

OVERALL WORK PROGRAM
Fiscal Year 2021
(July 1, 2020 – June 30, 2021)

Proposed Final Draft

Revision #1



Prepared by

OAHU METROPOLITAN PLANNING ORGANIZATION

In Cooperation with Its Member Agencies

State of Hawaii Department of Transportation
City and County of Honolulu Department of Transportation Services
Honolulu Authority for Rapid Transportation

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Executive Summary

Revision #1 proposes an additional \$768,000 in federal funding and \$192,000 in non-federal match funding to add two subrecipient planning studies.

The additional federal funding is available for obligation upon authorization of the funds by Hawaii DOT. The non-federal match funding will be provided by the agency partners proposing the new studies.

This revision qualifies as an amendment because it is greater than a 10% difference in OahuMPO's overall OWP budget and changes the scope of OahuMPO tasks. Since it is an amendment, it requires public review and Policy Board approval.

Table ES-1. Expended Funding Sources and Programmed Expenditures

Expected Funding Sources	Total
FHWA-PL	\$1,638,079
FTA 5305(d)	\$317,364
OahuMPO Member Dues	\$375,000
Local match for subrecipient studies	\$527,000
Subtotal: FY2021 New Funding	\$2,857,443
FHWA-PL - Unobligated from prior years	\$7,927,357
TOTAL AVAILABLE FUNDING	\$10,784,800

Programmed Work Elements	Total
OWP FY2021 Total Request	\$4,510,000

Introduction

This document presents Revision #1 to the FY 2020-2021 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The OWP serves as the key management tool for coordinating and conducting the transportation planning activities of the OahuMPO, State of Hawaii (State), City and County of Honolulu Department of Transportation Services (DTS), and Honolulu Authority for Rapid Transportation (HART) on the island of Oahu. The OWP is a prerequisite for metropolitan transportation planning activities performed with Federal funds provided under 23 United States Code (U.S.C.) and 49 U.S.C. 53.¹

Types of OWP Revisions

According to the Overall Work Program (OWP) Process and Procedures (September 2015), the OWP may be revised in two ways.

An **Administrative Modification** is a revision that transfers funding between approved work elements provided, but:

- The amount of money to be transferred does not exceed \$100,000 per transfer and –cumulatively – changes do not exceed 10% of the total approved budget for that OWP year; and
- The tasks and/or objective of the work element are unchanged.

An Administrative Modification does not require Federal or Policy Board approval. Notification will be given to awarding agency or agencies (FTA, FHWA), the Policy Board, and the advisory committees; and the changes to the work element will appear in the next fiscal year's OWP. No public, CAC, intergovernmental, TAC, or Policy Board reviews are required.

An **Amendment** is a revision that

- Exceeds the limits of an Administrative Modifications as shown above,
- The objective and/or tasks of the work element have changed; and/or,
- A new work element is added; and/or
- A work element is deleted.

An amendment to the OWP must go out for review by the CAC, general public, interested parties, intergovernmental review, and TAC. It must be approved by the Policy Board. The approved amendment must be sent to the awarding agency or agencies for its acceptance prior to incorporation into the work program.

Revision #1 Summary

Revision #1 is an amendment that adds two subrecipient studies to the OWP FY2021.

Proposed New Work Elements

- **Work Where You Live**
The Department of Transportation Services and the State of Hawaii Office of Planning jointly propose a study to assess the telework experience of Oahu based State of Hawaii employees and the City and County of Honolulu employees during the COVID-19 pandemic with the intent of formulating and promoting updated telework policies that provide State and City employees with greater flexibility and options for working from home.

¹ 23 CFR 450.308.

- **Congestion & Mobility Pricing Study**

The Congestion and Mobility Pricing Study will assess the technology and test site options for implementing a congestion pricing program in Honolulu. Through the study's technical assessment, stakeholder engagement process, and test site recommendations, the potential benefits and impacts of a congestion pricing program will be calculated and documented.

This study will be led by the City and County of Honolulu Department of Planning & Permitting in coordination with the Department of Transportation Services.

The OahuMPO Citizen Advisory Committee proposed a Congestion Pricing Study in the OWP FY21. This study as proposed by DPP is being added in Revision #1 and not in the original work program because a lead agency for the study was not identified until after the public review draft was finalized.

Proposed changes are shown in **bold text** on the following pages. Proposed new text is shown underlined, while text to be deleted is shown as ~~strike through~~.

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Task 2: Data Development & Maintenance

Purpose

To create, update, and maintain spatial information, demographic data, and analyses to support planning efforts.

New Work Element

Task 2.5: Work Where You Live

Description

This project will assess the telework experience of Oahu-based State of Hawaii employees and City & County of Honolulu employees during the Stay-at-Home/Work-from-Home period of the COVID-19 pandemic with the intent of formulating and promoting updated telework policies that provide State and City employees with greater flexibility and options for working from home.

