

OVERALL WORK PROGRAM
Fiscal Year 2022
(July 1, 2021 – June 30, 2022)

Endorsed by the OahuMPO Policy Board on May 25, 2021.

Final Draft



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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Table of Contents

Executive Summary	6
Work Element Summary	7
Introduction	8
Overview	8
OWP Planning Priorities	8
OWP Structure	9
Federal Funding - Overview	9
Federal Funds	9
Non-Federal Share of OahuMPO Operations – Regular Member Dues	11
Non-Federal Share of New Planning Studies.....	12
Deobligation of funds remaining from prior OWPs	12
Task 1: MPO Management & Program Administration	14
Ongoing Work Elements.....	14
• Program Administration & Management.....	14
• OWP Development & Management.....	14
• Subrecipient Monitoring & Support.....	14
• Accounting	15
• Public Participation	15
Task 2: Data Development & Maintenance	17
Ongoing Work Elements.....	17
• Computer Model Operations and Support	17
• TDFM Data Purchase	17
• Title VI/Environmental Justice Monitoring.....	17
New Work Elements	18
• Active Transportation Monitoring Data Phases II and III	18
Work Elements Programmed & Obligated in Prior Years	18
• 2019 Transit Rider Survey Project (203.09-18).....	18
• Active Transportation Monitoring Data Phase I (204.07-21)	18
Budget Summary – Task 2.....	20
Task 3: Short Range Planning	21
Ongoing Work Elements.....	21
• Transportation Improvement Program	21
• Transportation Alternatives Set-Aside Coordination	21
Work Elements Programmed and Obligated – Task 3.....	22
Transit Studies	22
• Oahu Mass Transit Joint Feasibility Study (203.06-18)	22
• Multi-Modal Transit Asset Management Plan – Phase 1 (203.12-19)	22
• Multi-Modal Transit Asset Management Plan – Phase 2 (204.06-21)	22

- Ala Moana Transit Plaza Alternatives Analysis (203.14-19)23
- Kapolei Maintenance Facility & Transit Center Alternatives Analysis (203.17-19)23
- Right-Of-Way Study23
 - Review and Update of Planned Rights of Way for Existing Streets (203.07-18)23
- Realignment Study23
 - Farrington Highway Makaha Beach Park Realignment Feasibility Study (202.04)23
- Safety Study24
 - Vision Zero Action Plan (203.19-20)24
- Transportation Alternatives Study24
 - Transportation Demand Management Plan (203.17-20)24
- Mobility Patterns25
 - Autonomous Vehicle Planning Study (203.18-20)25
- Work Elements Programmed in Previous OWP Cycles – Task 325
 - Multi-Modal Mobility Hub Planning25
 - Planning for Improved Resilience to Coastal Hazards through Green Infrastructure25
 - Energy Conservation & Emissions Reduction Plan (203.18-19)25
 - Royal Kunia Public Transit and Day Care Facility Master Plan (203.13-19)26
 - Waikiki Loading Zone Management Study (203.11-19)26
 - New Mobility Plan (204.01-20)26
 - Alternative Deployment of Autonomous Vehicle Technology Scenarios Planning Study26
 - Dillingham Corridor Mobility Data Planning Study26
 - Congestion & Mobility Pricing Study26
- Budget Summary – Task 328
- Task 4: Long Range Planning30
 - Ongoing Work Elements30
 - Oahu Regional Transportation Plan30
 - Congestion Management Process Update30
 - Budget Summary – Task 431
- FY2022 Amendments to Existing Work Elements32
 - FY2022 Amendments32
 - FY2022 Amendments Budget Summary33
- Budget Summary by Task and by Cost Category34
- Summary of Funding and Programmed Expenditures35
- Appendix A: Abbreviations36
- Appendix B: Candidate Project Evaluation and Selection37
- Appendix C: Public and Intergovernmental Review Comments and Dispositions41
- Appendix D: OWP Overview and Process60
- Appendix E: Regional Planning Coordination66

List of Tables

Table 1. Expected Funding Sources and Programmed Expenditures.....	6
Table 2. Availability of Federal Funds.....	10
Table 3. FY2022 Dues and Credit for Dues Remaining from Previous Years (SUBJECT TO CHANGE).....	11
Table 4. Local Matching Funds for Planning Studies.....	12
Table 5. Deobligation of funds remaining from prior OWPs.....	13
Table 6. OWP FY2022 Budget Summary by Task.....	34
Table 7. OWP FY2022 Budget Summary by Cost Category.....	34
Table 8. Summary of Funding and Programmed Expenditures.....	35

Executive Summary

This document presents the FY2022 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY2022 OWP serves as the key management tool for coordinating transportation planning for the island of Oahu by the State and the City. The OWP provides complete budget information to Federal, State, and City officials and to the public for the expenditure of Federal funds for planning activities being carried out by the OahuMPO and its participating agencies. OahuMPO participating agencies include the Hawaii Department of Transportation (HDOT), The City and County of Honolulu Department of Transportation Services (DTS) and the Honolulu Authority for Rapid Transportation (HART).

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

In FY2022,² OahuMPO anticipates new funding – consisting of Federal grants and required local matching funds - to total \$2.14 million after the application of obligation limitation. Funds deobligated from prior OWPs bring the total available funding to ~\$2.8 million.

A balance of \$4.5 million in FHWA funds remain unobligated from prior years. These funds can only be obligated to a programmed work element if OahuMPO receives additional obligation limitation.

Table 1. Expected Funding Sources and Programmed Expenditures³

Expected Funding Sources	Federal Share	Local Share	Total
Federal Highway Administration- PL (New Funds)	\$1,418,108	\$354,527	\$1,772,635
Federal Transit Administration - 5305(d) (New Funds)	\$295,727	\$73,932	\$369,659
Funds available from prior OWPs ⁴	\$567,640	\$115,500	\$683,140

TOTAL FUNDING AVAILABLE FOR OBLIGATION IN FY2022	\$2,281,476	\$543,959	\$2,825,434
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OWP FY2022 Funding Request	Federal	Local	Total
OahuMPO Regular Operations	\$1,500,000	\$375,000	\$1,875,000
OahuMPO Special Budget Item - Modeling Data Purchase	\$240,000	\$60,000	\$300,000
Subrecipient Studies	\$356,000	\$89,000	\$445,000

TOTAL FUNDING REQUEST	\$2,096,000	\$524,000	\$2,620,000
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In FY2022, OahuMPO's priorities are to focus on federally required work products, and will particularly emphasize the following:

- Development of the Oahu Regional Transportation Plan 2050 (ORTP) including updates to the Transportation Demand Forecasting Model (TDFM) and Congestion Management Process (CMP), phase one of public involvement, and gathering data for the existing and forecasted conditions report;
- Address any unresolved findings of the 2018 Certification Review in advance of the 2022 Certification Review
- Update to the Overall Work Program Processes & Procedures;
- Revising the current Transportation Improvement Program (TIP);

¹ 23 CFR 450.308.

² The State fiscal year (FY) 2022 covers the period from July 1, 2021 through June 30, 2022, inclusive. Funding for these projects utilizes the Federal appropriation received for Federal fiscal year (FFY) 2021, which covers the period between October 1, 2020 and September 30, 2021.

³ The calculation of expected funding sources in this table is based on the federal funding apportionment and is not constrained by availability of local match.

⁴ These funds are not in an 80/20 split. See Table 5 for more information.

- Implementation and monitoring of Federal performance measures;
- Continued emphasis on proactive and transparent public involvement; and
- Continual improvement and evaluation of Title VI/EJ areas in all required work products.

The budgets for work elements reflect these priorities, as well as continued work to support OahuMPO's Policy Board and advisory committees, and support of subrecipient studies.

The OWP FY2022 includes budget amendments to existing work elements. These changes are detailed in the section FY2022 Amendments to Existing Work Elements.

Work Element Summary

The FY2022 OWP consists of the following planning activities (projects in **bold** are new):

Task 1: MPO Administration and Management

- Program Administration & Management
- OWP Development & Management
- Subrecipient Monitoring
- Single Audit
- Public Participation

Task 2: Data Development & Maintenance

- Transit Rider Survey Project
- Computer Model Operations & Support
 - **TDFM Data Purchase**
- Work Where You Live
- **Active Transportation Monitoring Data – Phase I**
- **Active Transportation Monitoring Data – Phase II**
- **Active Transportation Monitoring Data – Phase III**

Task 3: Short Range Planning

- Transportation Improvement Program
- Transportation Alternatives Coordination
- Oahu Mass Transit Joint Feasibility Study
- Multi-Modal Transit Asset Management Plan – Phase 1
- Multi-Modal Transit Asset Management Plan – Phase 2
- Ala Moana Transit Plaza Alternatives Analysis
- Kapolei Maintenance Facility and Transit Center Alternatives Analysis
- Review and Update of Planned Rights of Way for Existing Streets
- PM Peak Period Tow Away Zone Time Modifications
- Farrington Highway Makaha Beach Park Realignment Feasibility Study
- Vision Zero Action Plan
- Transportation Demand Management Plan
- Autonomous Vehicle Planning Study
- Waikiki Loading Zone Management Study
- Royal Kunia Public Transit and Day Care Facility Master Plan
- New Mobility Plan
- Plan for Improved Resilience to Coastal Hazards through Green Infrastructure
- Multi-Modal Mobility Hub Plan for Oahu
- Alternative Deployment of AV Technology Scenarios Plan
- Dillingham Corridor Mobility Data Planning Study
- Energy Conservation & Emissions Reduction Plan

Task 4: Long Range Planning

- Oahu Regional Transportation Plan
- Congestion Management Process Update

Introduction

Overview

This document presents the FY 2022 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY 2022 OWP serves as the key management tool for coordinating and conducting the transportation planning activities of the OahuMPO, State of Hawaii Department of Transportation (HDOT), 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.

OWP Planning Priorities

Oahu's planning priorities are focused on the improvement of Oahu Regional Transportation Plan (ORTP) and meeting the vision and goals laid out in the plan. Planning efforts can be identified by three categories: (1) improvement of the Travel Demand Forecasting Model; (2) safety and mode shift efforts; and (3) preparing for the operation of rail.

Improving the Travel Demand Forecasting Model

Through the development of 2045 ORTP, staff identified a number of areas for improvement, particularly the improvement of the travel demand forecasting model (TDFM)⁵. The TDFM forecasts the traffic impacts of various land use changes and is used to help inform decision-making about project selection and prioritization. The TDFM Data Purchase would update the Oahu household travel survey data, last conducted in 2012. The TDFM also lacks data on active transportation. The Active Transportation Monitoring Data Phases I, II, and III will collect and manage active transportation data. Data collected through this program will be used in the calibration and validation of the TDFM.

Improving Safety and Encouraging Mode Shift

As part of the development of the vision and goals for the 2045 ORTP, members of the public strongly supported improving the safety of our transportation system, and providing more reliable and efficient transportation choices, particularly, non-auto modes. The Vision Zero Action Plan will provide educational, pledge and safety materials and legislative and design recommendations, with the goal of eliminating traffic deaths and serious injuries on Oahu's streets by 2035. Mode shift will also support eliminating traffic deaths and serious injuries. As part of Oahu's efforts to both manage transportation demand and reduce the number of single occupancy vehicles, or those driving alone, the Transportation Demand Management Plan will develop targets, strategies, and evaluation measures to reduce vehicle miles traveled and reduce single-occupancy vehicle mode share and make legislative recommendations. With the sharp increase in teleworking during the COVID-19 pandemic, the Work Where You Live Study to update telework policies for Oahu-based State and City employees, is needed now more than ever, and will further support Oahu's efforts to manage travel demand. Mode shift may also be encouraged by safe, accessible, connected, and convenient streets. The Right-Of-Way Study will help to do this by assisting with the implementation of neighborhood transit-oriented development and identifying how street rights-of-way can best be allocated to the various modes of transportation in a safe, accessible, and connected manner.

Preparing for the Operation of the Rail

With the first phase of Honolulu's rail system from East Kapolei to Aloha Stadium anticipated to begin operation in 2021, and the entire system from East Kapolei to Ala Moana Center, anticipated to operate by 2026, much of Oahu's planning work has been dedicated to preparing for rail's operation. This work includes the gathering data to support operations through the Transit Rider Survey, supporting bus-rail integration through the Oahu Mass Transit Joint Feasibility Study, and maintenance of the rail system

⁵ OahuMPO is only making reference to the ORTP 2045 for the purpose of identifying regional priorities. The goals from the ORTP 2040 were used in the evaluation of work elements in the OWP FY2022.

through the Multi-Modal Transit Asset Management Plan. HART is working on an assessment of the potential impacts of shared or autonomous vehicles and new mobility technologies on transit ridership through the Autonomous Vehicle Planning Study. And finally, planning of transit centers is underway in Ala Moana and Kapolei through the Ala Moana Transit Plaza Alternatives Analysis and the Kapolei Maintenance Facility & Transit Center Alternatives Analysis.

OWP Structure

The Overall Work Program is broadly organized into four main tasks:

- **Task 1 – MPO Administration and Management** includes the general administration of transportation planning grants for Oahu. These work elements are on-going and/or reoccurring efforts that serve to meet Federal requirements and support continuous, comprehensive and cooperative transportation planning.
- **Task 2 – Data Development & Maintenance** describes the collection, maintenance and analyses of special and demographic data to support planning efforts.
- **Task 3 – Short Range Planning** includes planning for activities taking place within a three to ten-year time frame, including the TIP and transit feasibility and operations planning. Task 3 activities assist in the development of the ORTP.
- **Task 4 – Long Range Planning** includes planning activities that develop, document, amend, and publish the Oahu Regional Transportation Plan (ORTP) to meet the needs of the metropolitan area for a 20-year horizon, in accordance with Federal, State, and local regulations.

Federal Funding - Overview

Funds available to support the Overall Work Program FY2022 consist of Federal and non-Federal sources. The Federal funds are provided by the Federal Highway Administration and the Federal Transit Administration and cover 80% of the OWP budget. The non-Federal funds for the OWP consist of member dues from partner agencies to support OahuMPO operations, and a local match for planning studies proposed by partner agencies and other state & local governmental agencies.

Federal Funds

New in FY2022

Each year, OahuMPO receives a total of approximately \$1,700,000 in new Federal planning funds from the Federal Highway Administration and the Federal Transit Administration. These funds are authorized by the Federal government through Fixing America's Surface Transportation Act (i.e. FAST Act) which took effect on October 1, 2015. The FAST Act is a five-year authorization of transportation programs covering Federal fiscal years 2016 through 2020.

On October 1, 2020, the President signed the "Continuing Appropriations Act, 2021 and other Extensions Act" which included a one-year extension of FAST Act Funding.

