary to support alternative analysis. A final environmental document to satisfy federal and State requirements will be prepared. The clearances that mark the completion of the environmental process will be the significant products of this study.

Previous and Ongoing Related Work:

The 2020 Oahu Regional Transportation Plan (ORTP) and the current effort to develop the 2025 ORTP update.

In September 1998, the State Department of Transportation and the City Department of Transportation Services held the first community meeting for the Oahu Trans2K project. The goal of these meetings is a community-based transportation vision for the 21st century.

Impact of Work Element:

This element will allow the City and County of Honolulu to begin the twenty first century confident that the mobility of its citizens is preserved and that the City is moving toward its goal of becoming a livable and vibrant city.

Tasks:

1. Review historical and current transportation planning documents relevant to City, State, and Federal transportation improvement programs.
2. Develop a public participation and community involvement program to complement the major analysis work that will be done.
3. Work with the State DOT and OMPO to analyze potential opportunities for alternative major infrastructure investment within Honolulu's primary corridor. Collect data; develop implementation and financial scenarios; model alternatives; and analyze economic and environmental impacts of each alternative.
4. Provide conceptual engineering to support Task 3.

¹⁹Amended October 1999.

5. Prepare a Major Investment Study report per federal guidelines. Disseminate the information in accordance with the public participation and community involvement programs developed in Task 2.
6. Prepare a Draft Environmental Impact Statement (DEIS) to satisfy federal and state environmental disclosure requirements. Circulate the DEIS for comment and conduct a public hearing pursuant to federal regulations.

Estimated Completion Date: July 2001

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>
8,392,075	2,728,000	8,000		1,678,415	
	1,000,000				
	2,977,660				

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DOT	Engineers/Planners	2	10,000
DTS	Planners	33	169,000
	Support Staff	10	28,000
	<u>Other</u>		
	Consultant		8,000,000
	Project Administration		185,075
		Total:	8,392,075

20Section 5307.

21Appropriation Q45 PL-052(21).

22Section 5314(a).

23Section 5309.

WORK ELEMENT 203.14-99

TRAFFIC CALMING/SPEED CONTROL PROGRAM
(PHASE II)

Objective(s):

To identify locations on Oahu that may benefit from various Traffic Calming and Speed Control strategies, programs, and improvements.

This effort will also establish the City's ongoing program of outreach and community involvement that will support calmer neighborhood streets, pedestrian- and bicycle-friendly communities, and a more livable city.

Product(s):

1. Identify locations for traffic calming measures based on a high rate of crashes, known areas of safety concerns, and community input.
2. Using public participation methods and traffic engineering principles, develop alternative traffic calming solutions.
3. Prioritize traffic calming solutions, and develop an implementation schedule.
4. Manuals, handbooks, and other documents that will continue to provide guidance to the City and local communities relevant to the benefits of traffic calming, the means and methods of traffic calming, and the process of implementing traffic calming.

Previous and Ongoing Related Work:

This effort would review previous studies and integrate with ongoing planning efforts. This work element is intended to build on and expand the broad effort of W.E. 203.13-98, Speed Control Application Program.

Impact of Work Element:

This program would address community concerns related to speeding and dangerous traffic within communities. Traffic calming strategies will enhance the livability of communities on Oahu. These efforts can make communities more walk- and bike-accessible, and lead to positive changes in the character of our business and residential areas.

Tasks:

1. Develop a plan to implement the goals this program.
2. Review available crash and safety data. Develop community awareness of this effort and encourage community participation.
3. Use previous studies, local and other, and community participation to identify specific locations that have benefitted from traffic calming practices. Develop measurable benchmarks

to be used to evaluate future improvements. Incorporate identified locations and develop additional locations that may benefit from traffic calming practices.

4. Recommend specific strategies consistent with community concerns as well as consistent with any applicable safety and technical standards, regulations, and ordinances.
5. Test potential techniques for effectiveness and community acceptability.
6. Prepare conceptual plans and preliminary cost estimates.
7. Develop implementation priority and schedule.
8. Develop handbooks, manuals, and technical reports that will support continued traffic calming efforts.

Estimated Completion Date: September 2000

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>
322,500		258,000		64,500	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DOT	Planners/Engineers	2	10,000
DTS	Planners/Engineers	12	60,000
	<u>Other</u>		
DTS	Consultant		250,000
	Other Direct Costs		2,500
		Total:	322,500

WORK ELEMENT 203.17-99

SIGNAL TIMING REVIEW

Objectives:

This effort will review the City's traffic signal timing operating requirements and existing resources, and develop improvement recommendations.

Products:

A series of reports that:

1. Document the existing traffic signal systems and their operations in the streets of the City and County of Honolulu.
2. Provide recommendations that will guide the continued improvement of traffic signal timing for the City.
3. Explore traffic signal technologies, innovations, and new products that may have application in the City.
4. Consider the benefits of signal preemption and priority applications.

Previous and Ongoing Related Work:

Traffic Control Center development and the ongoing traffic signal control operations and upgrade efforts.

Impact of Work Element:

This program will guide the City in the continued development of integrated, coordinated traffic signal timing that supports the goals of increased safety, and more efficient movement of people and goods within the City.

Tasks:

1. Review current signal timing planning documents, procedures, practices, technologies, and implementations. Review existing City and State transportation planning documents to become familiar with the planned near- and longer-term transportation infrastructure.
2. Review and analyze existing traffic signal timing in terms of its operational efficiency.
3. Review industry practice, applicable technologies, and potential technologies.
4. Make specific recommendations regarding signal phasing, detection methods, signal interconnections, and overall integration into the City's traffic control center system.
5. Evaluate new technologies and products and their suitability to application within the City's traffic signal timing system.

6. Develop an implementation report that includes intersection layouts and equipment, designs for proposed equipment, equipment installation specifications, equipment and installation cost estimates, and funding considerations.