Telework or telecommuting has the benefits of reducing commute time and vehicle miles traveled, reducing traffic congestion, reducing office space needs, and improving the quality of life, especially for employees faced with long commutes. It could also provide an incentive for the recruitment and retention of State and City employees. Project benefits further include a reduction of carbon footprint and greenhouse gas emissions in support of the State's energy efficiency and State and City climate adaptation, resiliency, and sustainability goals.

Project Justification

The project involves a viable transportation demand management strategy as provided by 23 CFR Subpart C §450.322 Congestion management process in transportation management areas. With expanded use of a more widely-accepted telework program, eligible State and City employees are expected to commute less frequently and during off-peak hours, reducing roadway congestion and vehicle miles traveled.

The State and City's telework policies were developed 5 to 10 years ago and need to be updated in consideration of enhanced digital capabilities and the extensive recent telework experience from the Stay-at-Home/Work-from-Home order from March through September 2020.

Work Products

- Survey of State and City employees and managers on Oahu – methodology, questionnaire and analysis of survey results
- Documentation of research and review of best practices in telecommuting and telework from other governmental jurisdictions.
- Presentation of study findings and preliminary recommendations.
- Report of study findings and recommendations.
- Draft telework policies (City and State)
- Training materials.

Responsible agency:

- The Department of Transportation Services in coordination with
 - State Office of Planning
 - State Department of Human Resources Development

Project schedule: November 2020 – June 2024

BUDGET SUMMARY - TASK 2			Funding Request for OWP FY2021			OWP FY2021 Revision #1			Difference
Task	Title	Agency	FHWA-PL	Local Match	Total	FHWA-PL	Local Match	Total	
2.2	Computer Model Operations and Support - Staff time	OahuMPO	\$28,800	\$7,200	\$36,000	\$28,800	\$7,200	\$36,000	\$0
2.2a	Computer Model Operations and Support - Consultant	OahuMPO	\$160,000	\$40,000	\$200,000	\$160,000	\$40,000	\$200,000	\$0
2.2b	Computer Model Operations and Support - TDFM Data Purchase	OahuMPO	\$40,000	\$10,000	\$50,000	\$40,000	\$10,000	\$50,000	\$0
2.3	Title VI/EJ Monitoring	OahuMPO	\$5,200	\$1,300	\$6,500	\$5,200	\$1,300	\$6,500	\$0
2.4	Active Transportation Monitoring Data	DTS	\$160,000	\$40,000	\$200,000	\$160,000	\$40,000	\$200,000	\$0
2.5	Work Where You Live	DTS/OP	\$0	\$0	\$0	\$80,000	\$20,000	\$100,000	\$100,000
TASK 2 TOTALS			\$394,000	\$98,500	\$492,500	\$474,000	\$118,500	\$592,500	\$100,000

Task 3: Short Range Planning

Purpose

To perform the required short-range transportation planning activities which will assist in the development of long-range plans and on-going projects.

New Work Element

Task 3.22: Congestion & Mobility Pricing Study

Description

The Congestion and Mobility Pricing Study will assess the technology and test site options for implementing a congestion pricing program in Honolulu. Through the study's technical assessment, stakeholder engagement process, and test site recommendations, the potential benefits and impacts of a congestion pricing program will be calculated and documented.

This study will examine the benefits and impacts of using congestion pricing to manage congestion and improve mobility, transportation equity and access, and environmental benefits in Honolulu. Honolulu's land use pattern is highly compact, and the potential for adding roadway capacity is extremely limited by geography and existing development. However, that geography makes decongestion zones feasible where limited roadway entrances and exits exist into candidate highly congested areas. While one likely pilot area might be Waikiki, the study will analyze the potential to implement a decongestion zone in all congested areas of Oahu including major peak period traffic corridors, peak event traffic conflicting time periods, Northshore area congestion caused by tourism activity and other urban area localized vehicle traffic problem areas.

The study will include a stakeholder engagement strategy, best practices research of active congestion pricing programs, and an initial analysis of baseline transportation challenges that a pricing strategy can help improve.

A main feature of the study will be developing a Proof of Concept (POC) program that matches technologies with test sites and pricing strategies. The technology options will include two groups: 1) proven technology applications and 2) prospective technology applications. The proven technology applications involve two types. One type is RFID and the other is LPR based. The study will demonstrate how these proven technologies can be used in candidate Oahu test sites.

The second group of prospective technology applications may include roadside Bluetooth readers, smartphone-based mobile applications with varying levels of roadside technology required, connected vehicle technology and global navigation satellite systems.

After review of technology options, the study will identify and evaluate several potential test sites based upon the size and location of the area, what kind of technology to use, what kind of fees to consider (modal specific, time based, real time congestion based, cordon area, corridor length, curb access, parking related or others). These options will then be narrowed down to a few candidate test sites and pricing strategies for more detailed evaluation.

Those selected candidate test sites will be more fully developed (including what, where, when, who, and how to charge), and fully evaluated to quantify impacts, benefits, potential costs (for both initial installation and ongoing operations) and revenue generated. The report will include recommendations for multiple test sites with corresponding technology applications and a procurement strategy to support implementation.