The metropolitan planning funds available for state FY2022 utilizes the Federal appropriation received for Federal fiscal year (FFY) 2021 and includes the following:

49 USC 5303/5305(d). These FTA funds are used for planning purposes and often involve transit-related projects. Metropolitan transportation planning activities using these funds must be programmed in the OWP.

23 USC 104(b) FHWA Metropolitan Planning (PL) funds: PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development

of metropolitan area transportation plans and transportation improvement programs. PL funds cannot be used for NEPA activities or activities that will result in a project's final design.

Table 2. Availability of Federal Funds

Funding Type	State of Hawaii	OahuMPO Share	Obligation Limitation %	Federal Funds Available for Obligation
New Apportionment: FTA 5303/5305(d)	\$467,811	\$295,727	N/A	\$295,727
New Apportionment: FHWA - PL	\$1,874,527	\$1,627,839	87%	\$1,418,108
TOTAL				\$1,713,835

Unobligated funds from prior years

In addition to the new Federal funds described above, a balance of \$4.5 million in FHWA Metropolitan Planning funds remains from prior year apportionments. These funds may only be obligated for new or previously programmed work elements if OahuMPO is given additional obligation limitation.

Obligation Limitation

Multi-year funding authorizations for surface transportation, like the FAST Act, describe apportionments by State, which are determined by formula provided in law. As directed by Congress, the USDOT on an annual basis places a limit, or ceiling on total obligations⁶ that may be incurred during the year for each of the Federal Aid Highway Programs. Obligation limitation is expressed as a percentage of the new funding apportionment. HDOT is responsible for managing obligation limitation across multiple Federal Aid Highway programs and provides OahuMPO an estimated total of funds that can be obligated each year.

Programming vs. Obligating an OWP work element

All planning activities described in this work program undergo a two-step process before work can begin and costs can be incurred: programming and then obligation.

Programming: An OWP work element is programmed following Policy Board endorsement and FHWA/FTA approval. FHWA/FTA approval confirms that costs are allowable and eligible per the sections of the United States Code and the Code of Federal Regulations applicable to metropolitan transportation planning⁷.

Obligation: As noted on the prior page, an obligation is a legal commitment for the USDOT to pay a State for the Federal share of a project's eligible cost. Programmed work elements may be obligated upon request by OahuMPO to the Hawaii DOT. OWP work elements should only be obligated when they are "ready to proceed"⁸.

- Obligation of funds for OahuMPO Operations
Work elements that support OahuMPO operations and fulfill federal requirements are the highest priority for obligation. OahuMPO requests the obligation of these funds promptly following receipt of FHWA/FTA approval.

⁶ An obligation is a legal commitment: the Federal government's promise to pay a State for the Federal share of a project's eligible cost.

⁷ 23 United States Code (U.S.C.) § 134, 49 U.S.C. § 5303, 23 Code of Federal Regulations (CFR) Parts 420 and 450, and 2 CFR Part 200

⁸ For subrecipient studies, "ready to proceed" is defined as the subrecipient anticipating that procurement will begin within 90 days, unless the subrecipient will be requesting reimbursement for staff time.

<https://www.fhwa.dot.gov/cfo/projfundsmgt1.cfm>

- Obligation of funds for pass through/subrecipient studies
Obligation of subrecipient work elements may proceed at any time throughout the fiscal year provided that 1) obligation limitation has not been reached and 2) the subrecipient is ready to proceed with the project or study. Both factors may result in work elements remaining in programmed status for an extended period.

The financial tables in the OWP FY2022 indicate which work elements are programmed but not obligated. Approximately \$3,000,000+ in subrecipient studies have been programmed in past OWP cycles but are not currently obligated.

Non-Federal Share of OahuMPO Operations – Regular Member Dues

Federal funds that support OahuMPO's staff, consultants and operations are matched with non-Federal funds provided by the State of Hawaii Department of Transportation, the City and County of Honolulu Department of Transportation Services, and the Honolulu Authority for Rapid Transportation. These funds are referred to as member dues and are established by a Finance Supplemental Agreement⁹ between OahuMPO and these three agencies. Members contribute \$125,000 each annually to support OahuMPO operations. The \$375,000 that OahuMPO receives annually as member dues enables the agency to program up to \$1,875,000 in planning activities annually through the OWP.

Each year, any unspent and unencumbered balance from the previous year's dues is calculated and used to offset the dues requirements for the current year.

Table 3 summarizes the unencumbered member dues balance from previous years, and the credit applied to each of OahuMPO's member agencies. The total of unexpended dues remaining in Table 3 includes the \$8,400 credit due back to partners from the OWP FY2018 Single Audit contract.

The total of unexpended dues remaining in Table 3 does not include approximately \$80,000 of local match that would be credited back to partners if the cancellation of the Makaha Beach Park Farrington Highway Realignment Feasibility Study is approved.

Table 3. FY2022 Dues and Credit for Dues Remaining from Previous Years (SUBJECT TO CHANGE)

Unexpended dues remaining	Credit to each partner agency	Invoice to each agency in July 2021	Supporting funds for FY2022 per agency	Total OahuMPO supporting funds for FY2022
\$22,924	\$7,641	\$117,359	\$125,000	\$375,000

⁹ The Finance Supplemental Agreement is available here: https://www.oahumpo.org/?wpfb_dl=1839

Non-Federal Share of New Planning Studies

In the OWP FY2022, the City and County of Honolulu Department of Transportation Services is proposing two new work elements and requesting additional funds for an existing work element, Active Transportation Monitoring Phase I, programmed in OWP FY21. DTS will provide the required 20% match for its proposals for a total of \$89,000.

As noted in Table 5 on the next page, \$55,500 in local match held by DTS will transfer to the OWP FY2022, reducing the amount of new local share required for the proposed subrecipient work elements.

Table 4. Local Matching Funds for Planning Studies

Work Element Title	Responsible Agency	Federal Share (FHWA/FTA)	Local Share	Total Cost
Active Transportation Monitoring Data – Phase I	DTS	\$28,000	\$7,000	\$35,000
Active Transportation Monitoring Data – Phase II	DTS	\$168,000	\$42,000	\$210,000
Active Transportation Monitoring Data – Phase III	DTS	\$160,000	\$40,000	\$200,000

Subtotal	\$89,000
Credit from FY2018 & FY2019	<u>-\$55,500</u>
Local match for FY2022	\$33,500

Deobligation of funds remaining from prior OWPs

Table 5 on the following page describes the funds remaining from prior OWPs for OahuMPO and subrecipient work elements. These funds will be deobligated and reobligated to support the OWP FY2022 funding request. This process reduces the total obligation of new funds for the OWP FY2022.

As OahuMPO has already credited matching funds remaining from FY2020 back to participating agencies, the total of federal funds and local funds in Table 5 is not in an 80/20 split. The \$8,400 in matching funds remaining from the FY2018 Single Audit contract is included in the credit to partners described in Table 3 and is not included in the total for funds available for reobligation in FY2022.

Table 5. Deobligation of funds remaining from prior OWPs (SUBJECT TO CHANGE)

Task #	Work Element Title	Agency	Cost Category	OWP Year	Total	Federal	Local Match - OahuMPO	Local Match - DTS	Notes
1	Program Administration & Management	OahuMPO	Staff Time	FY2020	\$21,194	\$21,194	\$0	N/A	The total column matches the federal because OahuMPO does not have match.
	Professional Development	OahuMPO	Staff Time	FY2020	\$9,399	\$9,399	\$0	N/A	
	General Technical Assistance - NHI Courses	OahuMPO	Misc Training	FY2020	\$23,200	\$23,200	\$0	N/A	
	OWP Development & Management	OahuMPO	Staff Time	FY2020	\$16,618	\$16,618	\$0	N/A	
	Public Participation	OahuMPO	Staff Time	FY2020	\$143	\$143	\$0	N/A	
	Transportation Alternatives Set Aside	OahuMPO	Staff Time	FY2020	\$1,486	\$1,486	\$0	N/A	
	Single Audit	OahuMPO	Consultant Services	FY2018	\$42,000	\$33,600	\$8,400	N/A	OahuMPO contracted with Spire to resolve prior audit findings and support OahuMPO in implementing an accounting system.
3	PM Peak Period Tow Away Zone Modification	DTS	Subrecipient	FY2018	\$37,500	\$30,000	N/A	\$7,500	OahuMPO is reducing the obligated funds total for this study as requested by DTS.
	Vision Zero Action Plan	DTS	Subrecipient	FY2019	\$240,000	\$192,000	N/A	\$48,000	DTS provides local match. This balance transfers to Active Transportation Monitoring Phases II and III
4	Oahu Regional Transportation Plan	OahuMPO	Consultant Services	FY2020	\$300,000	\$240,000	\$60,000	N/A	OahuMPO has local match. This balance transfers to special budget for modeling data purchase.
Total					\$691,540	\$567,640	\$68,400	\$55,500	
Funds available for OWP FY2022					\$683,140	\$567,640	\$60,000	\$55,500	

Task 1: MPO Management & Program Administration

Purpose

To accomplish, on a continuing basis, the plans and programs necessary to administer Federal transportation planning grants and maintain the continuing, cooperative and comprehensive (3-C) planning process in and for the Oahu Transportation Management Area.

The OahuMPO is responsible for all of Task 1. The activities listed below are on-going from July 1, 2021 through June 30, 2022 unless otherwise noted.

Ongoing Work Elements

- **Program Administration & Management**

- Preparation for and attendance at properly noticed Policy Board, Technical Advisory Committee, and Citizen Advisory Committee meetings;
- Professional development of OahuMPO staff and Policy Board members in the form of conferences, training sessions, and webinars, as well as membership in applicable professional associations;
- Provision of education and orientation sessions for the Policy Board, Technical Advisory Committee and Citizen Advisory Committee per their respective bylaws;
- Maintenance of staff timesheets;
- Maintenance of individual computers and the OahuMPO computer network;
- OahuMPO overhead/indirect costs;
- Participation in other regional and statewide planning activities and with organizations that impact the regional multimodal transportation system;
- Management of the Disadvantaged Business Enterprise (DBE) program to give minority-owned, women-owned, and other DBEs an opportunity to compete for Federally-assisted planning projects; and
- Maintenance of agreements and written procedures with partner agencies: Comprehensive Agreement, Finance Supplemental Agreement, Administrative Supplemental Agreement, Data Sharing Agreement and written procedures for Performance-Based Planning and Programming.
- Prepare for and participate in the 2022 Certification Review.

- **OWP Development & Management**

- Development of an annual OWP that refers to the planning priorities and associated regionally significant projects for the OahuMPO and its member agencies
- Development of an Annual Report to the Federal Highway Administration, the Federal Transit Administration and the Hawaii State Legislature twenty days prior to the start of the regular session;¹⁰
- Revisions and administrative modifications of the OWP as needed; and
- Maintenance of OWP Process & Procedures document.
- Ongoing monitoring of work element budgets

- **Subrecipient Monitoring & Support**

- Monitoring of subrecipients of planning grant funds consistent with 2 Code of Federal Regulations (CFR) 200;
- Ensuring that OahuMPO meets its Federal requirements as a pass-through entity; and

¹⁰ As required by the Administrative Supplemental Agreement, available here: https://www.oahumpo.org/?wpfb_dl=1614

- Monitoring and documentation of the progress of planning studies and active work elements from previous years.

- **Accounting**

- Single Audit
 - This work element ensures that the financial operations of the OahuMPO and its sub-grantees comply with applicable Federal laws and regulations pursuant to the Single Audit Act Amendments of 1996, as amended.
 - The auditing contract is procured by the State Auditor's Office. OahuMPO reimburses the State Auditor's Office in increments throughout the year.
- Accounting System:
 - In FY2022, OahuMPO will implement an accounting system per the auditor's recommendation to streamline and ensure the accuracy of payment processing, report generation and record keeping.
 - OahuMPO has awarded a one-year contract to SWK for the purchase and maintenance of an accounting system. OahuMPO can elect to extend the contract schedule to receive maintenance support for the accounting system.

- **Public Participation**

- In accordance with OahuMPO's *Public Participation Plan*, OahuMPO provides individuals, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process
- This work element Includes OahuMPO staff time to develop, maintain, and update, in consultation with interested parties, the Public Participation Plan to describe explicit procedures, strategies, and desired outcomes for public participation.

Budget Summary – Task 1¹¹

TASK 1					FY2021		FY2022 Funding Request			
Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Budget	Balance as of 04/12/21	FHWA-PL	FTA 5303(d)	Local Match	Total
Program Administration & Management	Staff Time	OahuMPO	FY2022	New	\$538,500	\$197,358	\$296,629	\$163,727	\$115,089	\$575,445
Professional Development	Staff Time	OahuMPO	FY2022	New	\$30,000	\$22,695	\$16,737		\$4,184	\$20,921
OWP Development & Management	Staff Time	OahuMPO	FY2022	New	\$82,000	\$41,619	\$72,151	\$0	\$18,038	\$90,189
Subrecipient Monitoring & Support	Staff Time	OahuMPO	FY2022	New	\$10,500	-\$10,495	\$21,398	\$0	\$5,349	\$26,747
Single Audit	Staff Time	OahuMPO	FY2022	New	\$44,000	\$28,882	\$35,927	\$0	\$8,982	\$44,909
Public Participation	Staff Time	OahuMPO	FY2022	New	\$11,000	-\$8,505	\$24,786	\$0	\$6,197	\$30,983
OahuMPO Paid Time Off	Staff Time	OahuMPO	FY2022	New	\$174,500	\$75,407	\$146,947	\$0	\$36,737	\$183,684
TASK 1 - STAFF TIME SUBTOTAL					\$890,500	\$346,961	\$614,575	\$163,727	\$194,576	\$972,878
Professional Development	Travel	OahuMPO	FY2022	New	\$15,000	\$15,000	\$0	\$0	\$0	\$0
Accounting - Single Audit	Consultant	OahuMPO	FY2022	New	\$45,000	\$11,553	\$36,000	\$0	\$9,000	\$45,000
Computer & Network Maintenance	Consultant	OahuMPO	FY2022	New	\$15,000	\$15,000	\$16,000	\$0	\$4,000	\$20,000
Rent, Utilities & Misc Expenses	Overhead	OahuMPO	FY2022	New	\$150,000	\$29,334	\$0	\$132,000	\$33,000	\$165,000

TASK 1 TOTALS

\$666,575 \$295,727 \$240,576 \$1,202,878

TASK 1 - FUNDS BUDGETED IN PRIOR YEARS

Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Budget	Balance as of 04/12/21
Accounting System	Consultant	OahuMPO	FY2020	Obligated	\$79,280	\$79,280
General Technical Assistance - NHI Courses	Training	OahuMPO	FY2021	Obligated	\$52,000	\$52,000

¹¹ OahuMPO plans to do an administrative modification to the OWP FY2021 to move funds between approved work elements. This will include moving funds into the Overhead cost category from a non-staff time category (travel or training) and moving funds between staff time work elements to correct negative balances.