Estimated Completion Date: January 2001

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>
400,000		320,000		80,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Planners/Engineers	20	80,000
DTS	<u>Other</u> Consultant		320,000
		Total:	400,000

Objective(s):

To develop and prepare a TheBus service operations plan that incorporates streamlining bus services along the major transit corridors, intelligent transportation systems (ITS) solutions, and embodies liveable communities initiative principles.

Product(s):

A report documenting a TheBus 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. Geographical Information Systems (GIS) spatial analysis tools and training for staff is also expected.

Previous and Ongoing Related Work:

Previous TheBus operations studies (The Comprehensive Operations Analysis (COA), Weekend Bus Study, and Transit Operations Analysis) focused on looking for efficiencies in operations and data collection. The Transit in the Neighborhood community-based planning effort was initiated for only the Central, Leeward, and Windward areas. These studies are forerunners to this plan which envisions integration of results from the various operations analysis, community-based planning efforts, and intelligent transportation systems (ITS) guidelines.

Impact of Work Element:

Goals for the City and County of Honolulu include the need to develop its plans and infrastructure so that Honolulu is the most livable city in 2050 and to become one of the best run cities in the nation based on the values of customer service, streamlined operations, use of technology, and a quality work environment.

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

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.

A dedicated right-of-way bus transit system.

That street vistas and bus stop upgrades can be made to improve aesthetic appeal, safety, and other routine needs of the neighborhoods.

That roadway modifications and ITS solutions can be pursued to improve transit operations.

Tasks:

1. Review and become familiar with current bus operations. Review the existing data bases and identify additional data requirements.

2. Collect data and conduct surveys as needed.
3. Develop and prepare a public participation and community involvement program for this work effort.
4. Develop, prepare, and describe service standards & guidelines to be followed in evaluation of alternative service scenarios.
5. Develop, prepare, and analyze alternative service delivery scenarios as defined in concert with the public participation and community involvement program for this project.
6. Develop, prepare, and provide GIS analysis tools and training for staff.
7. Work with DOT to develop ITS opportunities to optimize operations.
8. Prepare operational plans for the major transit corridors that contribute positively to Oahu's sense of place.
9. DTS to administer consultant contract.
10. DTS to coordinate with OMPO and the appropriate City and State agencies.
11. Document, produce, and submit final and draft reports.

Estimated Completion Date: July 2001

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>
850,000	480,000	24		120,000	250,000

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Planners	24	120,000
OTS	Planners	24	120,000
DTS	<u>Other</u> Consultant		600,000
	Administrative		10,000
		Total:	850,000

24FTA FY 1999 Section 5307 funds.

Objective(s):

To integrate the planning and development of pedestrian-oriented, transit services and facilities in the formulation and implementation of special area plans for older towns and communities. Promotion of these actions will also serve to increase social, recreational/entertainment, and economic activities and functions within the communities; to result in a lessening of an auto-dominated orientation; to improve traffic-congested, circulation systems; and to revitalize the livability and social character of older towns.

Product(s):

1. A Regional Traffic Study for Aiea-Pearl City which analyzes traffic counts and direction of travel. The major origin and destination points of traffic through Aiea-Pearl City will be used to identify traffic bottlenecks, problem areas, causes, and alternative solutions.
2. An innovative transportation plan which:
 - a. Provides elements such as a transportation center or hub in Aiea, internal circulator systems, pedestrian and bicycle improvements, improved bus and transit schedules and routes, intersection and other roadway improvements to enhance Aiea-Pearl City's socio-economic vitality as pedestrian-oriented, livable, mixed-use (business, entertaining, residential) communities; and
 - b. Improves public transit mobility from nearby residential neighborhoods and more distant communities so as to become less dependent on the automobile.
3. Urban design guidelines that define pedestrian- and transit-oriented measures and other transportation actions to promote greater mobility and accessibility for residents and pedestrians to enhance the livability and attractiveness of Aiea-Pearl City.

Previous and Ongoing Related Work:

The former Planning Department which is now known as the Planning Division of the Department of Planning and Permitting (DPP) (January 1999) is currently in the process of revising the Development Plan for the Primary Urban Center in which the communities of Aiea-Pearl City are situated. The proposed livable communities initiative effort is generally consistent with themes of the current Development Plan effort such as "The City of Livable Neighborhoods" and "the City for People; Not Cars."

Oahu Trans2K

DTS and DOT are currently working together on Oahu Trans2K, which is the transportation component of the 21st Century Oahu Vision. With regard to the Pearl City to Salt Lake area, mobility concepts identified include major topics such as regional transportation/transit concepts; major roadway enhancements; neighborhood enhancements; and pedestrian and bicycle improvements.

Vision for the 21st Century

The proposed livable communities initiative for Aiea is also generally consistent with the vision for the 21st Century which is a "work-in-progress" guide for Oahu for the next 50 years. It attempts to incorporate efforts of the Development Plan, Oahu Trans2K and other planning efforts.

Identification of Need:

Aiea-Pearl City are established communities that are experiencing major traffic congestion during normal rush hours, and because of periodic accidents, sporting events, and the shopping. Aiea-Pearl City need improvements to their internal circulator and pedestrian/bicycle systems; an update to the bus and transit schedules and routes; and improvements to intersections and other roadways to revitalize and enhance their vitality as pedestrian-oriented, livable, mixed-use (business, entertaining, residential) communities.

Impact of Work Element:

Those pedestrian- and transit-oriented work elements serve as important mechanisms by which to merge the livable communities concept into the communities of Aiea-Pearl City. This work element responds in a positive manner to the socio-economic concerns expressed by businesses and residents of Aiea-Pearl City.

It provides an opportunity to implement transportation improvements in Aiea-Pearl City to renew its economic vitality and attractiveness.