Project Justification

The study is required to respond to the City and County of Honolulu charter revisions approved by the voters in 2016 that direct the Department of Transportation Services to develop enhanced revenue sources in partnership with the private sector to support the development and operation of the island's multi-modal transportation system.

The project is consistent with the regional goals and objectives of the ORTP. It is supported by Senate Concurrent Resolution 1 (2020) and House Concurrent Resolution 4 (2020) introduced at the request of the Hawaii Council of Mayors requesting that each county prepare a report on proposed applications of congestion pricing strategies. The project goals of improving multimodal access and equity are also supported by and consistent with Complete Streets Ordinance 12-15, the Honolulu Complete Streets Design Manual (2016), which specify that a multimodal approach must be considered in all planning documents for the development of all city transportation facilities and projects.

While increasing revenue is not a primary rationale, pricing can provide a source of revenue for improving roadway conditions, transit operations, and bicycle and pedestrian infrastructure. Other cities that have implemented congestion charges in their city center have seen improvements in their air quality. With rail expected to be fully operational in 2025, now is the perfect time to study cordon area congestion pricing as an option for managing congestion in Honolulu. The integrated rail and bus system will provide a reliable alternative to driving into the urban core of Honolulu, and thus provides an alternative to paying a congestion charge for those seeking to enter a controlled area.

Work Products/Outcomes

- 1) Project Management Plan
- 2) Public and Partner Engagement Strategy
 - a) Project Steering Committee formation, support and presentations
 - b) Test Site Working Group(s) formation, support and presentations
- 3) Analysis of baseline transportation challenges, financial benefits and equity
- 4) Research case studies and best practices from active programs
- 5) Develop technology options for both proven and developing applications
- 6) Identify and evaluate potential test sites and pilot project approaches
 - a) Apply best practice technology options to alternative test sites
 - b) Consider area, zonal, corridor, curb access, loading, parking, or other fees
 - c) Identify options and conduct evaluation (consider legislative requirements, technical challenges, financial benefits, revenue forecasts, and revenue applications)
- 7) Develop test site options (what, where, when, who, and how to charge)
- 8) Conduct in-person, inter-active, ongoing stakeholder engagement
- 9) Prepare test site solicitation documentation and support as needed
- 10) Prepare draft and final report.

Responsible agencies:

- City and County of Honolulu Department of Planning and Permitting in coordination with the
 - Department of Transportation Services
 - Department of Customer Services
 - Department of Budget and Fiscal Services.

Project schedule: July 2021 – June 2025

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BUDGET SUMMARY - TASK 3²			Funding Request for OWP FY2021			OWP FY2021 Revision #1			Difference
Task	Title	Agency	FHWA-PL	Local Match	Total	FHWA-PL	Local Match	Total	
3.1	Transportation Improvement Program	OahuMPO	\$25,600	\$6,400	\$32,000	\$25,600	\$6,400	\$32,000	\$0
3.2	Transportation Alternatives Program Coordination	OahuMPO	\$12,000	\$3,000	\$15,000	\$12,000	\$3,000	\$15,000	\$0
3.17	Planning for Improved Resilience to Coastal Hazards through Green Infrastructure	DLNR	\$200,000	\$50,000	\$250,000	\$200,000	\$50,000	\$250,000	\$0
3.18	Multi-Modal Mobility Hub Planning for O'ahu	DLNR	\$100,000	\$25,000	\$125,000	\$100,000	\$25,000	\$125,000	\$0
3.19	Alternative Deployment of AV Technology Scenarios Planning	HART	\$40,000	\$10,000	\$50,000	\$40,000	\$10,000	\$50,000	\$0
3.20	Dillingham Corridor Mobility Data Planning Study	HART	\$80,000	\$20,000	\$100,000	\$80,000	\$20,000	\$100,000	\$0
3.21	Multi-Modal Transit Asset Management Plan - Phase 2	DTS	\$760,000	\$190,000	\$950,000	\$760,000	\$190,000	\$950,000	\$0
3.22	<u>Congestion and Mobility Pricing Study</u>	DPP	\$0	\$0	\$0	\$688,000	\$172,000	\$860,000	\$860,000
TASK 3 TOTALS			\$1,217,600	\$304,400	\$1,522,000	\$1,905,600	\$476,400	\$2,382,000	\$860,000

² This table does not include Task 3 studies programmed in prior OWP cycles.

Budget Summary by Task

Tables 1 and 2 summarize programmed expenditures by task, with the breakdown of Federal and non-Federal funding sources. Amounts changing in Revision #1 are noted in **bold text** in Table 2.