Task 2: Data Development & Maintenance

Purpose

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

Ongoing Work Elements

- **Computer Model Operations and Support**

This Work Element supports the metropolitan transportation planning process and the federally required Congestion Management Process through the ongoing use of computer modeling. The following types of computer models are included under this task: Travel Demand Forecasting Model (TDFM); Land use modeling; transit operations modeling; GIS-based analytical tools.

In FY2022, OahuMPO staff and modeling consultants will begin work on a complete update to the model for the ORTP 2050. Modeling consultant work will be done under a new contract procured in FY2022.

- **TDFM Data Purchase**

The last Oahu household travel survey was conducted in 2012. The data was used to develop the TDFM, which forecasts the traffic impacts of various land use changes. Since the household survey was conducted, there have been important changes on Oahu that have likely impacted travel behavior.

To fulfill the federal requirement that MPOs base updates to the metropolitan transportation plan on current data¹², OahuMPO plans to purchase new household travel survey data and is budgeting the necessary funds in multiple cycles of the OWP. The National Household Travel Survey can accept funds transfers in advance of making the data purchase, which will enable OahuMPO to avoid keeping these funds obligated for extended periods of time.

The time frame for the data purchase is to be determined due to the COVID-19 pandemic, but it will be completed in time to be incorporated into the next version of the TDFM .

Responsible agency: OahuMPO
Project schedule: July 2021 – June 2024

- **Title VI/Environmental Justice Monitoring**

This work element updates OahuMPO's Title VI and Environmental Justice (T6/EJ) populations with the race, ethnicity, income, and limited-English-proficiency data from the 2010 Census and other available resources. Using the GIS based analytical tool, OahuMPO will evaluate the current ORTP and TIP projects using the updated performance measures and document the analysis.

Responsible agency: OahuMPO
Project schedule: July 2021 – June 2022

¹² Per 23 CFR 450.324, updates to metropolitan transportation plans should be based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.

New Work Elements

- **Active Transportation Monitoring Data Phases II and III**

This work element is the second and third phase of an effort to collect and manage active transportation data, which are first steps toward establishing an Island Wide Active Transportation Monitoring Program. This project will allow for the monitoring of regional trends in bicycle and pedestrian travel volumes. The difference between Phases II and III of this work element is the locations of the counters.

Work Products:

- Purchase, installation, and maintenance of permanent bicycle and pedestrian counters.
- Purchase of cloud-based data management software for the visualization and analysis of multi-modal transportation data, which includes the data collected from the permanent bicycle and pedestrian counters.

The data produced by this project will be shared with regional stakeholders and can be used in the calibration and validation of the Travel Demand Forecasting Model, and in the prioritization of funding for bicycle and pedestrian improvement projects.

Phases II and III will be obligated separately. They are displayed separately in the Task 2 financial table for this reason. While Phase I was originally programmed at \$200,000 in OWP FY2021, DTS is requesting an additional \$35,000 for Phase I in OWP FY2022.

Responsible agency: DTS

Project schedule – Phase II: July 1, 2021 – December 30, 2023

Project schedule – Phase III: To be determined upon obligation of funds

Work Elements Programmed & Obligated in Prior Years

- **2019 Transit Rider Survey Project (203.09-18)**

The 2019 Transit Rider Survey Project will identify travel patterns and socio-economic profiles of transit riders to document the baseline conditions prior to the opening of the rail system. In addition, the survey results will be used to update and further calibrate the OahuMPO regional travel demand forecasting model (TDFM).

This work element was procured by DTS as part of the Honolulu Transit Comprehensive Operations Analysis Project. The contract was awarded in June 2020.

Responsible agency: DTS

Project schedule: July 2018 – June 2022

- **Active Transportation Monitoring Data Phase I (204.07-21)**

This project will collect and manage active transportation data, which are first steps toward establishing an Island Wide Active Transportation Monitoring Program. This project will allow for the monitoring of regional trends in bicycle and pedestrian travel patterns.

The data produced by this project will be shared with regional stakeholders and can be used in the calibration and validation of the TDFM, and in the prioritization of funding for bicycle and pedestrian improvement projects.

DTS awarded the phased contract for Active Transportation Monitoring in April 2021.

Responsible agency: DTS

Project schedule: July 2020 – June 2024

- **Work Where You Live (203.22-21)**

This project will assess the telework experience of State of Hawaii 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.

Deliverables:

- 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

As of April 2014, the study consultant team is working on survey methodology and distribution and drafting survey questions in consultation with the Steering Committee.

Responsible agency: DTS

Project schedule: February 10, 2021 – June 30, 2023

Budget Summary – Task 2

TASK 2 - NEW					FY2021		FY2022 Funding Request			
Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Budget	Balance as of 04/12/21	FHWA-PL	FTA 5303(d)	Local Match	Total
Computer Model Operations and Support	Staff Time	OahuMPO	FY2022	New	\$36,000	\$18,582	\$30,754	\$0	\$7,688	\$38,442
Title VI/EJ Monitoring	Staff Time	OahuMPO	FY2022	New	\$6,500	\$5,146	\$20,150	\$0	\$5,038	\$25,188
TASK 2 STAFF TIME SUBTOTAL					\$42,500	\$23,728	\$50,904		\$12,726	\$63,630

Computer Model Operations and Support - Consultant	Consultant	OahuMPO	FY2022	New	\$200,000	\$137,157	\$160,000	\$0	\$40,000	\$200,000
Computer Model Operations and Support - TDFM Data Purchase	Data/Support	OahuMPO	FY2022	New	\$50,000	\$50,000	\$312,000	\$0	\$78,000	\$390,000
Active Transportation Monitoring Data Phase I	Subrecipient	DTS	FY2022	New	\$200,000	\$200,000	\$28,000		\$7,000	\$35,000
Active Transportation Monitoring Data Phase II	Subrecipient	DTS	FY2022	New	N/A	N/A	\$168,000	\$0	\$42,000	\$210,000
Active Transportation Monitoring Data Phase III	Subrecipient	DTS	FY2022	New	N/A	N/A	\$160,000	\$0	\$40,000	\$200,000

TASK 2 TOTAL \$878,904 \$219,726 \$1,098,630

TASK 2 - OBLIGATED						
Work Element Description	Cost Category	Agency	OWP Year	Funding Status	FY21 Budget	Balance as of 04/12/21
Active Transportation Monitoring Data Phase I	Subrecipient	DTS	FY2021	Obligated	\$200,000	\$200,000
2019 Transit Rider Survey Project	Subrecipient	DTS	FY2018	Obligated	\$1,400,000	\$1,400,000
Work Where You Live	Subrecipient	DTS	FY2021	Obligated	\$100,000	\$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.

Ongoing Work Elements

- **Transportation Improvement Program**

The Transportation Improvement Program (TIP) is a four-year program for short-term, ready-to-go, and federally funded surface transportation projects. The TIP is revised on a bi-annual schedule in coordination with the State of Hawaii Department of Transportation, City and County of Honolulu Department of Transportation Services, and the Honolulu Authority of Rapid Transportation; with potential for numerous Pre-Approved revisions to be completed outside of the two customary annual revision cycles.

OahuMPO works to ensure consistency between the Oahu Regional Transportation Plan and the TIP through performance-based planning and programming.

Responsible agency: OahuMPO

Project schedule: July 1, 2021 – June 30, 2022

- **Transportation Alternatives Set-Aside Coordination**

The Fixing America's Surface Transportation (FAST) Act has eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of STBG funding for transportation alternatives. For administrative purposes these funds referred to as the "Transportation Alternatives Set-Aside" (TA Set-Aside). OahuMPO is responsible for awarding TA Set-Aside funds through a competitive process. TA Set-Aside funds are generally available for, but not limited to, smaller-scale transportation projects such as on- and off-road pedestrian and bicycle facilities, recreational trails, safe routes to school projects, or infrastructure projects for improving non-driver access to public transportation and enhanced mobility. OahuMPO staff will solicit, evaluate, and award TA Set-Aside funds; monitor project implementation; and coordinate with grantees, DTS, and HDOT to ensure timely implementation of projects and use of TA Set-Aside funds.

Responsible agency: OahuMPO

Project schedule: July 1, 2021 – June 30, 2022

Work Elements Programmed and Obligated – Task 3

Transit Studies

- **Oahu Mass Transit Joint Feasibility Study (203.06-18)**

The Oahu Mass Transit Joint Operations Feasibility Study ("the study") shall examine various operational alternatives for bus – rail mass transit operations on Oahu, including but not limited to joint operations, independent operations and/or hybrid operations. The study shall examine Oahu's existing bus mass transit system as a baseline, Honolulu's rail mass transit project, including but not limited to projected rail operations, and other bus – rail systems and operations in peer municipalities and cities nationally and world-wide.

Responsible agency: DTS

Project schedule: July 2018-June 2022

- **Multi-Modal Transit Asset Management Plan – Phase 1 (203.12-19)**

This project will continue the development of a Transit Asset Management (TAM) Plan for the City and County of Honolulu that addresses State of Good Repair policies for maintaining a multi-modal transit system and incorporates targets, strategies and an evaluation plan for integrated bus and rail transit facilities.

As of April 2021, consultant work on the development of a TAM Policy and State of Good Repair Policy is complete.

Responsible agency: DTS

Project schedule: July 2018 – June 2022

- **Multi-Modal Transit Asset Management Plan – Phase 2 (204.06-21)**

The primary objective is to continue development and support implementation of a Transit Asset Management (TAM) Plan for the City and County of Honolulu that addresses State of Good Repair (SGR) policies for maintaining a multi-modal transit system and incorporates targets, strategies, and an evaluation plan for integrated bus and rail transit facilities.

The Multi-Modal TAM Plan - Phase 2 will build upon work slated to be completed under the FY2019 Overall Work Program (OWP) Work Element 203.12-19- Multi-Modal Transit Asset Management Plan.

The selected consultant will conduct an in-depth assessment of the City's current asset management capabilities and TAM environment, including current resources available and systems in place to manage the City's transit-related capital assets. The consultant will work with the City to first define TAM goals and objectives and then conduct a gap analysis in order to identify key areas for improvement and the steps needed to achieve the defined goals and objectives. The consultant will also continue to update the City's asset inventory and condition assessments, which the consultant will use as a basis for developing a capital needs forecast. In addition, the consultant will develop a performance measurement framework to track and communicate progress on key performance criteria and toward achieving they City's TAM goals and objectives. Consultant services will also include assessing the City's needs and identifying recommendations for the development and implementation of an Enterprise Asset Management (EAM) system, including functional and technical requirements and desired outcomes for any software solution. Lastly, the consultant would work closely with the City to develop an update to the City's TAM Plan in accordance with FTA requirements.

Work on Phase II is anticipated to begin in May 2020.

Responsible agency: DTS

Project schedule: As of April 2021, this study is partially obligated. The schedule will be set once the funds are fully obligated, anticipated in the beginning of FY2022.

- **Ala Moana Transit Plaza Alternatives Analysis (203.14-19)**

This study will develop preliminary planning and design alternatives for a new transportation facility that will facilitate transfers between bus and rail transit modes for public transit system passengers. It is envisioned as a multi-modal transit plaza with support facilities for bike-share operations and bus transit vehicles, including short-term parking, layovers, and electric charging stations. The study will assess options for incorporating commercial and residential uses as part of an integrated development.

As of May 2021, work is underway by DTS' consultant.

Responsible Agency: DTS

Project schedule: July 2018 – June 2022

- **Kapolei Maintenance Facility & Transit Center Alternatives Analysis (203.17-19)**

The focus of this project is the development of a new support facility for the public transit system, including new administration, maintenance and parking facilities to serve as the West Oahu base for the bus transit fleet. The alternatives analysis will assess options for incorporating commercial and residential uses as part of an integrated development.

As of May 2021, work is underway by DTS' consultant.

Responsible agency: DTS

Project schedule: July 2018 – June 2022

Right-Of-Way Study

- **Review and Update of Planned Rights of Way for Existing Streets (203.07-18)**

This study will review the City's existing policies regarding widening and improvement of existing streets island wide, consistent with recommendations from the Primary Urban Center Development Plan and the ongoing Complete Streets Implementation Study.

As of May 2021, work is underway by DTS' consultant. The Task 3 table shows the full budget is remaining because OahuMPO has not yet received an invoice.

Responsible agency: DTS

Project schedule: July 2016 – December 2021

Realignment Study

- **Farrington Highway Makaha Beach Park Realignment Feasibility Study (202.04)**

This study will examine the social, environmental, technical, and economic impacts, costs, and benefits of realignment alternatives of Farrington Highway mauka of Makaha Beach Park. The study will make a recommendation as to the feasibility of realigning the roadway based on a technical evaluation.

In the context of limited funding availability, this study will be canceled in the OWP FY2022. As of March 2021, 84% of the total budget remains. See the FY2022 Amendments to Existing Work Elements section for more information.

Responsible agency: OahuMPO

Project schedule: July 2014 – June 2022

Safety Study

- **Vision Zero Action Plan (203.19-20)**

The primary objective is to develop a Vision Zero Action Plan within the existing City and County of Honolulu Complete Streets Program that will identify high crash locations, establish and prioritize Vision Zero projects, develop educational materials, and evaluate safety improvements.

The City and County of Honolulu is committed to ending traffic violence on Oahu. The Vision Zero Action Plan will eliminate traffic deaths and serious injuries on our streets by 2035. The City will identify Oahu's high crash network (HCN) streets and intersections in Title VI/EJ areas, which will be prioritized for safety investments. The HCN and safety statistics will be presented to the public online through interactive maps on a new Vision Zero website page that will be linked to the City's existing Complete Streets website. The Plan will develop educational, pledge and safety materials that will enhance the action plan messaging of safety, health and equitable mobility for all, including speed awareness. Legislative recommendations will be made with respect to fixed speed safety and red-light cameras. Design recommendations, including intersection visibility design guidelines, will be produced and applied to the HCN locations. Safety projects will be prioritized, tested and evaluated for their potential for future capital improvement projects. A public-facing dashboard will be developed that outlines Vision Zero Actions and performance measures. Key action areas include street design, impairment, speed, dangerous behaviors, and education and accountability. Deliverables will be reviewed by a technical advisory group and presented at community pop-ups and/or meetings.