Tasks:

1. Promote active participation of a task force consisting of a balanced representation of residents, businesses, landowners, and community leaders to work with DPP and other city agencies throughout this planning project.
2. Obtain consultant services and develop a work program for a transportation component for the Aiea-Pearl City Special Area Plan C one which includes a transit/pedestrian-oriented approach in a complementary manner, resulting in the identification of tangible, transit-oriented enhancements for Aiea-Pearl City.
3. Conduct the following surveys of residents and businesses in Aiea-Pearl City:

- a. Survey residents in these communities to assess whether increased accessibility to transit, bikeways and safe pedestrian walkways would increase usage of these transportation modes.
 - b. Survey the business communities needs and interest in the location of a transit center in Aiea and/or Pearl City which could facilitate use of mass transit by transit riders. This should yield information on how businesses believe they could benefit from improved availability and accessibility to transit.
 - c. Identify social and economic services and activities, such as convenience stores, medical services, banking and other services, within proximity of a transit center that could enhance resident opportunities for retail shopping and obtaining needed services.
 - d. Assess the significance of improved transit facilities and services in attracting residents, tourists and sports fans to the Aloha Stadium, town nodes, shopping centers, and other community facilities unique to and available in Aiea-Pearl City.
4. Conduct public informational meetings to obtain community input and feedback throughout this planning process.
 5. Review the concept of establishing a transit station in Aiea with the LOTMA, DTS, and the State DOT to assess its short and long-term implications.
 6. Analyze the potential application of urban design principles to enhance transit-oriented measures that also remedy deficiencies in Aiea-Pearl City.
 7. Develop a transit plan component for Aiea-Pearl City which identifies enhancements to transit stations and transfer points incorporating community service facilities; defines safe, convenient and practical pedestrian and vehicular access improvements; and provides transit riders and visitors with convenient opportunities to retail, wholesale and service facilities within these communities.
 8. Develop an implementation program that identifies the objectives and strategies to be initiated in three phases: short-term (within 2 years); mid-term (2-5 years); and long-term (beyond 6 years). This should include projects or activities that should be initiated by the public sector (city or State), private sector or non-profit organizations in the community, as well as joint public-private sector sponsorship.
 9. Prepare final reports and publish design guidelines in easily readable brochure format for community wide dissemination.

10. Encourage continued community involvement in pursuing implementation of projects and activities.

Estimated Completion Date:

Depending on issues encountered, project is expected to require 8-12 months to complete. Estimated project time frames are: January 2001-December 2001.

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>
400,000	320,000	25		80,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DPP	Planner	6.0	36,000
	Planner	6.0	24,000
DTS	Planners	1.0	4,000
DPP	<u>Other</u>		
	Consultant		320,000
	Administration		16,000
		Total:	400,000

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 Oahu Regional Transportation Plan, 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.

Tasks:

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: March 2001

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>
DPP26	Planners/Engineers	6	30,000
DPP	<u>Other</u> Consultant		100,000
	Other Direct Costs		1,000
		Total:	131,000

26DTS had oversight of this work element as it was originally written. However, oversight of this work element was transferred to the Department of Planning and Permitting in 1999.

WORK ELEMENT 203.32-00

BUS AND FREIGHT LOADING AREAS

Objective(s):

To develop a comprehensive loading area policy for bus loading areas and freight loading areas around major generators such as hotels, hospitals, stadiums, and universities.

Product(s):

A planning report recommending policy requirements regarding bus loading areas and freight loading areas around major generators.

Previous and Ongoing Related Work:

The provision of adequate loading spaces and improving the movement of goods and services along Kalakaua Avenue and other areas surrounding Waikiki have been an ongoing concern of retail merchants and the visitor industry. Concerns have been voiced regarding the impact of loading bays for deliveries and pickups.

The City has completed a simulated traffic study to analyze the effects of closing a lane on the Diamond Head end of Kalakaua Avenue. The City Council has approved \$13.5 million for the expansion of Kuhio Beach and development of a promenade along a new walkway.

The City is considering realigning streets near the Hawaii Convention Center in order to improve traffic flow in the area and to allow buses to park and load and unload passengers in front of the convention center.

The program would review prior studies, including, but not limited to the following:

- \$ Transportation Impact Analysis Report - Hawaii Convention Center, January 1995
- \$ Waikiki Transportation Improvement Plan, October 1990
- \$ Oahu Regional Transportation Plan, November 1995
- \$ Waikiki Regional Traffic Impact Plan, December 1995
- \$ Central Honolulu Traffic Improvement Plan, September 1990

The program would also be coordinated with the State DOT's ongoing efforts of the Congestion Management System.

Identification of Need:

A comprehensive review of loading space requirements is necessary to improve movement of goods and services for Waikiki. Realignment of streets around the Hawaii Convention Center is being considered for improved traffic flow. The possible decrease in loading zones due to the various street realignments at a time when there is an increased demand for loading zone space resulted in the need to develop a loading zone policy for the Waikiki/Convention Center area.

Product(s):

1. Identification of problem areas based on high accident occurrences, known areas of concern for safety and congestion, and community input.
2. Identification of possible solutions and preliminary cost estimates.
3. Implementation schedule.
4. Public involvement/participation via meetings/hearings.

Impact of Work Element:

This plan would review loading zone policies around major generators and suggest possible mitigation measures or policy changes.

Tasks:

1. Development of study approach to accomplish goals and objectives.
2. Evaluation of existing data and policy requirements and compilation of additional information to include accident reports, complaints, and previous studies. The development and implementation of a public involvement program that, in addition to the general public, invites participation from the local businesses and hotels as well as police, fire, and ambulance agencies.
3. Identification and quantification of vehicular and pedestrian traffic problems at specific loading zones and selection of mitigation alternatives or policy changes.
4. Recommendation of mitigation alternatives, policy changes, and classification of proposed improvements into short-term, mid-term, and major long-term improvements.
5. Final report which documents study methodology and evaluation criteria.