Table 1. OWP FY2021 Original Budget Summary by Task – For Reference

Task	Title	FHWA-PL	FTA 5305(d)	Non-Federal Match Subrecipient Studies/Projects	Non-Federal Match Member Dues	Total
1	MPO Management & Program Administration	\$616,636	\$317,364		\$233,500	\$1,167,500
2	Data Development & Maintenance	\$394,000		\$40,000	\$58,500	\$492,500
3	Short Range Planning	\$1,217,600		\$295,000	\$9,400	\$1,522,000
4	Long Range Planning	\$294,400			\$73,600	\$368,000
TOTAL		\$2,522,636	\$317,364	\$335,000	\$375,000	\$3,550,000

Table 2. OWP FY2021 Revision #1 Budget Summary by Task

Task	Title	FHWA-PL	FTA 5305(d)	Non-Federal Match Subrecipient Studies/Projects	Non-Federal Match Member Dues	Total
1	MPO Management & Program Administration	\$616,636	\$317,364		\$233,500	\$1,167,500
2	Data Development & Maintenance	\$474,000		\$60,000	\$58,500	\$592,500
3	Short Range Planning	\$1,905,600		\$467,000	\$9,400	\$2,382,000
4	Long Range Planning	\$294,400			\$73,600	\$368,000
TOTAL		\$3,290,636	\$317,364	\$527,000	\$375,000	\$4,510,000

Summary of Revenues and Programmed Expenditures

Table 3 shows the total anticipated funding sources and programmed expenditures for FY 2021 OWP Revision #1. Expected funding sources includes the dues that OahuMPO participating agencies must contribute to leverage the Federal funds programmed in that year. OahuMPO's FY 2021 OWP Revision #1 totals ~\$4.5 million. While funding is available for the entire program, work elements programmed in this work program can only be obligated upon authorization by the Hawaii DOT.

**Table 3. Summary of Estimated FY 2021 Revision #1
Revenues and Programmed Expenditures (SUBJECT TO CHANGE)**

Description	FHWA-PL	FTA 5305(d)	Member Agency Dues	Subrecipient Match	Total
FY2021 Expected Funding Sources	\$1,638,079	\$317,364	\$375,000	\$527,000	\$2,857,443
Estimated Unobligated Balance	\$7,927,357	\$0	\$0	\$0	\$7,927,357
Total Available Funding	\$9,565,435	\$317,364	\$375,000	\$527,000	\$10,784,800
Programmed Obligations	\$3,290,636	\$317,364	\$375,000	\$527,000	\$4,510,000
Difference	\$6,274,800	\$0	\$0	\$0	\$6,274,800

Public & Intergovernmental Review

The public and intergovernmental review period for the FY 2021 Overall Work Program Revision #1 began on September 30, 2020 and concluded on October 23, 2020. The draft of the OWP FY2021 Revision #1 was e-mailed to fifty-four agencies and organizations for their review. No comments from the public were received. The City & County of Honolulu Department of Design and Construction responded with no comments. The Hawaii Climate Change Mitigation & Adaptation Commission and the City & County of Honolulu Department of Planning & Permitting submitted the comments below.

Comment #1

Hawaii Climate Change Mitigation & Adaptation Commission Anu Hittle, Coordinator

Thank you for allowing me, Coordinator of the Hawaii Climate Change Mitigation and Adaptation Commission, to provide comments on the *Work Where You Live* proposal. The Commission is co-chaired by DLNR and the Office of Planning. Reducing emissions from ground transportation is a priority for the Commission. In order to use funds wisely in a post-pandemic era, and make this information useful to as many parties as possible, I urge the project to consider incorporating regular updates to the Commission and its staff, and seek input and feedback from it on a regular basis. I also urge the proposers to form a "project advisory group" and incorporate early input from a larger community of subject matter experts to help shape the scope of work for the project, and provide resources and expert advice. Some of these experts would be valuable partners, as they work in the federal government and could provide resources for the study to consider in its design and recommendations.¹

The main issue related to telework that I would urge the project to consider analyzing is that of emissions/VMT reduction, and related issues of equity.

The proposal states that project benefits include reduction of VMT and emissions. Unless telework is considered in concert with other active transportation strategies, and commute trip reduction strategies, it is not a given that telework reduces emissions and VMT. A pre-pandemic study done by the Victoria Transport Policy Institute showed that the results for emissions/VMT reduction are mixed.² During the pandemic, "COVID Transportation Trends: What You Need to Know About the New Normal" by Streetlight (2020), shows that VMT is trending back to pre-COVID levels for various reasons, including that essential (usually lower income) workers are just that—essential and must travel/commute.³ In order for *Work Where You Live* to be a useful study for emissions/VMT reduction, inclusion of such context and associated metrics would be essential.

The Streetlight report is a useful study of what metrics to include, especially for essential workers. The equity component is evident in this report—and with that, I raise the issue of how will this project measure who benefits, and how much, from telework, and how to make these benefits equitable across the board, rather than have them accrue only to those with certain jobs, in order to help shape policy going into a post-pandemic recovery? This ties into, among other things, a commute trip reduction options package, such as one that has been implemented in Washington and City of Seattle.⁴

Lastly, the project timeline seems puzzlingly long -- four years after the pandemic. Perhaps the proposers might consider a shortened timeline, in order to update the State's telework policies in a more timely fashion.