In the OWP FY2022, the budget for this work element will be reduced by \$740,000. View the FY2022 Amendments to Existing Work Elements section for more information.

Responsible agency: DTS

Project schedule: July 2019- June 2023

Transportation Alternatives Study

- **Transportation Demand Management Plan (203.17-20)**

The primary objective is to develop a Transportation Demand Management (TDM) Plan for the City and County of Honolulu that will develop targets, strategies, and evaluation measures to reduce vehicle miles traveled (VMT) and reduce single-occupancy vehicle (SOV) mode share.

The City and County of Honolulu TDM Plan will reduce and mitigate VMT in line with the City 2018 Climate Change directive. The consultant will be responsible for developing island-wide residential and employer mode share targets and strategies. These targets will be consistent with legislated State targets and draw from best practices research. Recommendations for legislative changes and enabling policies will also be provided by the consultant. The consultant shall develop a TDM program website, in addition to providing marketing support and educational materials that will be easily accessible online. Community outreach and engagement with key stakeholders in the form of a working group will be managed by the consultant. The consultant will also develop an online TDM monitoring and web map reporting system for the City website.

As of May 2021, work is underway by DTS' consultant and funds have been expended.

Responsible agency: DTS

Project schedule: July 2019- June 2023

Mobility Patterns

- **Autonomous Vehicle Planning Study (203.18-20)**

This study aims to develop techniques to simulate the long-term impacts of shared or autonomous vehicle (SAV) deployments and other new mobility technology within the regional Travel Demand Forecasting Model (TDFM). The model results will be used to assess the potential impacts of SAV and new mobility technologies on transit ridership and the overall transportation system. The modeling tools developed by this project will improve HART and the OahuMPO's ability to plan for both shared and privately-owned AV scenarios, and will also inform the development of 2050 Oahu Regional Transportation Plan update.

As of May 2021, this work element is in the contracting phase.

Responsible agency: HART

Project schedule: July 2019- June 2023

Work Elements Programmed in Previous OWP Cycles – Task 3

The following work elements have been programmed but the funds are not obligated. Schedules will be determined when the funds are obligated.

- **Multi-Modal Mobility Hub Planning**

The study proposes to assess state parking facilities on O'ahu that will allow for multi-modal use. It proposes to identify and describe state parking facilities, including their utilization rates and evaluate various ways to make better use of these state assets in ways that encourage the use of alternative transportation and mobility options. This study and the resulting plan will help the State and City meet their clean transportation goals, while maximizing public benefit.

Responsible agency: Department of Land and Natural Resources

- **Planning for Improved Resilience to Coastal Hazards through Green Infrastructure**

The State of Hawaii through the Department of Land and Natural Resources (DLNR) in coordination with the Hawai'i Climate Change Mitigation and Adaptation Commission, proposes a feasibility study of a green infrastructure project in the Punalu'u Beach Park area that will help to protect Kamehameha Highway from flooding and erosion, and improve resiliency with regard to rising sea levels and increasing coastal storms, both in frequency and intensity.

This study will assess project alternatives, while considering critical coastal and marine geotechnical and biological surveys, agency and community input, and produce a report that informs the next phase of the potential project.

Responsible agency: Department of Land and Natural Resources

- **Energy Conservation & Emissions Reduction Plan (203.18-19)**

This study will provide an energy conservation and emissions reduction plan for city transportation systems which shall include methods to meet city and state commitments to reduce greenhouse gas emissions and transition to sources of clean energy. An interdepartmental working group will be established to: 1) ensure departmental consistency regarding GHG reduction and clean energy goals, 2) develop a preliminary recommended framework for analyzing transportation projects and improvements with energy implications, and 3) develop a number of specific energy conservation strategies to reduce transportation-related emissions.

Responsible Agency: City and County of Honolulu Office of Climate Change, Sustainability and Resiliency

- **Royal Kunia Public Transit and Day Care Facility Master Plan (203.13-19)**

This study will develop preliminary planning and design alternatives for the redevelopment of the existing Royal Kunia park-and-ride facility and transit center as a mixed-use facility including a light duty maintenance facility for the City and County of Honolulu's paratransit (TheHandi-Van) vehicles, public transit park-and-ride and transit center, and a multi-generational day care facility.

Responsible agency: DTS

- **Waikiki Loading Zone Management Study (203.11-19)**

The Waikiki Loading Zone Management Study will conduct site specific transportation assessments using methodologies contained in recent reports performed for private sector sponsors to identify, analyze, evaluate and resolve severe commercial vehicle loading conflicts within Waikiki. Those examples include the "*Royal Hawaiian Avenue Commercial Vehicle Operator Transportation Assessment*" and the "*Transportation Assessment of Commercial Vehicle Operations Along Ala Moana Boulevard in Waikiki*".

Responsible Agency: DTS

- **New Mobility Plan (204.01-20)**

The primary objective of this study is to develop a New Mobility Plan for the City and County of Honolulu that will provide policies, principles, strategies and specifications to assist in the regulation of disruptive and emerging technologies in the new mobility marketplace.

Responsible agency: DTS

- **Alternative Deployment of Autonomous Vehicle Technology Scenarios Planning Study**

This study aims to model scenarios for autonomous vehicle technology deployment to understand their potential impacts on access to HRTTP stations. The scenarios will be built from the regional Travel Demand Forecasting Model that is currently used to forecast rail ridership. These scenarios will capture a range of possible outcomes with respect to modal choice, access to rail stations, road network performance, transit performance relative to different technology scenarios and different ownership scenarios (public vs. private ownership, shared vs. individual use).

Responsible agency: HART

- **Dillingham Corridor Mobility Data Planning Study**

This study aims to use mobile device data and a community "data Charrette" to study mobility patterns in the Dillingham corridor where the Honolulu Rail Transit Project will be doing intensive construction work over the next several years. The study will utilize cell phone data to highlight local mobility patterns. Data visualizations will be incorporated into community processes to further investigate the mobility needs and opportunities along the corridor.

Responsible agency: HART

- **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 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.

Responsible agency: DTS

Budget Summary – Task 3¹³

TASK 3 - NEW					FY2021		FY2022 Funding Request			
Work Element Description	Cost Category	Agency	OWP Year	Funding Status	FY21 Budget	Balance as of 04/12/21	FHWA-PL	FTA 5303(d)	Local Match	Total
Transportation Improvement Program	Staff Time	OahuMPO	FY2022	New	\$32,000	\$13,020	\$22,439	-	\$5,610	\$28,049
Transportation Alternatives Set-Aside Coordination	Staff Time	OahuMPO	FY2022	New	\$15,000	\$12,901	\$5,961	-	\$1,490	\$7,451
TASK 3 TOTAL					\$47,000	\$25,921	\$28,400		\$7,100	\$35,500

TASK 3 - OBLIGATED							
Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Original Budget (Obligated)	Balance as of 04/12/2021	Notes
Oahu Mass Transit Joint Feasibility Study	Subrecipient	DTS	FY2018	Obligated	\$302,400	\$302,400	
Multi-Modal Transit Asset Management Plan - Phase 1	Subrecipient	DTS	FY2019	Obligated	\$250,000	\$151,906	
Multi-Modal Transit Asset Management Plan - Phase 2	Subrecipient	DTS	FY2021	Obligated	\$950,000	\$435,890	This work element will be fully obligated pending approval of FY2022 proposed amendments.
Ala Moana Transit Plaza Alternatives Analysis	Subrecipient	DTS	FY2019	Obligated	\$500,000	\$356,052	This work element will be fully obligated pending approval of FY2022 proposed amendments.
Kapolei Maintenance Facility & Transit Center Alternatives Analysis	Subrecipient	DTS	FY2019	Obligated	\$500,000	\$361,985	
Review and Update of Planned Rights of Way for Existing Streets	Subrecipient	DTS	FY2018	Obligated	\$500,000	\$500,000	
PM Peak Period Tow Away Zone Modifications	Subrecipient	DTS	FY2019	Obligated	\$230,000	\$5,000	In OWP FY2022, OahuMPO will reduce the obligated funds total from \$267,500 to \$230,000, the consultant contract total, as requested by DTS.
Farrington Highway Makaha Beach Park Realignment Feasibility Study	Staff Time	OahuMPO	FY2015	Obligated	\$122,485	\$0	The obligated total shown here is the proposed <u>amended</u> total.
Farrington Highway Makaha Beach Park Realignment Feasibility Study	Consultant	OahuMPO	FY2015	Obligated	\$358,900	\$0	The obligated total shown here is the proposed <u>amended</u> total.
Vision Zero Action Plan	Subrecipient	DTS	FY2020	Obligated	\$2,000,000	\$1,260,000	The obligated total shown here is the proposed <u>amended</u> total.
TDM Plan	Subrecipient	DTS	FY2020	Obligated	\$535,000	\$516,729	
Autonomous Vehicle Planning Study	Subrecipient	HART	FY2020	Obligated	\$50,000	\$50,000	

¹³ Review the FY2022 Amendments to Existing Work Elements section for more information on the balances for the Multi-Modal TAM Plan Phase 2 and the Vision Zero Action Plan.

TASK 3 - PROGRAMMED

Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Original Budget (Programmed)
Planning for Improved Resilience to Coastal Hazards through Green Infrastructure	Subrecipient	DLNR	FY2021	Programmed	\$250,000
Multi-Modal Mobility Hub Planning for O'ahu	Subrecipient	DLNR	FY2021	Programmed	\$125,000
Energy Conservation & Emissions Reduction Plan	Subrecipient	OCCSR	FY2019	Programmed	\$500,000
Royal Kunia Public Transit and Day Care Facility Master Plan	Subrecipient	DTS	FY2019	Programmed	\$500,000
Waikiki Loading Zone Management Study	Subrecipient	DTS	FY2019	Programmed	\$235,000
New Mobility Plan	Subrecipient	DTS	FY2020	Programmed	\$565,000
Alternative Deployment of AV Technology Scenarios Planning	Subrecipient	HART	FY2021	Programmed	\$50,000
Dillingham Corridor Mobility Data Planning Study	Subrecipient	HART	FY2021	Programmed	\$100,000
Congestion & Mobility Pricing Study	Subrecipient	DTS	FY2021	Programmed	\$860,000

Task 4: Long Range Planning

Purpose

To develop, document, amend, and publish the Oahu Regional Transportation Plan (ORTP) to meet the needs of the metropolitan area for a 20-year horizon, in accordance with Federal, state, and local regulations. Task 4 also includes special studies with a longer than 10 year planning horizon.

Ongoing Work Elements

- **Oahu Regional Transportation Plan**

The Oahu Regional Transportation Plan (ORTP) is the federally required deliverable supported by this Work Element. It is a forecast and assessment of anticipated projects and programs that are planned to be funded during the 25-year planning horizon. The plan assists in educating decision-makers about the options that are available to improve the transportation system and how they address mobility needs and ensure that programming is based on a full understanding of a policy framework, the role of data, and technical analyses. An update to the ORTP is required every five years.

Work on the ORTP will track progress on performance measures, and ensure consistency between the ORTP and Transportation Improvement Program (TIP) using performance-based planning and programming.

FY22 tasks will include the development of a performance dashboard that will monitor progress towards achievement of set performance targets, and provide data for the existing conditions chapter of ORTP 2050.

Responsible agency: OahuMPO
Project schedule: July 1, 2021 – June 30, 2022

- **Congestion Management Process Update**

The Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate and up-to-date information on transportation system performance. As an MPO with a regional population exceeding 200,000, OahuMPO is required to maintain a CMP as part of its ongoing transportation planning process. This task will involve annual system congestion analysis that will help in monitoring congested locations and support building a database for a fully-fledged CMP that will be coincident with the publication of the ORTP 2050.

This will eventually assist in tracking progress on performance measures, and ensure consistency between the ORTP and Transportation Improvement Program (TIP) using performance-based planning and programming.

Responsible Agency: OahuMPO
Project schedule: July 1, 2021 – June 30, 2022

Budget Summary – Task 4

TASK 4					FY2021		FY2022 Funding Request			
Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Budget	Balance as of 04/12/21	FHWA-PL	FTA 5303(d)	Local Match	Total
Oahu Regional Transportation Plan	Staff Time	OahuMPO	FY2022	New	\$142,000	\$42,195	\$76,011	-	\$19,003	\$95,014
Congestion Management Process Update	Staff Time	OahuMPO	FY2022	New	\$21,000	-\$26,741	\$50,382	-	\$12,596	\$62,978
TASK 4 STAFF TIME SUBTOTAL					\$163,000	\$15,454	\$126,394		\$31,598	\$157,992
ORTP 2050 - Consultant Support - Dashboard	Consultant	OahuMPO	FY2022	New	N/A	N/A	\$100,000	-	\$25,000	\$125,000

TASK 4 TOTALS

\$226,394

\$56,598

\$282,992

TASK 4 - BUDGETED IN PRIOR YEARS

Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Budget	Balance as of 04/12/21
ORTP 2045 - Technical Support	Consultant	OahuMPO	Various	Obligated	\$700,000	\$125,053
ORTP 2045 - Graphic Design	Consultant	OahuMPO	Various	Obligated	\$195,000	\$57,645

FY2022 Amendments to Existing Work Elements

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.

FY2022 Amendments

The revisions to existing work elements in OWP FY2022 are amendments based on the above criteria. The revisions include the transfer of obligated funds between the following work elements:

- **Vision Zero Action Plan**

As requested by the Department of Transportation Services, OahuMPO will de-obligate \$740,000 total from the Vision Zero Action Plan. The reason for this budget adjustment was a determination that some of the work planned as part of the study scope was not eligible for planning funds. This budget adjustment does not change the objectives or deliverables of the Vision Zero Action Plan. The \$740,000 will be distributed to the following work elements:

- \$500,000 transferred to the Multi-Modal Transit Asset Management Plan Phase 2, programmed in the OWP FY21 and partially obligated as of March 2021.
- \$240,000 will be deobligated and reobligated to the OWP FY2022 to fund Phases II and III of Active Transportation Monitoring Data. This \$240,000 in funds is included in Table 5 of the OWP FY2022 because OahuMPO is proposing to reobligate the funds to work elements that have not yet received Policy Board approval.

- **Makaha Beach Park Realignment Feasibility Study**

As of March 2021, 84% of the total budget for this study is unexpended. In the context of limited funding availability and staffing capacity, OahuMPO will cancel this study. Funds remaining after the transfers described on the following page will be allocated to Task 3 programmed (previously approved) subrecipient studies that are ready to proceed.