Estimated Completion Date: March 2001

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>
DOT	Planners/Engineers	2	10,000
DTS	Planners/Engineers	4	20,000
	<u>Other</u>		
DTS	Consultant		100,000
	Other Direct Costs		1,000
		Total:	131,000

WORK ELEMENT 203.34-00

MANANA SUB-AREA TRAFFIC STUDY

Objective(s):

To conduct a feasibility study of extending the Cane Haul Road from Waimano Home Road in the Ewa direction to Waihona Street in Waiawa Gulch and of roadways in the study area including improvements at the Kamehameha Highway and Acacia Road intersection. The study will evaluate the benefits of upgrading the abandoned Cane Haul Road to a local street status and analyze its effectiveness, in conjunction with possible improvements at the Acacia Road/Kamehameha Highway intersection, to improve access between Manana and Waiawa.

Product(s):

1. Identification of project location.
2. Identification of alternate alignments, typical sections, right-of-way requirements, and preliminary cost estimates.
3. Estimation of traffic volume.
4. Development of traffic circulation plan.
5. Proposed implementation schedule.
6. Assessment of environmental clearance requirements and documentation requirements.
7. Public involvement/participation via meetings/hearings.

Previous and Ongoing Related Work:

Traffic studies for the Pearl City Bus Facility and the Manana Spine Road Study have recently been conducted in this area.

Identification of Need:

The development of commercial retail space in the lower Manana area adjacent to Kamehameha Highway has led to an increase in traffic of that facility. A comprehensive approach to mitigating existing and future traffic impacts in the area requires an evaluation of an additional east-west connector between Manana and Waiawa as well as evaluating intersection and other roadway improvements.

Impact of Work Element:

An extension of Cane Haul Road would provide a more direct access between the Moanalua/Waimano Home Road intersection and destinations north on Interstate H-2 and west on Interstate H-1. Intersection and other roadway improvements would provide for additional facility along Kamehameha Highway as well as on Acacia Road and other area streets.

Tasks:

1. Evaluation of existing data.
2. Development and implementation of a public involvement program that seeks input from the businesses located in the Pearl City Industrial Park, the emergency response agencies (police, fire, and ambulance), and the affected residents in addition to the general public.
3. Evaluation and documentation of existing traffic patterns and traffic operations.
4. Quantification of Year 2020 travel demand in the corridor and estimation of probable future demand that might utilize the cane haul road connector.
5. Evaluation and documentation of Year 2020 intersection and roadway corridor operations.
6. Recommendation of mitigation alternatives.
7. Preparation of conceptual plans, preliminary cost estimates, and implementation schedule.
8. Final report documenting study methodology, evaluation criteria, and recommendation of implementation alternatives.
9. Identification of environmental clearance approvals and documentation requirements.

Estimated Completion Date: March 2001

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>
110,800		88,640		22,160	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DTS	Planners/Engineers	6	30,000
	<u>Other</u>		
DTS	Consultant		80,000
	Other Direct Costs		800
		Total:	110,800

WORK ELEMENT 203.36-00

DIAMOND HEAD ROAD ROADWAY IMPROVEMENTS

Objective(s):

To develop a comprehensive plan for implementation of traffic engineering capital improvements on Diamond Head Road between Poni Moi and Beach Roads to improve pedestrian, bicycling, and vehicular access.

Product(s):

1. Identification of mitigative alternative solutions, right-of-way requirements, and preliminary cost estimates.
2. Prioritization of identified projects and implementation schedule.
3. Assessment of environmental clearance requirements and documentation requirements.
4. Public involvement/participation via meetings/hearings.

Previous and Ongoing Related Work:

The Bike Plan Hawaii, A State Master Plan completed in April of 1994 and the Honolulu Bicycle Master Plan scheduled for completion in the Spring of 1999 identifies a network of bicycle facilities for the Island of Oahu. Diamond Head Road has been identified as an important link in that network. The program will review prior studies, including, but not limited to the following:

- C Oahu Regional Transportation Plan, November 1995
- C Waikiki Regional Traffic Impact Plan, December 1995
- C Bike Plan Hawaii, A State Master Plan, April 1994
- C Honolulu Bicycle Master Plan, (est. completion Spring 1999)

Identification of Need:

Diamond Head Road is a scenic route widely used by pedestrians, bicyclists, tour buses, and other motor vehicles. The conflicting needs of its diverse patrons is exacerbated by the relative narrowness of the roadway in the study segment when compared to other portions of Diamond Head Road. In an effort to address the conflicts, mitigative actions such as lane widening needs to be identified and its suitability determined.

Impact of Work Element:

This study will identify localized transportation infrastructure improvements, cost benefits, and priorities, not covered under the studies identified under the preceding section.

Tasks:

1. Development of study approach to accomplish goals and objectives.
2. Evaluation of existing data and compilation of additional information to include accident reports, complaints, and previous studies or ongoing studies. The development and

implementation of a public involvement program that identifies and seeks to involve police, fire, and ambulance agencies, affected constituent groups such as the recreational user and the affected residents, in addition to the general public.

3. Identification and quantification of vehicular, pedestrian, and bicycle traffic problems at specific locations or segments and selection of mitigation alternatives.
4. Recommendations of mitigation alternatives, and classification of proposed improvements into short-term, mid-term, and long-term improvements.
5. Preparation of conceptual engineering plans, preliminary cost estimates, and implementation schedules.
6. Identification of implementation priority based on need, feasibility, and cost-benefit.
7. Identification of environmental clearance approvals and documentation requirements.
8. Final report which documents study methodology, evaluation criteria, and recommendations of projects by priority for implementation.