¹ For example, 2018 United States Office of Personnel Management Status of Telework in the Federal Government Report to Congress

² *Using Telecommunications to Substitute for Physical Travel*. TDM Encyclopedia. Victoria Transport Policy Institute. (Sept 6 2019).

³ Available here: <https://learn.streetlightdata.com/covid-transportation-trends>

⁴ Commute Trip Reduction can address equity issues. See these resources on Washington and city of Seattle's programs:

- [Transportation Options program, City of Seattle](#).
- [Commute Trip Reduction statute, Washington](#):
- Commute Trip Reduction ordinance, Seattle:
- Non-Government partner with City of Seattle's Transportation Options program: <https://commuteseattle.com>
- <https://commuteseattle.com/flexwork/>

Comment #1 Response
Department of Transportation Services
Jon Y Nouchi, Deputy Director

The Work Where You Live project and OahuMPO OWP 203.17-20 Transportation Demand Management (TDM) Plan will be complimentary. In September 2020, Department of Transportation Services (DTS) started work on developing the City and County of Honolulu's first TDM Plan, a comprehensive plan aimed at identifying and prioritizing TDM measures, such as telework, and developing program and policy recommendations for implementing a comprehensive TDM program. The TDM Plan will place teleworking within the broader TDM framework and TDM goals and objectives, including to reduce vehicle miles traveled and improve transportation equity. The TDM Plan will seek direction from a steering committee.

In regards specifically to stakeholder involvement in the Work Where You Live project, DTS and State of Hawaii project partners the Office of Planning and Department of Human Resource and Development are happy to include additional stakeholders in review of the survey instrument and recommendations.

The Work Where You Live project is intended to study and support teleworking by the City and County of Honolulu and State of Hawaii. As you note, it's important to consider vehicle miles traveled and equity carefully to ensure any resulting teleworking programs advance these objectives. The Work Where You Live project will consider factors such as existing commute mode that will assist with assessing vehicle miles traveled and emissions benefits.

In terms of the project schedule, four years is the standard period of performance for Federal Highway Administration funded planning projects and includes all the contracting and closeout work, which starts before the actual planning work and extends beyond it. DTS intends to advance the project relatively quickly and plans to coordinate the work with OahuMPO OWP 203.09-18 Transit Rider Survey project.

Comment #2

**City and County of Honolulu Department of Planning & Permitting
Kathy Sokugawa, Director**

In the planned survey of State and City employees, please ask what mode(s) of travel they used to commute to work before the work-from-home period, and the availability and cost of parking at their workplace. This would help inform future parking and land use policy. In updating telework policies, we suggest that the Department of Transportation Services also coordinate with the City Department of Human Resources and possibly with applicable labor unions.

Comment #2 response pending as of November 2, 2020

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Project and Program Submissions – Additional Meeting Materials

Interactive Map of New Projects and Programs:

<https://histategis.maps.arcgis.com/apps/webappviewer/index.html?id=186cdb911d9f478a83002602f7bf8873>

Geographic Analyses for New Projects:

- Mobility Constrained Populations, Crashes, Schools, and Rail Stations:

https://www.oahumpo.org/?wpfb_dl=1981

- Natural and Environmentally Sensitive Areas Evaluation:

<https://histategis.maps.arcgis.com/apps/webappviewer/index.html?id=347121e9214d4c299dcf3917cecdab09>

For a full list of the **Re-Nominated Projects and Programs**, visit:

https://www.oahumpo.org/?wpfb_dl=1995

To view the **Project and Program Prioritization Process**, please visit:

https://www.oahumpo.org/?wpfb_dl=1935

Project and Program Submissions – New Projects and Programs

Project Name	Lead Agency	Funding Request Timeframe	Estimated Total Cost	Total Federal Funding Request*	Evaluation Score	Link to Application and Evaluation
Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	HDOT	SHORT	\$11.3 million	\$1.04 million	58	Application & Evaluation
Moanalua Freeway, (Interstate Route H-201) Seismic Retrofit, Puuloa Interchange (Five Structures)	HDOT	SHORT	\$15 million	\$11.6 million	58	Application & Evaluation
Kamehameha Highway (Route 99) Seismic Retrofit, Pearl Harbor Interchange, Structure #2	HDOT	SHORT	\$5 million	\$3.804 million	58	Application & Evaluation
System Preservation Program	HDOT	MID/LONG	\$551 million	\$440.8 million	43	Application & Evaluation
Pali Highway, Rockfall Mitigation, Vicinity of MP 5.90 to MP 6.10	HDOT	SHORT	\$5 million	\$3.7 million	40	Application & Evaluation
Pali Highway, Rockfall Mitigation, Vicinity of MP 6.10 to MP 6.55	HDOT	SHORT	\$13 million	\$10.14 million	40	Application & Evaluation
Fort Barrette Road Railroad Crossing Improvements	HDOT	SHORT	\$2.75 million	\$1.575 million	36	Application & Evaluation
Resiliency Program	HDOT	MID/LONG	\$514 million	\$441.2 million	32	Application & Evaluation
Safety Program	HDOT	MID/LONG	\$540 million	\$432 million	31	Application & Evaluation
Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue, Phase 1, MP 12.83 to MP 16	HDOT	SHORT	\$40 million	\$28.992 million	30	Application & Evaluation
Congestion Mitigation Program	HDOT	MID/LONG	\$710 million	\$568 million	22.5	Application & Evaluation