FY2022 Amendments Budget Summary

Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Currently Obligated			Amendment			Obligated Total After Amendment		
					Total	Federal	Local	Total	Federal	Local	Total	Federal	Local
Makaha Beach Park Farrington Highway Realignment Feasibility Study	Staff Time	OahuMPO	FY2015	Obligated	\$98,013	\$78,410	\$19,603	-\$98,013	-\$78,410	-\$19,603	\$0	\$0	\$0
Makaha Beach Park Farrington Highway Realignment Feasibility Study	Consultant	OahuMPO	FY2015	Obligated	\$304,255	\$243,404	\$60,851	-\$304,255	-\$243,404	-\$60,851	\$0	\$0	\$0
Ala Moana Transit Plaza Alternatives Analysis	Subrecipient	DTS	FY2019	Partially Obligated	\$130,000	\$104,000	\$26,000	\$370,000	\$296,000	\$74,000	\$500,000	\$400,000	\$100,000
Vision Zero Action Plan	Subrecipient	DTS	FY2020	Obligated	\$2,000,000	\$1,600,000	\$400,000	-\$500,000	-\$400,000	-\$100,000	\$1,500,000	\$1,200,000	\$300,000
Multi-Modal Transit Asset Management Plan - Phase 2	Subrecipient	DTS	FY2021	Partially Obligated	\$842,542	\$674,034	\$168,508	\$107,458	\$85,966	\$21,492	\$950,000	\$760,000	\$190,000
Net changes								-\$424,810	-\$339,848	-\$84,962			

Budget Summary by Task and by Cost Category

Table 1 summarizes programmed expenditures by task, with the breakdown of Federal and non-Federal funding sources. Table 2 shows the OWY FY2022 funding request according to cost category.

Table 6. OWP FY2022 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	\$666,575	\$295,727		\$240,576	\$1,202,878
2	Data Development & Maintenance	\$878,904		\$89,000	\$130,726	\$1,098,630
3	Short Range Planning	\$28,400		\$0	\$7,100	\$35,500
4	Long Range Planning	\$226,394		\$0	\$56,598	\$282,992
TOTAL		\$1,800,273	\$295,727	\$89,000	\$435,000	\$2,620,000

Table 7. OWP FY2022 Budget Summary by Cost Category

Cost Category	Funding Request for OWP FY2022			
	FHWA-PL	FTA 5303(d)	Local Match	Total
OahuMPO - Regular Operations Budget				
Staff Time	\$820,273	\$163,727	\$246,000	\$1,230,000
Consultant	\$312,000	-	\$78,000	\$390,000
Overhead		\$132,000	\$33,000	\$165,000
Travel	\$0	-	\$0	\$0
TDFM Data	\$72,000		\$18,000	\$90,000
SUBTOTAL	\$1,204,273	\$295,727	\$375,000	\$1,875,000
OahuMPO - Special Budget				
TDFM Data	\$240,000		\$60,000	\$300,000
Subrecipient				
Active Transportation Monitoring I (DTS)	\$28,000		\$7,000	\$35,000
Active Transportation Monitoring II (DTS)	\$168,000		\$42,000	\$210,000
Active Transportation Monitoring III (DTS)	\$160,000		\$40,000	\$200,000
SUBTOTAL	\$356,000		\$89,000	\$445,000
TOTAL	\$1,800,273	\$295,727	\$524,000	\$2,620,000

Summary of Funding and Programmed Expenditures

Table 8 shows the total anticipated funding sources and programmed expenditures for FY 2022 OWP. OahuMPO's FY 2022 OWP totals ~\$2.62 million; funding is available for the entire program.

Table 8. Summary of Funding and Programmed Expenditures¹⁴

Description	FHWA-PL	FTA 5305(d)	Member Agency Dues	Subrecipient Match	Total
FY2021 Expected Funding Sources	\$1,418,108	\$295,727	\$375,000	\$33,500	\$2,122,336
Available funds from prior OWPs	\$567,640	\$0	\$60,000	\$55,500	\$683,140
Total Available Funding	\$1,985,749	\$295,727	\$435,000	\$89,000	\$2,805,476
Funding Request	\$1,800,273	\$295,727	\$435,000	\$89,000	\$2,620,000
Difference	\$185,476	\$0	\$0	\$0	\$185,476

¹⁴ The total of available funding in this table differs from the total in Table 1 in the Executive Summary. This table is constrained by availability of local match, whereas the table in the Executive Summary is not.

Appendix A: Abbreviations

Abbreviation	Definition
CAC	Citizen Advisory Committee (OahuMPO)
CFR	Code of Federal Regulations
DBE	Disadvantaged Business Enterprise
DBEDT	Department of Business, Economic Development, and Tourism (State)
DDC	Department of Design and Construction (City)
DFM	Department of Facilities Maintenance (City)
DOH	Department of Health (State)
DPP	Department of Planning and Permitting (City)
DTS	Department of Transportation Services (City)
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year (October 1 st -September 30 th)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	State of Hawaii Fiscal Year (July 1 st -June 30 th)
HART	Honolulu Authority for Rapid Transportation
HDOT	Department of Transportation (State)
ID	Identification Number
MAP-21	Moving Ahead for Progress in the Twenty-First Century
MARAD	Federal Maritime Administration
OahuMPO	Oahu Metropolitan Planning Organization
OPP	OahuMPO Participation Plan
OP	Office of Planning (State)
ORTP	Oahu Regional Transportation Plan
OWP	Overall Work Program
PL	Planning Funds (FHWA)
SB	Senate Bill
STBG TA	Surface Transportation Block Grant Transportation Alternatives
T6/EJ	Title VI and Environmental Justice
TAC	Technical Advisory Committee (OahuMPO)
TDFM	Travel Demand Forecasting Model
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
US	United States
USDOT	United States Department of Transportation (Federal)
WE	Work Element
§	Section

Appendix B: Candidate Project Evaluation and Selection

All candidate projects submitted for consideration were evaluated for possible funding through OahuMPO. OahuMPO received two candidate proposals from the Citizen Advisory Committee; and four proposals from OahuMPO member agencies and other state and local organizations.

The candidate projects are described below and presented in prioritized order along with a short discussion and evaluation. The evaluation tables list which FAST Act Planning Factor(s) and ORTP Goal(s) are addressed by the proposed study. Refer to Appendix D for the full list of FAST Act Planning Factors and ORTP goals.

It is important to note that this prioritization process informs the selection process by OahuMPO and its member agencies but does not determine selection. OahuMPO and its member agencies must also consider availability of local match, agency/department workloads, annual funding constraints, duplication of on-going or previous studies, and other competing planning priorities.

Priority One Candidate Studies – *Studies that fulfill requirements under metropolitan transportation regulations set forth in 23 CFR 450 subpart C and 23 CR 420.*

Educational Framework for Youth Engagement in Oahu’s Transportation Planning

This study aims to develop an educational framework for engaging K-12 students in transportation planning on Oahu from their classrooms. The results will improve the OahuMPO’s ability to reach and engage this demographic in regular, meaningful dialog regarding transportation needs and desires, while also informing the development of the 2050 Oahu Regional Transportation Plan update.

OahuMPO and agency partners placed this work element in priority one because it will enable OahuMPO to seek out and consider the needs of those traditionally underserved by the existing transportation system, as required by 23 CFR 450.316.

The Department of Transportation Services noted that “DTS supports the intent of this proposed study as it aims to engage students in transportation planning and development of the 2050 Oahu Regional Transportation Plan (ORTP) update. In the past, DTS has experienced success in this area through its work with Ala Wai Elementary and Farrington High School.”

OahuMPO is unable to fund this work element in FY2022 due to obligation limitation.

Evaluation:

	1	2	3	4	5	6	7	8	9	10
Federal Planning Factors Addressed		X								
ORTP 2040 Goals Addressed					X			X		

Active Transportation Monitoring Data Phases II and III

This project will collect and manage active transportation data, which are first steps toward establishing an Island Wide Active Transportation Monitoring Program. This project will allow for the monitoring of regional trends in bicycle and pedestrian travel patterns.

The data produced by this project will be shared with regional stakeholders and can be used in the calibration and validation of the TDFM, and in the prioritization of funding for bicycle and pedestrian improvement projects.

OahuMPO and agency partners placed this work element in priority level one because it will provide data that may be used to inform decision making for the ORTP and to validate the Travel Demand Forecasting Model, both required MPO work products. The travel demand forecasting model currently lacks pedestrian and bicycle data.

The collection of pedestrian and bicycle data will help to improve our multi-modal transportation facilities and operations by helping to identifying more appropriate improvements.

Evaluation:

	1	2	3	4	5	6	7	8	9	10
Federal Planning Factors Addressed		X	X			X				
ORTP 2040 Goals Addressed	X	X						X		

Priority Two Candidate Studies – Studies that are necessary to enable the OahuMPO and its participating agencies to support the metropolitan transportation planning process or fulfill other Federal, State, or City regulations applicable to this process.

Oahu Green Stormwater Infrastructure (GSI) Plan

The City and County of Honolulu's (City) Department of Facility Maintenance (DFM) is proposing to conduct a comprehensive Green Stormwater Infrastructure (GSI) Plan for the Island of Oahu to help identify, plan, analyze and estimate the overall large-scale implementation and maintenance of GSI throughout the island. GSI has been widely documented to be a cost-effective, resilient approach to managing storm water impacts generated by streets, roadways and highways through the use of vegetation, soils, sand, gravel and other elements to restore some of the natural hydrological processes in order to create healthier urban environments. GSI allows for a multitude of benefits including the ability to effectively manage storm water runoff that is generated when rainfall comes into contact with roadways and other transportation related infrastructure, along with encouraging the replenishment of ground water supplies and provides sustainable long term social and economic benefits.

OahuMPO and agency partners placed this work element in priority level two because it helps to fulfill multiple Federal, State, and City regulations. In addition, it clearly addresses ORTP goal #4 to develop, operate, maintain, and improve Oahu's transportation system in a manner that sustains environmental quality.

OahuMPO is unable to fund this work element in FY2022 due to obligation limitation.

Evaluation:

	1	2	3	4	5	6	7	8	9	10
Federal Planning Factors Addressed		X							X	
ORTP 2040 Goals Addressed				X						

Priority Three Candidate Studies – Studies that support planning efforts for projects identified in the Oahu Regional Transportation Plan (ORTP).

West O'ahu Transportation Study

The study will provide a more comprehensive study of congestion for the area west of Pearl City that could lead to expedited enhancements in the road arterial network for West O'ahu. It also will evaluate road development relative to the ridership of the Honolulu rail project.

The study will cover the area from Waipi'o to the western end of the H-1 freeway. The study will include examining the Makakilo Drive Extension (MDE) to the H-1 North-South Interchange, widening Farrington Highway west of Waipahu, widening of Fort Barrette Road, adding lanes on H-1 and extending the Zipper lane westward, among other potential solutions and strategies to mitigate congestion.

The Hawaii DOT provided the following feedback on this proposal:

"The HDOT completed the H-1 Corridor Study in 2016. It provided recommendations for the H-1 corridor to serve current and future mobility, reduce congestion, improve safety, and ensure movement of people and goods. The study area included the West Oahu area of Pearl City through Makakilo. The challenge with implementation of the recommendations is limited resources, included funding. The needs of the State Highway System outweigh our existing resources. The priority for implementing projects has been identified as safety and system preservation."

Evaluation:

	1	2	3	4	5	6	7	8	9	10
Federal Planning Factors Addressed							X			
ORTP 2040 Goals Addressed	X									

North Shore (Comprehensive) Corridor Study

The Primary Objective of this remains that traditional land-use data informed by sea level rise, erosion, climate change and the complete dependence of the residents and tourists of Oahu on this only thru road from KAHALU'U to HALEIWA results in a Plan for Kamehameha Highway Route #83 to be a functionally interconnected vehicular road thru Ka'a'awa.

The Hawaii DOT provided the following feedback on this proposal:

"The HDOT Highways Division is undertaking efforts to evaluate vulnerabilities of our State Highway System to sea level rise, coastal erosion, and other impacts of climate change and extreme weather. These efforts will guide investment in our State Highway System as we work to address existing issues and increase the resiliency of our State Highway System. Developing a long-term strategic plan to address existing issues and increase the resiliency of our State Highway System will require collaboration with the planning agencies and coastal managers statewide. Further clarification and-coordination is requested for "NO-ROAD" option to determine its impacts to the highway system."

Evaluation:

	1	2	3	4	5	6	7	8	9	10
Federal Planning Factors Addressed	X								X	
ORTP 2040 Goals Addressed		X								

Priority Four Candidate Studies: *Studies that support planning efforts consistent with the direction set forth in master plans or other planning documents adopted by the OahuMPO, the State, and/or the City.*

Web-Based Planning Tools for Complete Streets and Transit

The objective is to provide tools for staff to perform planning functions for Complete Streets projects and transit improvements in-house thereby reducing dependence on consultant contracts, reducing planning and design costs, and increasing project delivery.

This project will greatly reduce HART and OahuMPO's consultant labor costs by automating tasks that must currently be done manually. It has a Title VI and Environmental Analysis tool and is able to create GTSF outputs for the Travel Demand Forecasting Model.

Remix enables cost-effective and efficient planning and design in the following ways:

1. Tools facilitate transit planning from vision through implementation by presenting demographic and rider data and immediate cost/resource calculations for all possible options;

2. Intuitive visuals lead decision-making bodies to quick consensus;
3. Creates conceptual plans for street-level changes to improve bus speeds and reliability;
4. Compiles and incorporates street-specific datasets around safety, curb inventory, bicycle infrastructure, transit routes, and movement counts;

Access to Remix is imperative for City staff to continue to accomplish this work.

Work Products:

1. Preliminary/conceptual designs and renderings for Complete Streets projects and bus-only lanes;
2. Planning for adjusted bus routes to support bus-rail integration through rail interim opening;
3. Exhibits, maps, and graphics to support competitive grant applications for transit operations;
4. Data collection to support policy development/amendment for City's shared micromobility vehicle permit program.

Since 2016 and through the end of the 2021 calendar year, the City has had and will have Remix licenses and uses this software as a service Transit and Streets and Micromobility modules to accomplish or expedite planning and design phases of various projects. The DTS increasingly uses this software to produce work in support of and/or related to OWP activities.

Evaluation:

As noted in the proposal text above, access to Remix enables cost effective and efficient planning and design by DTS in various ways. Remix can also create GTSF outputs for use in the Travel Demand Forecasting Model. However, it is not necessary or required in order for DTS to fulfill its requirements in the Data Sharing Agreement. This software will be used by DTS primarily for DTS purposes with little benefit to the OahuMPO. DTS has the option in light of local budget constraints to select a less expensive alternative that enables DTS to fulfill its data sharing requirements.