Estimated Completion Time: March 2001

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>
DTS	Planners/Engineers	6	30,000
DTS	<u>Other</u> Consultant		100,000
	Other Direct Costs		1,000
	Total:	131,000	

Objective(s):

To identify areas on Oahu with residential parking problems specifically in conflict with commuter parking and develop a comprehensive evaluation of potential mitigation measures, including residential permit parking programs, based on specific criteria.

Product(s):

1. Identification of problem locations based on known areas of concern for safety and conflicting parking demand.
2. Analysis and evaluation of mitigative alternative measures and preliminary capital and operational cost estimates.
3. Proposed plan with prioritization of projects and implementation schedule.
4. Public involvement/participation via meetings/hearings.

Previous and Ongoing Related Work:

The Department of Transportation Services has been approached numerous times in the past to resolve the parking conflicts in residential neighborhoods, especially those located near major generators such as the University of Hawaii-Manoa and Kuakini Hospital. As a result, internal analyses have been done in the past of the effectiveness of residential permit parking programs.

Identification of Need:

Currently, several communities around or near major destinations are known to have on-street parking conflicts between area residents and commuter drivers. Additional off-street parking in the area for commuters is not feasible. Therefore, parking management measures such as resident parking permits need to be studied as possible mitigations.

Impact of Work Element:

This plan would identify possible solutions to parking problems in residential areas located near major generators.

Tasks:

1. Development of study approach to accomplish goals and objectives.
2. Evaluation of existing data and compilation of additional information including complaints. The development and implementation of a public involvement program that identifies and seeks to involve the major players of an impacted area. In Manoa, that would include the University of Hawaii administration, local businesses, emergency response agencies (police, fire, and ambulance), and area residents, as well as the general public. A similar group that would be representative of an area would also be involved in any of the areas under the scope of the study.

3. Identification and quantification of parking conflicts and deficiencies at specific locations.
4. Evaluation and analysis of actions and measures to resolve the deficiencies.
5. Recommendation of parking plans by residential area.
6. Preparation of conceptual engineering plans, preliminary cost estimates, and implementation schedules.
7. Identification of implementation priority based on need, feasibility, and effectiveness.
8. Final report documenting study methodology, evaluation criteria, and recommendations of projects by priority for implementation.

Estimated Completion Date: March 2001

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>
DTS	Planners/Engineers	6	30,000
	<u>Other</u>		
DTS	Consultant		100,000
	Other Direct Costs		1,000
		Total:	131,000

WORK ELEMENT 203.40-00

DEVELOPMENT OF A COORDINATED PLANNING
PROCESS FOR ISLAND WIDE BIKE
TRANSPORTATION PLANNING

Objective(s):

To develop a coordinated planning strategy which facilitates ongoing activities between the State, County, and private sector in identifying and implementing a comprehensive, island-wide bike transportation network.

Product(s):

Integration of State, County, and private sector planning and implementation activities for bikeways and greenways.

Previous and Ongoing Related Work:

Bike Plan Hawaii, completed in April 1994 for DOT, was a master plan for bikeways throughout the State. The plan identified approximately 55.4 miles of existing bikeways on the island of Oahu with the majority located in the Primary Urban Center. Roughly 21.2 miles of the bicycle facilities fell under State jurisdiction while 34.2 miles fell under jurisdiction of the City and County of Honolulu. The plan classified bicycle facilities into three categories based on whether they were shared-use, exclusive use, or completely separated from the existing roadway. Bike Plan Hawaii serves as a guide for the implementation of bikeways in the State.

The Estate of James Campbell hired the consulting firm of Helber, Hastert, and Fee to conduct bike facilities planning for the lands being developed as a second city in Kapolei. The Kapolei Area Bikeway Plan was completed in 1991 in coordination with private sector developers, government agencies, and interested public interest groups. The Kapolei bike plan set forth a conceptual plan for the long-term development of a comprehensive bikeway network for the Kapolei area. Additional private bikeway planning activities have occurred in conjunction with large private development projects such as in Mililani and Waipio Gentry.

The City and County of Honolulu's response to Ordinance 94-39 resulted in the preparation of a bikeway system master plan. The bikeway plan is intended to provide a strategy covering the bicycle component of the future transportation system. The plan identifies and integrates a network of on-road bike lanes and off-road multi-use paths linking people with destinations. Completion of a draft Honolulu Bicycle Master Plan report was completed in July 1998 with additional public involvement continuing into Spring 1999. In addition, Ordinance 94-39 calls for the plan to be updated every five years.

Identification of Need

Planning for an integrated bike transportation network requires considerable coordination between competing interests, predictable and consistent land use regulatory policies, and a comprehensive information base that is shared.

Impact of Work Elements:

Coordination of planning and implementation efforts across State and County agencies and with the private sector can serve to mobilize the necessary resources to work through the many issues and roadblocks standing in the way of completing an island-wide bike transportation network.

1. Reduce or eliminate duplication of bike-related transportation studies.
2. Develop interrelationships among transportation planning, land-use planning, environmental, business development, and other agencies which need to be involved in a comprehensive bike transportation planning strategy.
3. Identify and promote applicable planning and implementation activities for federal reimbursement.

Tasks:

1. Review all existing and ongoing bike transportation planning efforts, in both the public and private sectors. Identify missing or problem segments, landowners that need to be involved, and issues relevant to implementing bikeways in these areas.
2. Work with DOT, DTS, OMPO, and other appropriate agencies to analyze potential opportunities for linking existing or planned bikeway corridors. Collect data; identify necessary public-public or public-private agreements to implement proposed bike transportation projects.
3. Conduct interagency and public-private workshops and seminars to facilitate problem identification, public-private roles, policy initiatives, data creation and sharing pertinent to bike transportation planning.
4. Utilize the State Geographic Information System (GIS) to create a comprehensive bike planning spatial database for use by government agencies and the public.
5. Document progress in identifying and negotiating alignment alternatives which fill in the missing linkages that serve to connect existing bikeway segments.