THE PATH FORWARD FOR O'AHU
KE ALA I MUA 

O'AHU REGIONAL TRANSPORTATION PLAN 2045

Project Name	Lead Agency	Funding Request Timeframe	Estimated Total Cost	Total Federal Funding Request*	Evaluation Score	Link to Application and Evaluation
Harbor Access Road (Route 9400)	HDOT	SHORT	\$142 million	LOCAL ONLY	13	Application & Evaluation
Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road	HDOT	SHORT	\$4.53 million	\$3.6 million	12	Application & Evaluation
Kunia Interchange Improvements	HDOT	SHORT	\$160 million	LOCAL ONLY	7	Application & Evaluation
Interstate Route H-3, Halawa Valley Mitigation, Phase 3, Gate 3 to Native Species Area	HDOT	SHORT	\$5.5 million	\$4 million	4	Application & Evaluation
Interstate Route H-3, Halawa Valley Mitigation, Phase 2, Native Species Area to Tunnel Portal	HDOT	SHORT	\$5.5 million	\$4 million	4	Application & Evaluation
Farrington Highway Widening, Helelua to Mohihi	HDOT	SHORT	\$34.5 million	LOCAL ONLY	-1	Application & Evaluation

*Funding Request Timeframe:

Short: FFYs 2022-2025

Mid: FFYs 2026-2035

Long: FFYs 2036-2045

Ke Ala Imua:
O'ahu Regional Transportation Plan 2045
Summary Evaluation of New Projects and Programs

Project Name	Lead Agency	Evaluation Criteria 1.1.1	Bonus Points 1.1.1	Bonus Points 1.1.2	Bonus Points 1.1.3	Evaluation Criteria 2.1.1	Evaluation Criteria 2.1.2	Bonus Points 2.1.1	Bonus Points 2.1.2	Bonus Points 2.1.3	Evaluation Criteria 2.2.1	Bonus Points 2.2.1	Evaluation Criteria 2.3.1	Evaluation Criteria 3.1.1	Evaluation Criteria 4.1.1	Bonus Points 4.1.1	Evaluation Criteria 4.2.1	Bonus Points 4.2.1	Bonus Points 4.2.2	Evaluation Criteria 5.1.1	Evaluation Criteria 6.1.1	Evaluation Criteria 6.1.2	Evaluation Criteria 6.2.1	Evaluation Criteria 7.1.1	Bonus Points 7.1.1	Evaluation Criteria 7.2.1	TOTAL POINTS	Link to Application and Evaluation
Likeli Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	HDOT	20	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	20	4	4	0	0	0	4	58	Application & Evaluation
Moanalua Freeway, (Interstate Route H-201) Seismic Retrofit, Puuloa Interchange (Five Structures)	HDOT	20	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	20	4	4	0	0	0	4	58	Application & Evaluation
Kamehameha Highway (Route 99) Seismic Retrofit, Pearl Harbor Interchange, Structure #2	HDOT	20	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	20	4	4	0	0	0	4	58	Application & Evaluation
System Preservation Program	HDOT	10	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	20	2	2	2	0	0	0	43	Application & Evaluation
Pali Highway, Rockfall Mitigation, Vicinity of MP 5.90 to MP 6.10	HDOT	20	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	4	4	0	0	0	-4	40	Application & Evaluation
Pali Highway, Rockfall Mitigation, Vicinity of MP 6.10 to MP 6.55	HDOT	20	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	4	4	0	0	0	-4	40	Application & Evaluation
Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue, Phase 1, MP 12.83 to MP 16	HDOT	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	0	-4	40	Application & Evaluation
Fort Barrette Road Railroad Crossing Improvements	HDOT	10	3	0	0	8	0	3	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4	36	Application & Evaluation
Resiliency Program	HDOT	10	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	10	2	2	0	0	0	0	32	Application & Evaluation
Safety Program	HDOT	20	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	31	Application & Evaluation
Congestion Mitigation Program	HDOT	0	0	0	0	4	3	0	0	0	4	0	1	0	0	0	0	0	0	0	2	2	4	2.5	0	0	22.5	Application & Evaluation
Harbor Access Road (Route 9400)	HDOT	0	0	0	0	8	0	3	0	0	0	0	-2	5	0	0	0	0	0	0	4	2	2	0	-5	-4	13	Application & Evaluation
Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road	HDOT	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	-4	12	Application & Evaluation
Kunia Interchange Improvements	HDOT	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	4	2	4	0	-5	4	7	Application & Evaluation
Interstate Route H-3, Halawa Valley Mitigation, Phase 3, Gate 3 to Native Species Area	HDOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	Application & Evaluation
Interstate Route H-3, Halawa Valley Mitigation, Phase 2, Native Species Area to Tunnel Portal	HDOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	Application & Evaluation
Farrington Highway Widening, Heleluia to Mohihi	HDOT	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	4	2	4	-5	0	-4	-1	Application & Evaluation