	1	2	3	4	5	6	7	8	9	10
Federal Planning Factors Addressed		X	X		X	X				
ORTP 2040 Goals Addressed	X	X			X	X		X		

Priority Five Candidate Studies: *Studies that support planning efforts to enable the State and the City to meet other needs that support Oahu's integrated, multimodal transportation system.*

None

Proposed projects already addressed in ongoing projects – *The following projects were not evaluated because they are duplicates of previous work or can be incorporated into ongoing planning efforts.*

None

Proposed projects ineligible for funding - *The following projects were not evaluated because they are not eligible for the type of funding programmed in the OWP.*

None

Appendix C: Public and Intergovernmental Review Comments and Dispositions

The public and intergovernmental review period for the FY 2022 Overall Work Program began on March 17, 2021 and concluded on April 16, 2021. The draft of the OWP FY2022 was e-mailed to fifty-four agencies and organizations for their review.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
1	Task 3, Page 19	Farrington Highway Makaha Beach Park Realignment Feasibility Study	Pete Meinster	<p>I strongly oppose any attempt at canceling the Farrington Highway Makaha Beach Park Realignment feasibility study (202.14) as described in the OahuMPO OWP for fiscal year 2022. And I urge our elected officials to condemn and discourage any attempts at doing so.</p> <p>Click here for full comment: https://www.oahumpo.org/?wpfb_dl=2165</p>	This study is being proposed for cancellation so that OahuMPO may fund higher priority work elements. In addition, OahuMPO is focused on the completion of federally required work products, and does not have the staff capacity to complete this study.	The Makaha Beach Realignment Feasibility Study is being tabled until construction funding is available. Moving forward on the study now would not result in immediate implementation of a project to realign the highway. Rather, it would result in duplicative planning costs. Should there be significant changes in the coastal highway protection assessments or funding levels, HDOT can revisit the study and planning process.
2	Task 3, Page 19	Farrington Highway Makaha Beach Park Realignment Feasibility Study	Noah Humphrey	I am asking that your Policy Board (decision-making body) continue with the proposed study. To not continue with this study will be social injustice, for a community that pays taxes and has been wanting the Master Plan and the Highway realignment since the late '80s.	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.
3	Task 3, Page 19	Farrington Highway Makaha Beach Park Realignment	Bunky Bakutis	Please use the funding already allotted to complete the feasibility study of Makaha Master Plan. Put the safety of our kupuna right down to our grandchildren high on your priority list, so we can get on with the plan which our community so wisely created.	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
		Feasibility Study				
4	Task 3, Page 19	Farrington Highway Makaha Beach Park Realignment Feasibility Study	ShanaLee Kaaiawaawa	<p>I ask that Policy Board (decision-making body) to continue with the study. Our community deserves a safer route, we just endured a speeding fatality, we recently had heavy rainfall for two days, which reopened the stream's natural flow to the ocean. This flow once again left the two standing bridges in a FEMA Flood Zone. A heavier rainfall could have a catastrophic affect leaving the people who live beyond these bridges stranded and cut off from emergency services and hospitals, work, school.</p> <p>To not continue with this study it'll be a social injustice, for a community that pays taxes and have been wanting the Master Plan and the Highway realignment since the late 80's.</p>	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.
5	Task 3, Page 19	Farrington Highway Makaha Beach Park Realignment Feasibility Study	MrCherryAlohq86@gmail.com	Reaching out on for my ohana and the Makaha. We ask please do the study for the road work	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.
6	Task 3, Page 19	Farrington Highway Makaha Beach Park Realignment Feasibility Study	Nola Buffins	I live in Hawaii Kai. I have fond childhood memories of the Leeward Coast. I SUPPORT THE PEOPLE OF MAKAHA. LISTEN TO THEM AND CHANGE WHAT YOU ARE DOING.	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
7	Task 3, Page 19	Farrington Highway Makaha Beach Park Realignment Feasibility Study	City and County of Honolulu Department of Parks & Recreation	The City and County of Honolulu Department of Parks & Recreation supports the realignment of Farrington Highway in accordance with the 1998 Makaha Beach Park Master Plan. It is our belief that the highway realignment will resolve numerous safety, environmental and park usability issues.	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.
8		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Carmen Guzman-Simpliciano, Kingdom Pathways	We would like for the Department of Transportation to continue to fund the feasibility study of the realignment of Farrington Highway incorporating the 1998 Makaha Beach Park Master Plan into a feasible plan. The Stated benefits of this realignment were: 1) increased recreational use and properly functioning comfort station, 2) expansion of the beach, 3) additional parking for a beach park currently with extremely limited parking, to the point where people must park illegally on the sand, 4) elimination of highway repairs due to beach erosion and storm waves, and 5) insured access in and out of the west end of the island of Oahu. Click here for full comment: https://www.oahumpo.org/?wpfb_dl=2184	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.
9		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Kendra Baxter	I am a resident of the Waianae Community and I would like to voice my concern about the Makaha Beach Master Plan. As residents, we would like to see a realignment of a new Farrington highway along the mauka (mountain) side of the existing Highway location. Recently, we have become aware that the Master Plan Study for Makaha be cancelled due to lack in funding. We would like to request that DOT makes this a priority, because this next step is a very needed study of a populated beach and roadway that is affected by flooding, erosion, sea level rises and many daily visitors. It is a loved and historic staple of the Waianae coast. There's only one way in and one way out for many of us.	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
10			Ken Tatsuguchi, HDOT	Page 30, Table 1- The membership dues are above what is collected.	OahuMPO will collect \$375,000 in member dues for FY2022. \$60,000 remains from a prior year work element. See OahuMPO's response to comment 39 on page 56 for more information.	N/A
11			Ken Tatsuguchi, HDOT	To compare this 2022 OWP, there should be information on the 2021 OWP completed and outstanding work; deadlines met, budget and expenditure reconciliation, and balances.	Budget and expenditure reconciliation is already provided. The financial tables that follow each task section provide the FY2021 budget and the balance remaining for each work element. OahuMPO will plan to include this information for existing work elements in the next cycle of the OWP. Until then, this information can be accessed in OahuMPO's Annual Report.	N/A
12			Dept. of Hawaiian Home Lands- State of Hawaii	No comment.		
13		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Representative Cedric A. Gates	I write to you today in support of rerouting Farrington Highway mauka of Makaha Beach Park. Residents of the Wai'anae Coast of O'ahu and I are concerned about the plan for replacement of Makaha Bridges No. 3 and 3A on Farrington Highway. In light of issues discussed in the full pdf, we humbly request that the DOT reconsider the current plan and explore the feasibility of implementing the 1998 Makaha Beach Master Plan instead. The master plan would allow for an accessible and beautified park. More importantly, it would be a pre-emptive response to future environmental issues and in the best interests of our residents' and visitors' safety. Please review full comment here:	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
				https://www.oahumpo.org/?wpfb_dl=2187		
14		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Georgiana Navarro	<p>I understand that the study is proposed to be canceled on April 16, 2021 in OahuMPO's FY 2022 Overall Work Program. That the purpose of this study is to identify the social, environmental, technical, and economic impacts, costs, and benefits of a potential realignment of Farrington Highway (State Route 93) in the vicinity of Mākaha Beach Park near Kili Drive. I would like for the members of the Policy Board to please continue with the Farrington Highway of Mākaha Beach Realignment Feasibility Study and to incorporate the 1998 Mākaha Beach Master Plan., I understand that there is limited funding availability; but if the state's HDOT is unable to fund the study would the City and County of Honolulu be able to fund the remainder of the study., I would like for this project which is not a priority location in the "Hawai'i Department of Transportation's (HDOT) Statewide Coastal Highway Program Report Choice" to be reconsidered due to climate change, sea-level rise and public safety concerns if bridges were to be impacted by any and all natural disasters., I strongly believe that the pre-fabricated steel bridge's will always be a public safety issue and to avoid catastrophic events such as high surf, climate change, sea level rise, sand erosion, tsunami threats, shoreline changes, storm surges, king tides, FEMA flood zone the community strongly urges members of the Policy Board to hear our concerns and to realign the highway further inland. A world landmark</p>	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
				Makaha is an actual Museum that at the Bishop Museum known to surfers all over the world.		

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
15		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Inez Larson	<p>I understand that the study is proposed to be canceled on April 16, 2021 in OahuMPO's FY 2022 Overall Work Program. That the purpose of this study is to identify the social, environmental, technical, and economic impacts, costs, and benefits of a potential realignment of Farrington Highway (State Route 93) in the vicinity of Mākaha Beach Park near Kili Drive. I would like for the members of the Policy Board to please continue with the Farrington Highway of Mākaha Beach Realignment Feasibility Study and to incorporate the 1998 Mākaha Beach Master Plan., I understand that there is limited funding availability; but if the state's HDOT is unable to fund the study would the City and County of Honolulu be able to fund the remainder of the study., I would like for this project which is not a priority location in the "Hawai'i Department of Transportation's (HDOT) Statewide Coastal Highway Program Report Choice" to be reconsidered due to climate change, sea-level rise and public safety concerns if bridges were to be impacted by any and all natural disasters., I strongly believe that the pre-fabricated steel bridge's will always be a public safety issue and to avoid catastrophic events such as high surf, climate change, sea level rise, sand erosion, tsunami threats, shoreline changes, storm surges, king tides, FEMA flood zone the community strongly urges members of the Policy Board to hear our concerns and to realign the highway further inland.</p>	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
16		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Regina Peterson	<p>I understand that the study is proposed to be canceled on April 16, 2021 in OahuMPO's FY 2022 Overall Work Program. That the purpose of this study is to identify the social, environmental, technical, and economic impacts, costs, and benefits of a potential realignment of Farrington Highway (State Route 93) in the vicinity of Mākaha Beach Park near Kili Drive. I would like for the members of the Policy Board to please continue with the Farrington Highway of Mākaha Beach Realignment Feasibility Study and to incorporate the 1998 Mākaha Beach Master Plan., I understand that there is limited funding availability; but if the state's HDOT is unable to fund the study would the City and County of Honolulu be able to fund the remainder of the study., I would like for this project which is not a priority location in the "Hawai'i Department of Transportation's (HDOT) Statewide Coastal Highway Program Report Choice" to be reconsidered due to climate change, sea-level rise and public safety concerns if bridges were to be impacted by any and all natural disasters., I strongly believe that the pre-fabricated steel bridge's will always be a public safety issue and to avoid catastrophic events such as high surf, climate change, sea level rise, sand erosion, tsunami threats, shoreline changes, storm surges, king tides, FEMA flood zone the community strongly urges members of the Policy Board to hear our concerns and to realign the highway further inland. Leave our land alone...no more building..</p>	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
17		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Shantell Tom	<p>I understand that the study is proposed to be canceled on April 16, 2021 in OahuMPO's FY 2022 Overall Work Program. That the purpose of this study is to identify the social, environmental, technical, and economic impacts, costs, and benefits of a potential realignment of Farrington Highway (State Route 93) in the vicinity of Mākaha Beach Park near Kili Drive. I would like for the members of the Policy Board to please continue with the Farrington Highway of Mākaha Beach Realignment Feasibility Study and to incorporate the 1998 Mākaha Beach Master Plan., I understand that there is limited funding availability; but if the state's HDOT is unable to fund the study would the City and County of Honolulu be able to fund the remainder of the study., I would like for this project which is not a priority location in the "Hawai'i Department of Transportation's (HDOT) Statewide Coastal Highway Program Report Choice" to be reconsidered due to climate change, sea-level rise and public safety concerns if bridges were to be impacted by any and all natural disasters., I strongly believe that the pre-fabricated steel bridge's will always be a public safety issue and to avoid catastrophic events such as high surf, climate change, sea level rise, sand erosion, tsunami threats, shoreline changes, storm surges, king tides, FEMA flood zone the community strongly urges members of the Policy Board to hear our concerns and to realign the highway further inland.</p>	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
18		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Paula Quiniola	<p>I understand that the study is proposed to be canceled on April 16, 2021 in OahuMPO's FY 2022 Overall Work Program. That the purpose of this study is to identify the social, environmental, technical, and economic impacts, costs, and benefits of a potential realignment of Farrington Highway (State Route 93) in the vicinity of Mākaha Beach Park near Kili Drive. I would like for the members of the Policy Board to please continue with the Farrington Highway of Mākaha Beach Realignment Feasibility Study and to incorporate the 1998 Mākaha Beach Master Plan., I understand that there is limited funding availability; but if the state's HDOT is unable to fund the study would the City and County of Honolulu be able to fund the remainder of the study., I would like for this project which is not a priority location in the "Hawai'i Department of Transportation's (HDOT) Statewide Coastal Highway Program Report Choice" to be reconsidered due to climate change, sea-level rise and public safety concerns if bridges were to be impacted by any and all natural disasters., I strongly believe that the pre-fabricated steel bridge's will always be a public safety issue and to avoid catastrophic events such as high surf, climate change, sea level rise, sand erosion, tsunami threats, shoreline changes, storm surges, king tides, FEMA flood zone the community strongly urges members of the Policy Board to hear our concerns and to realign the highway further inland.</p>	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
19		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Nohelani Octubre	<p>I understand that the study is proposed to be canceled on April 16, 2021 in OahuMPO's FY 2022 Overall Work Program. That the purpose of this study is to identify the social, environmental, technical, and economic impacts, costs, and benefits of a potential realignment of Farrington Highway (State Route 93) in the vicinity of Mākaha Beach Park near Kili Drive. I would like for the members of the Policy Board to please continue with the Farrington Highway of Mākaha Beach Realignment Feasibility Study and to incorporate the 1998 Mākaha Beach Master Plan., I understand that there is limited funding availability; but if the state's HDOT is unable to fund the study would the City and County of Honolulu be able to fund the remainder of the study., I would like for this project which is not a priority location in the "Hawai'i Department of Transportation's (HDOT) Statewide Coastal Highway Program Report Choice" to be reconsidered due to climate change, sea-level rise and public safety concerns if bridges were to be impacted by any and all natural disasters., I strongly believe that the pre-fabricated steel bridge's will always be a public safety issue and to avoid catastrophic events such as high surf, climate change, sea level rise, sand erosion, tsunami threats, shoreline changes, storm surges, king tides, FEMA flood zone the community strongly urges members of the Policy Board to hear our concerns and to realign the highway further inland.</p>	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
20		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Carmen Guzman-Simpliciano	<p>I understand that the study is proposed to be canceled on April 16, 2021 in OahuMPO's FY 2022 Overall Work Program. That the purpose of this study is to identify the social, environmental, technical, and economic impacts, costs, and benefits of a potential realignment of Farrington Highway (State Route 93) in the vicinity of Mākaha Beach Park near Kili Drive. I would like for the members of the Policy Board to please continue with the Farrington Highway of Mākaha Beach Realignment Feasibility Study and to incorporate the 1998 Mākaha Beach Master Plan., I understand that there is limited funding availability; but if the state's HDOT is unable to fund the study would the City and County of Honolulu be able to fund the remainder of the study., I would like for this project which is not a priority location in the "Hawai'i Department of Transportation's (HDOT) Statewide Coastal Highway Program Report Choice" to be reconsidered due to climate change, sea-level rise and public safety concerns if bridges were to be impacted by any and all natural disasters., I strongly believe that the pre-fabricated steel bridge's will always be a public safety issue and to avoid catastrophic events such as high surf, climate change, sea level rise, sand erosion, tsunami threats, shoreline changes, storm surges, king tides, FEMA flood zone the community strongly urges members of the Policy Board to hear our concerns and to realign the highway further inland.</p>	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
21		Farrington Highway Makaha Beach Park Realignment Feasibility Study	Lena Suzuki	I understand that the study is proposed to be canceled on April 16, 2021 in OahuMPO's FY 2022 Overall Work Program. That the purpose of this study is to identify the social, environmental, technical, and economic impacts, costs, and benefits of a potential realignment of Farrington Highway (State Route 93) in the vicinity of Mākaha Beach Park near Kili Drive. I would like for the members of the Policy Board to please continue with the Farrington Highway of Mākaha Beach Realignment Feasibility Study and to incorporate the 1998 Mākaha Beach Master Plan., I understand that there is limited funding availability; but if the state's HDOT is unable to fund the study would the City and County of Honolulu be able to fund the remainder of the study., I would like for this project which is not a priority location in the "Hawai'i Department of Transportation's (HDOT) Statewide Coastal Highway Program Report Choice" to be reconsidered due to climate change, sea-level rise and public safety concerns if bridges were to be impacted by any and all natural disasters., I strongly believe that the pre-fabricated steel bridge's will always be a public safety issue and to avoid catastrophic events such as high surf, climate change, sea level rise, sand erosion, tsunami threats, shoreline changes, storm surges, king tides, FEMA flood zone the community strongly urges members of the Policy Board to hear our concerns and to realign the highway further inland.	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.
22	4 – Table of Contents	203.18-19	Department of Transportation Services	Correct WE Number for Energy Conservation and Emissions Reduction Plan.	This edit will be made in the final draft.	N/A
23	5 – Table ES-1		Department of Transportation Services	Correct rounding error. Total federal share for FHWAPL (New Funds) should be \$1,418,109.	The total of \$1,418,108 is first calculated in table 2 by finding 87.116% of the OahuMPO share of the FHWA apportionment. $\$1,627,839 \times .87116 = \$1,418,108$. In Table 1, OahuMPO rounded down the federal + local total of new funds from \$1,772,636 to \$1,772,635.	N/A