Estimated Completion Date: Late 2002

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>
100,000		80,000		20,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT	Planners	2.4	12,000
	GIS Technicians	1.6	8,000
	<u>Other</u>		
	Consultant		80,000
		Total:	100,000

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.

FOR INFORMATION ONLY

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 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

WORK ELEMENT 200.02 MOTOR CARRIER AND HIGHWAY SAFETY PROGRAMS

Objective(s):

To improve highway safety by a reduction in property damage and injuries 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 endeavors to coordinate areas of highway safety concern such as driver licensing, motor vehicle safety equipment, and motor vehicle inspection.

During FY 2001, 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. Project to expand a motorcycle safety training course to the neighbor islands.
7. 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.

During FY 2001, 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 201.01 POPULATION EMPLOYMENT MONITORING AND ANALYSIS

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:

- a. Population estimates for the City and County of Honolulu.
- b. Estimates of military personnel and dependents.
- c. Birth and death data.
- d. Net migration estimates.
- e. Visitor arrivals.
- f. Annual labor force, employment and unemployment estimates.
- g. Per capita personal income.
- h. Expenditures of State and County governments.
- i. Other related statistics published in the State of Hawaii Data Book each year.

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

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.

Tasks:

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:

- a. The resident population of the City and County of Honolulu.
- b. The military and military dependents.
- c. Visitors present (annual average).
- d. De facto population.
- e. Civilian labor force, employment, and unemployment.
- f. Per capita personal income.
- g. Net migration estimates.
- h. Total annual number of visitors.
- i. Other data prepared each year for the State of Hawaii Data Book.

Estimated Completion Date: Data Book will be published annually. (Ongoing program)

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>
50,000					50,000

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DBEDT	Statisticians	10.0	50,000

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 State Highways Division (SHD) of the Department of Transportation (DOT) and also be compatible and linkable with the other information management systems required by ISTEA, such as the Transportation Congestion Management System (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 of DOT:

1. Pavement Management System (PMS)
2. Bridge Management System (BMS)
3. Highway Safety Management System (SMS)
4. Traffic Monitoring System (TMS)

The Department of Transportation 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 (MTR) is responsible for surveying and maintaining records of the condition of the highway pavement section and, also, for recommending improvement strategies. The PMS information system has been implemented and the condition information for the historic condition survey data entered into the database. MTR are 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 project information database was last updated in mid-1998 and needs to be updated again. The W4 Tables have been entered into the database.

The Design Branch is responsible for the Bridge Management System. 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 Traffic Branch is responsible for the Highway Safety Management System. Presently, the Traffic Branch maintains information on motor vehicle accidents records for fatalities, injuries, and property damage in excess of \$3,000 on a statewide basis, including accidents on county streets. The motor vehicle accidents records is maintained in the SHD Traffic Data Management System, which also incorporates information on traffic data and road inventory records to relate the accidents to traffic and to the highway system. The safety management system will integrate all safety data when completed.

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 provide an integrated data base for planning and policy development, and evaluating strategies to improve transportation systems and programs.

Source of Funds: State of Hawaii (\$400,000) and ISTEA STP (\$1,600,000) funds

Responsible Agencies: State Department of Transportation, Highways Division

WORK ELEMENT 202.05 UPDATE OF THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM

Objective(s):

To ensure that the Statewide Transportation Improvement Program (STIP) reflects current directives as identified in the Statewide Transportation Plan, other related transportation and land use plans and studies and complies with applicable TEA-21 requirements.

Product(s):

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

Previous and Ongoing Related Work:

The STIP was first developed for FY 1993. Consequently, the STIP is now being developed to encompass a three-year program. The next cycle of the STIP will be developed for FYs 2000, 2001, and 2002.

Impact of Work Element:

A current STIP developed through the coordination and cooperation of the various transportation and planning agencies and organizations and using a standard, clearly delineated criteria will provide an equitable and integrated basis for funding and implementation of transportation improvement projects.

Tasks:

1. Under the overall coordination of the Statewide Transportation Planning Office (STPO), a Statewide Transportation Plan will be prepared which will result in the development of the STIP.
2. OMPO to coordinate their TIP through their established process; and STPO, through the CTPP, will coordinate the neighbor island transportation program.
3. Projects will be reviewed to ensure their consistency with Federal, State, and County requirements.

Source of Funds: State of Hawaii

Responsible Agencies: State Department of Transportation

WORK ELEMENT 206.05 OAHU EXPRESS COMMUTER FERRY DEMONSTRATION
PROJECT

Objective(s):

To enable the State DOT to pursue an Oahu intra-island ferry demonstration project in order to determine the parameters under which a viable commuter ferry system may be established under ACT 221 (1998 Hawaii State Legislative Session).

Product(s):

A state ferry system master plan identifying the various parameters under which a viable commuter ferry system may be developed, operated, and maintained by DOT.

Previous and Ongoing Related Work:

In December 1997, a preliminary investigation of ferry systems for the State of Hawaii was conducted by DOT. Given recent developments and the availability of federal discretionary funds for ferries through the Transportation Equity Act for the 21st Century (TEA-21), this investigation revealed the need for Hawaii to re-explore passenger/vehicle ferries as a viable alternative transportation mode in this state.

As a result, legislation was prepared to support the development of a ferry demonstration project to determine the parameters for which a viable commuter ferry system may be established in the State of Hawaii. Current efforts are being made to obtain both federal and state funding to reestablish a Molokai- Maui Ferry as well as a permanent Oahu intra island ferry.

Impact of Work Element:

The completion of this work element will enable the State to develop a permanent ferry commuter system for the State of Hawaii.