Ke Ala Imua:
O‘ahu Regional Transportation Plan 2045
Public Involvement Plan - Phase 2
Seeking Feedback on Proposed Projects and Programs

Introduction:

The public engagement plan supporting the ORTP 2045 update guides the strategic direction, approach and desired outcomes for sharing information with and seeking input from island residents, local partners and stakeholders throughout the three-year update process.

The plan describes engagement objectives and activities that will be implemented to ensure the public and partners have adequate opportunities to provide diverse, meaningful input to update the plan and its components. The plan also describes the engagement timeline and milestones, and an evaluation strategy to measure success. The desired outcome of the phase two engagement plan is to gain insight into proposed projects and programs from the public and partners. The information gathered from engagement activities will be shared with decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider public input.

Public Involvement Goal:

To strengthen existing and build new partnerships with local, regional, state and federal governments, business and community leaders, academic institutions, and historically under-represented communities (people of color, people with low incomes, and people with limited English proficiency) as well as youth and older adults through *a strategic engagement approach that builds support for and momentum to achieve the project goal and helps build public trust in Oahu’s transportation planning process.*

Public Involvement Objectives:

In setting out to achieve this goal for public involvement, OahuMPO identified the following public participation objectives for the ORTP public involvement process:

1. Stimulate dialogue and offer opportunities for public input regarding proposed transportation projects and programs and
2. Solicit participation from a broad range of groups and individuals in the 2045 ORTP decision making process
3. Provide information and raise awareness about the 2045 ORTP and OahuMPO
4. Review public participation techniques of other public agencies
5. Collect and analyze participation data to effectively evaluate and address the diverse mobility needs of the island’s residents, visitors, and business owners
6. Cultivate support for and understanding of the transportation improvements outlined in the 2045 ORTP

List of Stakeholders:

There are three intersecting groups that OahuMPO will involve – the general public, Title VI/Environmental Justice (“T6/EJ”) populations, and federally-mandated transportation stakeholders. More information about these groups are listed below:

- **General public.** The general public refers to the entire population of O‘ahu. The OahuMPO strives for fairness and balance in getting the general public involved. It also

endeavors to identify the “missing voices” or the part of the general population who are typically under-represented in planning processes.

• **T6/EJ population.** T6/EJ populations are identified as census tract groups where relatively high concentrations of each minority or low-income population were found. The OahuMPO aligns its T6/EJ program with HDOT in identifying and defining what makes up this population. T6/EJ populations are considered in the decision-making process.

• **Mandated stakeholders.** In addition to the general public OahuMPO must also engage federally mandated stakeholders. This is a subset of the general public and include T6/EJ populations identified in 23 CFR 450.316: representatives of public transportation employees (e.g., Hawai‘i Teamsters/Allied Workers, Local 996); freight shippers: providers of freight transportation services: private providers of transportation (e.g., tour bus operators like E Noa Corporation); representatives of users of transportation (e.g., American Association of Retired Persons or AARP); representatives of users of pedestrian walkways and bicycle transportation facilities (e.g., Hawai‘i Bicycling League); representatives of the disabled (e.g., Hawai‘i Association of the Blind, Citizens for a Fair ADA ride or CFADAR); and other interested parties with reasonable opportunities to be involved in the metropolitan planning process (e.g., American Planning Association, American Society of Civil Engineers, Institute of Transportation Engineers, Neighborhood Boards, Community Associations, and others).

Timeline for Phase 2:

- November 2020: OahuMPO Virtual Open Houses
- November/December 2020 – Launch phase 2
- December 2020 – January 2021 – Draft project and program list review period and implementation of Phase 2 strategies (8 weeks)
- January 2021 – Comments taken into consideration by OahuMPO staff and technical working group, and draft final project and program list (fiscally constrained)
- February 2021 – Review comments and final draft of project and program list with committees and Policy Board, and complete draft plan.
- March 2021 – Public and Intergovernmental Review period (1 month)
- April 2021 – Committees and Policy Board vote on plan

Public Involvement Strategies:

Due to COVID-19, OahuMPO will focus on virtual public engagement strategies. These strategies will be used throughout the public engagement effort, timed to best leverage the needs of the ORTP and its components:

- **Website:** The ORTP page on the OahuMPO website will be the primary portal for information about the plan. It includes engagement activities and events, the process timeline, and support documents and materials. At any time, members of the public may submit comments through the comment feature on the OTRP page of the OahuMPO website. Staff will receive comments, coordinate responses as needed, and track comments.
 - The webpage can be found here: <https://www.oahumpo.org/plans-and-programs/oahu-regional-transportation-plan-ortp/>
- **Facebook:** OahuMPO staff will use Facebook to invite members of the public to participate in online engagement such as surveys. Social media will also be used to announce updates.
 - OahuMPO’s Facebook can be found here: <https://www.facebook.com/OahuMetropolitan>