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
24	5 – Table ES-1 10 – Table 4		Department of Transportation Services	Requesting clarification on the disconnect between Table ES-1 and Table 4. While the total funding for both tables is the same (\$581,447), the total federal (\$465,158 & \$473,447) and local (\$116,289 & \$108,000) share amounts differ.	This was an oversight. It will be fixed in the final draft.	N/A
25	6 – Work Element Summary		Department of Transportation Services	Correct the spelling: Active Transportation Monitoring Data – Phases II Active Transportation Monitoring Data – Phases III	This edit will be made in the final draft.	N/A
26	5 – Executive Summary 8 and 10 – Federal Funding Overview		Department of Transportation Services	Suggest consistent terminology. Please revise pages 5 and 8 to align with page 10. Page 5: In FY 2022, OahuMPO anticipates new funding sources – consisting of Federal grants and required local matching funds - to total \$2.14 million after the application of obligation limitation. Funds remaining deobligated from prior OWPs bring the total available funding to ~\$2.72 million. Page 8: Remaining Unobligated from prior years In addition to the new Federal funds described above, a balance of \$4.5 million in FHWA Metropolitan Planning funds remains from prior year apportionments. These funds may only be obligated for new or previously programmed work elements if OahuMPO is given additional obligation limitation. Page 10: Deobligation of Funds Remaining from prior OWPs	This edit will be made in the final draft.	N/A
27	8 – Table 1		Department of Transportation Services	Correct the rounding error. Total should be \$1,713,835.	This edit will be made in the final draft.	N/A
28	11 – Ongoing Work Elements		Department of Transportation Services	Add Performance-Based Program and Planning Agreement to last bullet under Program Administration & Management.	This edit will be made in the final draft.	N/A

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
29	14 – TDFM Data		Department of Transportation Services	Will the new household travel survey data purchase be encumbered within 6 months of obligation? If not, please program the funds and delay obligation until the funds are needed.	OahuMPO can expend \$350,000 toward the data purchase in June 2021 following PB endorsement of the OWP. These are pre-payments to the NHTS's pooled fund for a data purchase in 2023. HDOT will administer the transfer of the federal share and OahuMPO will send a check for the local share.	N/A
30	16 – TASK 2 – NEW		Department of Transportation Services	Bids have been received for the Active Transportation Monitoring Data. Phase I needs to be increased to \$231,401, Phase II can be reduced to \$204,124, and Phase III can be reduced to \$196,064.	OahuMPO reduced the funding request for Phases II and III and added a request for additional funds for Phase I.	N/A
31	21 – WE Programmed in Previous OWP Cycles – Task 3	203.18-19	Department of Transportation Services	Correct WE Number for Energy Conservation and Emissions Reduction Plan.	This edit will be made in the final draft.	N/A
32	24 – Budget Summary Task 3	203.06-18	Department of Transportation Services	The obligated balance could be reduced for the Oahu Joint Feasibility Study if needed.	OahuMPO will make this change in a future OWP cycle, or in an amendment.	N/A
33	24 – Budget Summary	203.21-20	Department of Transportation Services	The obligated balance could be reduced for the TDM Plan if needed.	OahuMPO will make this change in a future OWP cycle, or in an amendment.	N/A
34	24 – Budget Summary Task 3	203.18-20	Department of Transportation Services	Autonomous Vehicle Planning Study funds have been obligated since 2020 and are not yet encumbered. Please confirm if funds could be de-obligated and the project moved to the Programmed list.	HART is in the process of encumbering the funds.	N/A

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
35	24 – Budget Summary Task 3	202.14	Department of Transportation Services	Remaining funds for this canceled study are missing from Table 4 listing the de-obligations.	<p>The OWP FY2022 proposes transferring the balance remaining for the subject study to previously programmed work elements. This information can be found in the amendment section of the OWP. The deobligation table describes funds available to support the <u>new</u> funding request.</p> <p>The correct work element # for the Makaha Beach Park Farrington Highway Realignment Feasibility Study is 202.04.</p>	N/A
36	28 – FY2022 Amendments to Existing Work Elements		Department of Transportation Services	Please publish a FY2021 OWP modification to document changes made to projects programmed in that document.	OahuMPO will post a red-lined version of the OWP FY2021 with the funding totals approved in the OWP FY2022.	N/A
37	29 – FY2022 Amendments Budget Summary		Department of Transportation Services	Please explain when credits will be issued for the previous local match for obligated federal funds under the Program Administration & Management, and Professional Development WE Descriptions.	These credits were provided to partners for the OWP FY2021 dues invoice. OahuMPO does not have match for federal funds remaining from FY2020.	N/A
38	29 – FY2022 Amendments Budget Summary	203.03-18	Department of Transportation Services	Staff labor expenditures are not anticipated and bids have been received for the PM Peak Period Tow Away Zone study. The obligated balance can be reduced to \$230,000.	This edit will be made in the final draft.	N/A

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
39	30 – Table 1		Department of Transportation Services	Please explain where the additional \$60,000 (over the \$375,000) included as member dues came from.	In the OWP FY2020 Revision #1, the Policy Board approved adding \$300,000 to the ORTP work element to ensure that staffing turnover would not impact on-time completion of the ORTP update. The amendment to add \$300,000 to the Jacobs contract was submitted to the AG's office for review on March 12, 2020. When the Policy Board endorsed the OWP FY2021 in May 2020, the \$240,000 federal funds/\$60,000 local funds added in OWP FY2020 Revision #1 was not unencumbered. The contract amendment was in process. The decision was not made until August 2020 not to add funds to the Jacobs contract.	N/A
40	30 and 31 – Budget Summary by Task and by Cost Category		Department of Transportation Services	Suggest using different Table numbers than numbers previously used earlier in the document.	This edit will be made in the final draft.	N/A
41	Multiple Pages		Department of Transportation Services	Suggest consistent use of Fiscal Year reference, i.e. FY2022 or FY 2022, or FY20 or FY 20.	This edit will be made in the final draft.	N/A

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
42	40 and 41 – OahuMPO Staff Structure and Pay Ranges		Department of Transportation Services	Staff pay ranges should be adjusted to match BU13 negotiated increases.	<p>OahuMPO positions are all classified as SRNA which means our positions are not tied to the SR tables as civil service positions are. In fact, since 2015, All OahuMPO positions are designated Exempt positions under HRS 279D-7. Therefore, none of our staff are technically part of any Collective Bargaining Unit. Although OahuMPO positions are not tied to the SR tables, we do review both the State position descriptions and the SR Salary Tables. Because OahuMPO does not have its own personnel department, OahuMPO staff has consulted with HDOT/Personnel on the salaries for its positions.</p> <p>Click here for the rest of OahuMPO's response: https://www.oahumpo.org/?wpfb_dl=2194</p>	N/A
43			Department of Permitting and Planning	No comment.		
44		Farrington Highway Makaha Beach Park Realignment Feasibility Study	John & Rita Shockley	We are requesting that OMPO <u>not cancel funding</u> for the Makaha Beach Realignment Study. It has been part of the the Master Plan that is over twenty years old. The project itself has been stalled for many reasons but it is now becoming more critical that both the HDOT and OMPO do what is necessary to preserve the viability of through transport on a redesigned Farrington Highway past the Makaha Beach cove as climate change and beach erosion are now becoming serious problems.	Please refer to the response to Comment #1.	Please refer to the response to Comment #1.

Comment #	Section and Page Number	Project/Study	Commenter	Comment	OahuMPO Response	Agency Response
				The Free Access Coalition of concerned activists and non-profit organizations urge you to complete the study and finish the goal of the Makaha Beach Master Plan. Mahalo for your consideration.		
45			State of Hawaii Department of Budget and Fiscal	No comment.		

Appendix D: OWP Overview and Process

OahuMPO Structure

The process of developing the annual OWP entails a closely coordinated effort among the OahuMPO and its participating agencies: The State Department of Transportation (HDOT), the City and County of Honolulu Department of Transportation Services (DTS), and the Honolulu Authority for Rapid Transportation (HART).

A diagram of the OahuMPO's organization is shown in Figure 1. The current *Comprehensive Agreement*¹⁵ describing the specific roles and responsibilities of the OahuMPO and its participating agencies, was signed by the Governor, the City Council Chair (on behalf of the City as the transit operator), and the OahuMPO Policy Board Chair in 2015.

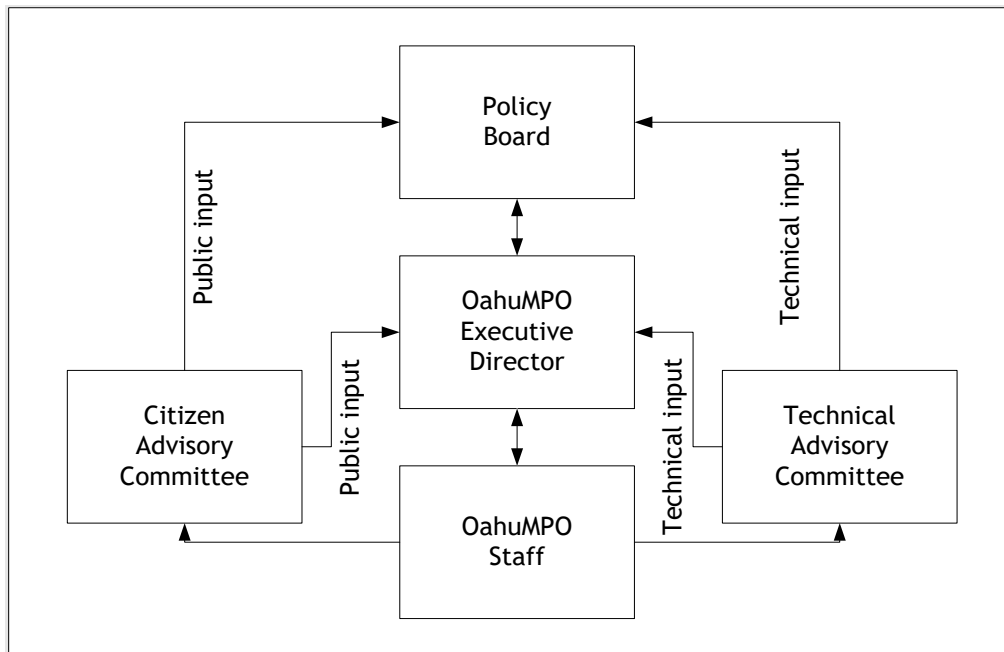


Figure 1. OahuMPO organizational components and information flow.

¹⁵ https://www.oahumpo.org/?wpfb_dl=1523

Oversight and Committees

As stated in Federal Regulations, the Policy Board (PB) is the MPO and, as such the decision-making body of the OahuMPO. The Technical Advisory Committee (TAC) provides technical input to both the PB and the OahuMPO Executive Director to carry out the continuing, cooperative, and comprehensive multimodal transportation planning process for OahuMPO. Table 1 shows voting and non-voting membership in the TAC and the PB.

Table 9: TAC and PB Membership

Policy Board	
Voting	Non-Voting
Two State Senators Two State Representatives Three City Councilmembers The HDOT Director The DTS Director The DPP Director The HART Director	FHWA Hawaii Division Office Administrator The Director of DOH The Director of State Office of Planning
Technical Advisory Committee	
Voting	Non-Voting
Two staff members from HDOT One staff member from DBEDT One staff member from OP Two staff members from DTS Two staff members from DPP Two staff members from HART	One representative from HTA One representative from FHWA One representative from FAA One representative from FTA One staff member from City DDC One staff member from City DFM

The **Citizen Advisory Committee (CAC)** is the primary vehicle for individuals to provide public input to the Policy Board and the OahuMPO Executive Director on Oahu's transportation planning needs and processes. At present, the CAC¹⁶ consists of representatives from 47 community associations, neighborhood boards, professional associations, businesses, private transportation providers, a transportation management association, developers, and other interested parties. Activities of the CAC are organized based on the *OahuMPO Participation Plan (OPP)*,¹⁷ which is compliant with the Federal requirements.¹⁸

¹⁶ See <http://www.oahumpo.org/about-mpo/committees/citizen-advisory-committee/>

¹⁷ See http://www.oahumpo.org/ParticipationPlan2015_0630

¹⁸ 23 CFR 450.316.