Tasks:

1. Seek a private sector, equity partner(s) to participate in the development and operation of an intra island express commuter ferry demonstration project.
2. DOT to administer ferry operator contract.
3. Identify the economic considerations for a viable ferry system.
 - a. Assess the market potential for ferry commuter services and other commercial activities.
 - b. Identify the fixed and variable cost considerations as it pertains to infrastructures and improvements, capital equipment, and operations.

- c. Identify strategies that will optimize revenues and revenue sources to minimize the need for subsidies.
4. Identify opportunities to improve mobility.
 - a. Identify the opportunities and assess the potential for a ferry system to reduce congestion.
 - b. Identify opportunities and develop strategies to improve communities= accessibility.
 5. Identify other issues and concerns.
 - a. Identify environmental concerns.
 - b. Identify community concerns.
 - c. Identify concerns of persons with special needs.
 6. Develop Statewide Ferry System Master Plan.
 - a. Identify the administrative and regulatory structures needed to support a viable ferry system.
 - i. Recommend the authority responsible for administration of the ferry system.
 - ii. Recommend strategies for creating public-private partnerships.
 - iii. Recommend needed regulatory structures (administrative rules, legislation, licensing, etc.)
 - b. Identify requirements and potential sources (funding, manpower, etc.) to develop, operate and maintain a ferry system.
 - c. Develop an implementation plan.

Estimated Completion Date: November 2000

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>
4,750,000				4,750,000	

Estimated Staff/Other Costs:

<u>Agency</u>	<u>Staff</u>	<u>Person Months</u>	<u>Cost</u>
DOT	Admin/Engineers/Planners/Clerical	12	100,000
	<u>Other</u>		
	Operator/Consultant		3,900,000
	Other Direct Costs		750,000
		Total:	4,750,000

SECTION V

TABLES AND APPENDICES

TABLE 1

**FY 1998 OWP ACCOMPLISHMENTS AND PROJECT STATUS
(as of February 4, 2000)**

	Work Element	Status
200.01	Highway Safety Improvement Program	Ongoing program.
200.02	Motor Carrier and Highway Safety Programs	Ongoing program.
201.01	Population and Employment Monitoring and Analysis	Ongoing State-funded program. Data Book is published annually. These statistics are available on CD-ROM and DBEDT's web page.
201.04-96	1990 Census Data	This work element will be completed by June 2000.
201.11-00	TEA21 Planning Requirements	OMPO representatives have attended and sponsored a number of workshops and training sessions, and assisted participating agencies with reviews and planning assistance elaborating on ISTEA requirements.
201.12-96	Information Systems C Highways Division	This project is ongoing.
202.01-96	Forecasting Model Development	Work is nearly completed in this multi-year project. The draft best-practice models were delivered in Spring 1999. Work on the final models is expected to be completed by Spring 2000.
202.06-99	Update of the Oahu Regional Transportation Plan	Work on the update of the ORTP has begun. A Task Force met a number of times during 1999 to discuss issues related to the update. Negotiations with the consultant have been completed. The contract is being reviewed.

	Work Element	Status
202.12-96	North-South Road	The draft environmental assessment (EA) from H-1 to Kapolei Parkway, was circulated for public review. Two major issues have been identified. When the issues are resolved, a revised EA will be circulated for review.
202.20-99	Primary Corridor Transportation Study	The fourth round of public presentations and workshops have been completed.
203.03-95	IMS, CMS, & PTMS	This project is being finalized. Completion is expected by the end of the fiscal year.
203.04-93	Short-Range Transportation Plan (SRTP)	The project is anticipated to be completed in April 2000.
203.07-98	Traffic Improvements at Various Locations	The project was completed in-house. A resolution is being submitted to the City Council to delete this project. No federal funds will be requested.
203.13-98	Speed Control Application Program	The final report has been submitted.
203.14-99	Traffic Calming/Speed Control (Phase II)	Charrettes are currently being conducted in selected neighborhoods.
203.17-99	Signal Timing Review	A consultant has been selected and the project is underway.
203.18-99	Transit Service Plan	Negotiations with the consultant have been completed . The contract is under review.

	Work Element	Status
203.27-97	Development of a Coordinated Inventory and Database for Bus Stops and Bus Stop Shelters, Benches, and Other Amenities	The project was completed in-house. A resolution is being submitted to the City Council to delete this project. No federal funds will be requested.
203.29-00	Liveable Communities Initiative II	A draft consultant contract is under revision. Several meetings with the community have contributed to the Scope of Work. Cooperating with the Pearl Harbor Historic Trail project. Met with the community and other State and City agencies to identify the issues and on-going and future projects.
203.30-00	Kaneohe Town Traffic Circulation Study	Oversight of this project is being transferred to DPP. The consultant contract is being executed.
203.32-00	Bus and Freight Loading Areas	Preparing for procurement.
203.34-00	Manana Sub-Area Traffic Study	Preparing for procurement.
203.36-00	Diamond Head Road Roadway Improvements	Preparing for procurement.
203.38-00	Residential Area Parking Study	Preparing for procurement.
203.40-00	Development of a Coordinated Planning Process for Island-wide Bike Transportation Planning	DBEDT-OP is developing a draft Scope of Work in preparation for a Request for Proposal. They are working with the State and City to avoid duplication.
205.02-97	Develop Traffic Volumes Report for Traffic Generated by HIA for Mid-Term and Far-Term Planning Horizons	Final report expected in March 2000.
301.01-00	Program Support and Administration	Ongoing work element to support 3-C planning process.

	Work Element	Status
301.02-00	Planning Resource	Ongoing work element to provide a transportation planning resource on OMPO-related matters.
301.03-00	Overall Work Program	Ongoing work element. A final draft of the 1998 OWP was sent for IPG, agency, and public review. The Policy Committee approved the FY 1998 OWP in June 1997.
301.04-00	Support for the Citizen	Ongoing work element to provide support for the OMPO Citizen Advisory Committee
301.05-00	Single Audit	Ongoing work element.
301.08-00	Disadvantaged Business Enterprise and Private Sector Participation	Ongoing work element.