- Virtual Community Meetings: OahuMPO staff will commit to holding twelve virtual meetings, one for each of the targeted populations to assure we're receiving feedback from typically under-represented communities. The following list is who we intend to reach with these virtual meetings:
 - Low income
 - Racial minorities
 - Homeless or institutionally housed
 - Limited English Proficiency
 - Limited literacy
 - Zero car households
 - Transportation disadvantaged
 - Single parent households
 - ADA and/or the elderly
 - School aged children
 - Universities
 - Virtual presentations will also be done upon request for organizations that are interested.
- Virtual open house: OahuMPO staff will facilitate three virtual house opportunities for the community to ask questions about what an MPO does, who the staff is, our motivations and interests as planners, and how the community can get involved. The purpose of a virtual open house is to strengthen relationships and build trust, without a set focus on any one project or program. OahuMPO will use Microsoft Teams and the closed caption feature to accommodate deaf participants.
- Panel discussions: OahuMPO staff will coordinate and facilitate panel discussions co-sponsored by City Council members (1 panel discussion per City Council area). The purpose of this would be to create space for the community to ask questions of the project engineers and allow for the city council member to hear directly from the community. OahuMPO will use Microsoft Teams and the closed caption feature to accommodate deaf participants.
- Public broadcasting: OahuMPO will explore utilizing public broadcasting to reach a broader audience.
- Collaboration with University of Hawai'i at Manoa PACE 668 (Facilitating Community and Organizational Change) students: OahuMPO will act as a class client for PACE 668 in efforts to collaborate with university students on public participation for phase 2. The purpose of this collaboration would be to build a relationship with the university, offer mentorship to students, and provide an opportunity for community led participation materials for phase 2.
- Online public engagement: OahuMPO will utilize DOT's SpeakUp website platform to conduct surveys, facilitate discussion boards, and provide a comment forum in efforts to gather feedback about proposed projects and programs. The purpose of the survey would be to:
 - Collect feedback about proposed projects and programs
 - Provide decision makers community feedback to consider when finalizing the project and program list
 - Gather demographic data about participants utilizing interactive polling software, to inform staff about which demographics need additional outreach

- Incentives: OahuMPO will incentivize participants with a \$50 gift card to Foodland which will be raffled off at the end of virtual public meetings and virtual open houses. A gift card will also be raffled off to a survey participant after the survey window is closed.
- Committee and Policy Board meetings: OahuMPO staff will update committee and policy board meetings throughout the process. These meetings are also open to the public.

We hope that with these strategies, we will reach the most amount of people possible by providing access on multiple platforms, particularly those that are typically under-represented in our planning process. We will revisit ideas for potential in person engagement as appropriate.

How we evaluate success:

Objective	Measure
<i>Objective 1.1: Stimulate dialogue and offer opportunities for public input regarding transportation challenges faced on Oahu.</i>	Did we facilitate dialogue through online surveys, virtual community meetings, committee meetings, and online engagement?
<i>Objective 2.1: Solicit participation from a broad range of groups and individuals in the 2045 ORTP decision making process.</i>	Did we reach a broad range of participants in terms of geography, number of participants, gender, income, race, zip code, age, ability, languages spoken, and vehicle ownership?
<i>Objective 3.1: Provide information and raise awareness about the 2045 ORTP.</i>	<p>Did our efforts effectively provide information and raise awareness?</p> <ul style="list-style-type: none"> • Number of languages outreach materials were translated to • Whether outreach materials were translated when requested • Number of Facebook post views • Was ORTP information about how to provide input posted on OahuMPO Facebook and OahuMPO ORTP webpage? • Timely notice of committee and Policy Board meeting when the ORTP was discussed? • Meetings are linguistically available to 100% of participants, with 6 working days advance request for translation • Meeting announcements offered translation services with advance notice to participants speaking any language with available professional translation services. • Meetings are accessible for deaf participants and an auxiliary aid or service will be made available with 6 working days advance request

	<ul style="list-style-type: none"> All meetings are accessible under the requirements of the American's with Disabilities Act (ADA compliant)?
<i>Objective 4.1: Review public participation techniques of other public agencies.</i>	Did we consider the participation efforts of other similarly sized MPO's?
<i>Objective 5.1: Collect and analyze data to effectively evaluate and address the diverse mobility needs of the island's residents, visitors and business owners.</i>	Did the data we gathered effectively allow us to evaluate and address community feedback?
<i>Objective 6.1: Cultivate support for and understanding of the transportation planning process outlined in the 2045 ORTP.</i>	<p>Did the community feel confident their voices were heard throughout this process and reflected in our work products?</p> <p>Does the community have a better understanding of transportation planning after engaging with OMPO?</p>