TABLE 2 -- SOURCES OF WORK ELEMENT FUNDING

WORK ELEMENTS	FTA S5307-97 S5307-99	FTA S5307-00 S5309-00 S5314(a)	FTA S5303-00 S5313-00	FTA S5303-01 S5313-01	FHWA PL-96 PL97	FHWA PL-98	FHWA PL-00	FHWA PL-01	FHWA STP	LOCAL MATCH	SUPPLEMENTAL MATCH	FUNDING TOTAL
FY 2001 WORK ELEMENTS												
201.01-01								241,600		60,400		302,000
201.05-01				3,600				3,600		1,800		9,000
201.06-01								108,960		27,240		136,200
201.11-01				8,320				8,320		4,160		20,800
202.05-01				13,520				13,520		6,760		33,800
202.06-01				36,880				36,880		18,440		92,200
202.07-01				23,560				23,560		11,780		58,900
202.09-01								250,000			2,000	252,000
203.42-01				51,875				396,125		42,000	70,000	560,000
203.44-01								300,000		75,000	25,000	400,000
301.01-01				45,280				45,280		22,640		113,200
301.02-01				12,480				12,480		6,240		31,200
301.03-01				17,480				17,480		8,740		43,700
301.04-01				21,560				21,560		10,780		53,900
301.05-01				10,880				10,880		5,440		27,200
301.08-01				5,000				5,000		2,500		12,500
TOTALS	0	0	0	250,435	0	0	0	1,495,245	0	303,920	97,000	2,146,600
PREVIOUS YEARS- WORK ELEMENTS												
202.01-95					693,000					220,000	187,000	1,100,000
202.02-00			46,286							11,571		57,857
202.06-99							600,000			150,000		750,000
202.12-96									8,600,000			8,600,000
202.20-99	2,728,000	3,977,660					8,000			1,678,415		8,392,075
203.14-99							258,000			64,500		322,500
203.17-99							320,000			80,000		400,000
203.18-99	480,000									120,000	250,000	850,000
203.29-00		320,000								80,000		400,000
203.30-00							104,800			26,200		131,000
203.32-00							104,800			26,200		131,000
203.34-00							88,640			22,160		110,800
203.36-00							104,800			26,200		131,000
203.38-00							104,800			26,200		131,000
203.40-00							80,000			20,000		100,000
PREVIOUS YRS- TOTALS	3,208,000	4,297,660	46,286	0	693,000	0	1,773,840	0	8,600,000	2,551,446	437,000	21,607,232
TOTALS	3,208,000	4,297,660	46,286	250,435	693,000	0	1,773,840	1,495,245	8,600,000	2,855,366	534,000	23,753,832

TABLE 3 -- EXPENDITURE BY PARTICIPATING AGENCY

WORK ELEMENTS	DBEDT/OP	DOT	DPP	DTS	OMPO	OTHER	CONSULTANT	TOTAL
FY 2001 WORK ELEMENTS								
201.01-01	2,500	102,100	2,500	5,000	34,500		155,400	302,000
201.05-01					9,000			9,000
201.06-01					36,200		100,000	136,200
201.11-01					20,800			20,800
202.05-01					33,800			33,800
202.06-01	1,000	10,000	5,000	10,000	66,200			92,200
202.07-01	1,000	6,000	1,000	10,400	40,500			58,900
202.09-01					2,000		250,000	252,000
203.42-01				92,000			468,000	560,000
203.44-01				26,000			374,000	400,000
301.01-01					113,200			113,200
301.02-01					31,200			31,200
301.03-01	1,000	3,000	1,000	6,000	32,700			43,700
301.04-01					53,900			53,900
301.05-01					15,200		12,000	27,200
301.08-01					12,500			12,500
FY 2001 TOTALS	5,500	121,100	9,500	149,400	501,700	0	1,359,400	2,146,600
PREVIOUS YEARS= WORK ELEMENTS								
202.01-95							1,100,000	1,100,000
202.02-00		10,857	5,000	10,000	32,000			57,857
202.06-99							750,000	750,000
202.12-96		285,000		115,000		1,000,000	7,200,000	8,600,000
202.20-99		10,000		382,075			8,000,000	8,392,075
203.14-99		10,000		62,500			250,000	322,500
203.17-99				80,000			320,000	400,000
203.18-99				130,000		120,000	600,000	850,000
203.29-00			76,000	4,000			320,000	400,000
203.30-00			31,000				100,000	131,000
203.32-00		10,000		21,000			100,000	131,000
203.34-00				30,800			80,000	110,800
203.36-00				31,000			100,000	131,000
203.38-00				31,000			100,000	131,000
203.40-00	20,000						80,000	100,000
PREVIOUS YR-S TOTALS	20,000	325,857	112,000	897,375	32,000	1,120,000	19,100,000	21,607,232
TOTALS	25,500	446,957	121,500	1,046,775	533,700	1,120,000	20,459,400	23,753,832

APPENDIX A

Public Review Process - Comments and Responses

[Contact OMPO office for information on these comments and responses]

APPENDIX B

Consideration of the 7 Planning Factors

Consideration of the Seven TEA21 Planning Factors

Work Element	Economic Vitality	Safety and Security	Accessibility & Mobility Options	Protect Environment & Improve Quality of Life	Intermodal Transportation System	Efficient System Management & Operation	Preservation of Existing System
201.01-01	X		X	X	X	X	X
201.05-01						X	
201.11-01						X	X
202.05-01	X	X	X	X	X	X	X
202.06-01	X	X	X	X	X	X	X
202.07-01	X	X	X	X	X	X	X
203.42-01	X	X	X	X	X	X	X