OahuMPO Staff Structure and Pay Ranges

One of the biggest expenses for OahuMPO is staff. The Policy Board approves staff positions and pay ranges. The current, staffing plan for the agency includes ten full-time equivalent (FTE) staff members, one 75% FTE Secretary, and an intern.

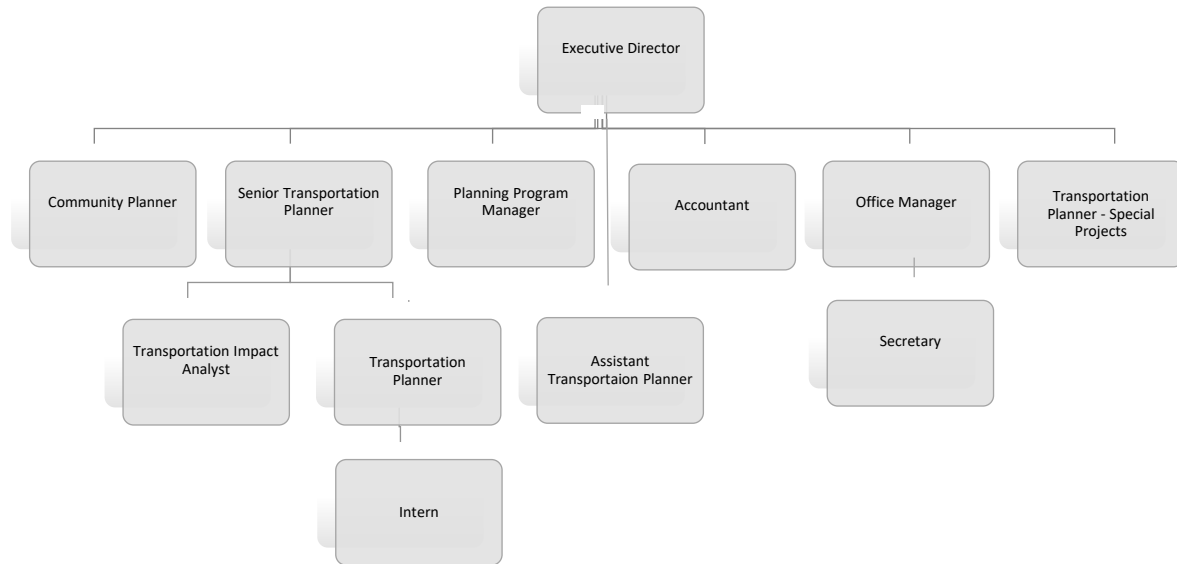


Figure 2. OahuMPO Staffing Structure

Brief descriptions of job responsibilities and the approved pay ranges for each position are as follows:

- Executive Director (\$80,000 - \$124,000):** responsible for the implementation of the metropolitan transportation planning process; prepares, updates, clarifies operational policies and procedures; hires OahuMPO staff and manages day-to-day operations; monitors Administrative Supplemental Agreement; oversees personnel and human resource matters; represents the Policy Board in meetings, and is the Policy Board coordinator.
- Senior Transportation Planner (\$75,000-\$106,000):** responsible for the ORTP process as well as overseeing modeling work and products completed internally or by participating agencies or consultants; manages and completes various corridor and sub-area studies led by the OahuMPO; supervises and coordinates the work of the Transportation Planner and Transportation Impact Analyst.
- Transportation Planner (\$60,000 – \$90,000)** responsible for assisting the Senior Transportation Planner in the development and maintenance of the ORTP; manages the completion of various corridor and sub-area studies led by OahuMPO.
- Transportation Impact Analyst (\$60,000 – \$90,000):** responsible for development and maintenance of the Transportation Improvement Program; maintains data bases and communicates with participating agencies regarding transportation data; monitors transportation system performance, collects data and analyses; monitors performance measures and targets and recommends updates as needed; maintains and implements the agency's performance-based planning and programming process; maintains and implements the Transportation Alternatives Program, and performs the modeling function.
- Planning Program Manager (\$65,000 - \$95,000):** responsible for the OWP process as well as preparing OahuMPO budgets; responsible for monitoring and assisting Federal grant subrecipients; serves on steering committees for participating agency projects; provides intergovernmental staff interface to carry out the metropolitan transportation planning process; is the coordinator for the Technical Advisory Committee.

- **Community Planner (\$60,000 - \$90,000):** responsible for developing, maintaining, and implementing the Public Participation Plan; is the coordinator for the Citizen Advisory Committee; monitors Title VI & Environmental Justice issues and completes reports as needed; maintains website and social media resources; serves as OahuMPO's customer service representative to the public.
- **Assistant Transportation Planner (\$55,000 – \$78,000)** responsible for assisting the Community Planner in the development and maintenance of the Public Participation Plan, community outreach, social media, and the Citizens Advisory Committee and any of their associated committees and permitted interaction groups; assists the other OahuMPO Planners with the community outreach of OahuMPO projects and plans.
- **Accountant (\$57,000 - \$85,500):** responsible for all financial and accounting matters related to the OahuMPO, including general accounting functions and financial management/reporting; monitors and maintains the Finance Supplemental Agreement; also serves as procurement specialist for the agency, and maintains contract files.
- **Office Manager (\$55,000 - \$88,500):** responsible for overseeing day-to-day administrative functions of the OahuMPO office, including filing, copying, mailing, meeting coordination, posting meeting notices, preparing Policy Board meeting minutes, and completing the annual OIP, PIA, Form 7, and other operation related reports; assists the Executive Director in developing policies and procedures consistent with applicable State and Federal laws and regulations; acts as coordinator to personnel department; coordinates the Policy Board in conjunction with the Executive Director; responsible for the maintenance off office equipment leases; assists with the maintenance of the website; and supervises the Secretary.
- **Secretary (\$47,500-\$68,000):** responsible for assisting the Office Manager with routine typing, filing, meeting coordination, meeting material mailings, development of meeting minutes, answering phones, clerical support to the Executive Director and other staff, and other duties as needed.
- **Transportation Planner – Special Projects (\$60,000 – \$90,000):** responsible for the development of a Strategic Plan and the coordination of revisions needed to the supplemental agreements between OahuMPO and partner agencies. Provides support to the Executive Director on technical requirements of the 3-C planning process and the follow-up of the federal certification review.
- **Transportation and Community Planning Intern (\$20/hour - \$24/hour):** responsible for assisting the Transportation Planner with the preparation and development of the ORTP, technical assistance with any corridor and sub-area studies led by OahuMPO, assisting the Community Planner in the coordination and execution of Citizen Advisory Committee meetings, In addition, the intern will also be assisting with community engagement for the ORTP and any other sub-area and corridor studies led by OahuMPO.

Overall Work Program Development

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

Table 10. Approximate OWP Development Timeline

Aug – Sept	OahuMPO staff solicits early input regarding candidate work elements (WEs); and solicits lists of planning studies from other agencies for regional planning coordination.
Sept – Oct	OahuMPO staff provides the candidate WEs to the Policy Board members and participating agencies; issues a call for candidate WEs to the Policy Board members and participating agencies
Nov – Dec	OahuMPO staff receives progress reports from all previously obligated projects and evaluate; accounts for previously obligated WEs and deducts staff time or funding from available resources as warranted; prioritizes all first-time candidate work elements; develops a first-draft list of WE proposed for programming in the OWP; presents the first-draft list to the CAC, TAC, and the Policy Board for comments and feedback; <i>this is the last opportunity for new candidate work elements to be identified for evaluation and possible inclusion in the OWP</i>

Jan-Mar	OahuMPO staff considers the feedback and comments received on the first-draft list of WEs; develops the Public Review Draft of the OWP; and presents Public Review Draft to the TAC and CAC for review and comment prior to releasing it for public and intergovernmental review.
April	OahuMPO staff releases the Public-Review Draft OWP for 45 days of public and intergovernmental review and comment; notifies CAC, TAC, Policy Board, intergovernmental review list, and interested parties of the release of draft OWP; and posts Public Review Draft to the OahuMPO website and provides instructions for submitting comments.
April-May	OahuMPO staff considers comments received on the Public Review Draft; documents all comments received and their final disposition in the OWP; and develops Final Draft OWP.
May	OahuMPO staff presents Final Draft OWP to the TAC and CAC for recommendation to the Policy Board; and presents the Final Draft OWP to the Policy Board along with recommendations of the advisory committees.
June – Sept	OahuMPO staff submits Policy Board endorsed OWP to FHWA/FTA for approval; and sends invoices to participating agencies for annual dues (i.e., local match). HDOT staff: submits grant applications to appropriate Federal agencies Federal agencies: award grants

The OahuMPO coordinates the review of the draft work elements by staff members of the participating agencies, CAC, the public, TAC, and Federal agencies (USDOT: FTA, FHWA, FAA, Federal Maritime Administration (MARAD); Environmental Protection Agency; and Department of Housing and Urban Development), as well as an intergovernmental review. The OWP is then submitted to the Policy Board for its endorsement prior to its submittal for FHWA and FTA approval.

Planning Priorities

The OahuMPO uses the following priorities to evaluate projects for funding through the OWP:

1. Projects that fulfill requirements under metropolitan transportation regulations set forth in 23 Code of Federal Regulations (CFR) 450 Subpart C and 23 CFR 420.
2. Projects which are necessary to enable the OahuMPO and its participating agencies to support the metropolitan transportation planning process or fulfill other Federal, State, or City regulations applicable to this process.
3. Projects that support planning efforts for projects identified in the Oahu Regional Transportation Plan (ORTP).
4. Projects that support planning efforts consistent with the direction set forth in master plans or other planning documents adopted by the OahuMPO, the State, and/or the City.
5. Projects that support planning efforts to enable the State and the City to meet other needs that support Oahu's integrated, multimodal transportation system.

Consideration of the FAST Act Planning Factors

Federal regulations require that the metropolitan planning process consider projects and strategies that address ten planning factors below¹⁹ which are part of the framework used to evaluate Oahu's transportation planning program.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security²⁰ of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.

¹⁹ 23 CFR 450.306(a) and (b).

²⁰ Congressional intent is that "security," in this context, means both infrastructure protection and emergency preparedness.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

Vision and Goals of the Oahu Regional Transportation Plan 2040

ORTP 2040 Vision

"In 2040, Oahu will be a place where we will have efficient, well-maintained, safe, secure, convenient, appropriate, and economical choices in getting from place to place. Our transportation system will move us and the goods we use in a manner that supports the island's high quality of life, natural beauty, economic vitality, and land use policies by supporting appropriate density development and avoiding urban sprawl. This system will promote energy conservation and economic sustainability as well as the protection of our ports of entry, preparation for emergency situations, and changes in global climate patterns."

Goals

1. **Transportation Facilities** - Provide an inclusive, multi-modal transport system whose connectedness provides efficient means for users desiring to move about this island by bicycle, freight carrier, pedestrian facility, road, transit service, and intermodal connectors
2. **Transportation Operations and Services** - Develop, operate, maintain, and improve Oahu's island wide transportation system to ensure the efficient, dependable, safe, secure, convenient, and economical movement of people and goods
3. **Freight Movement and Economic Vitality** - Improve the freight network for Oahu, interisland, and trans-Pacific movements, strengthen the ability of rural communities to access trade markets, and support Oahu's economic development
4. **Natural Environment** - Develop, operate, maintain, and improve Oahu's transportation system in a manner that sustains environmental quality
5. **Human Environment and Quality of Life** - Develop, operate, maintain, and improve Oahu's transportation system in a manner that supports community-wide values related to health, safety, culture, and civil rights
6. **Land Use and Transportation Integration** - Develop, operate, maintain, and improve Oahu's transportation system in a manner that integrates effective land use and transportation with established sources of funding in a fair and equitable manner
7. **Infrastructure Condition** - Improve and maintain Oahu's transportation system in a state of good repair
8. **Reduce Project Delivery Delay** - Reduce project costs, promote jobs and the economy, eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Appendix E: Regional Planning Coordination

Planning Projects at Other Agencies That Use USDOT Funding

In addition to the work elements and projects shown in the OWP FY22 that are being programmed using planning funds from OahuMPO, several other planning projects are being undertaken that do not use planning funds from OahuMPO, but do use funds from USDOT:

For the Hawaii Department of Transportation:

- Interstate Route H-1, Corridor Study, Short-Term Improvements (S/TIP Project OS-58)
- Farrington Highway Route 93 Corridor Study (S/TIP Project OS-66)
- Farrington Highway Route 93 Bridge Replacement Makaha Bridges #3 & #3A (S/TIP Project OS-4)

Planning Projects at Other Agencies

The table below is a listing of transportation-focused studies and projects completed or being completed by agencies other than OahuMPO. These are included here for informational purposes. When reviewing and selecting planning projects for the OWP, OahuMPO attempts to coordinate, to the maximum extent possible, with other related planning activities to not duplicate planning efforts and/or to leverage and build-upon work that has been or is being completed by others.

Table 11. Listing of planning activities that are funded from sources other than those required to be programmed through the OWP.

Description	Lead Agency
<p><i>Oahu Pedestrian Master Plan</i> http://www.honolulu.gov/cms-dts-menu/site-dts-sitearticles/912-site-dts-te-cat/28940-pedestrian-plan.html This study will inventory existing conditions, propose pedestrian improvement projects and programs, and prioritize those improvements facilitating multimodal travel consistent with the CITY's Complete Streets Ordinance. The Oahu Pedestrian Plan is expected to be a long-term action plan to create vibrant, safe, and accessible streetscapes that serve as a model for the nation.</p>	DTS
<p><i>Complete Streets Plans</i> https://www.honolulu.gov/completestreets/default.html The Complete Streets Program collaborates and coordinates with various City agencies to deliver Complete Streets projects, including the Department of Transportation Services, Department of Planning and Permitting, Department of Facility Maintenance, Department of Design and Construction, and Department of Parks and Recreation. Each department manages different aspects of the roadway, and a number of plans and initiatives guide their efforts to develop Complete Streets from concept to construction.</p>	DTS
<p><i>General Plan and Development/Sustainable Community Plans</i> http://www.honoluludpp.org/Planning.aspx Required by the City Charter; sets forth development policy of each of the City's eight planning areas</p>	DPP
<p><i>Hawaii Strategic Highway Safety Plan</i> https://hidot.hawaii.gov/highways/shsp/ Documents safety strategies for seven areas of emphasis</p>	HDOT
<p><i>H-1 Corridor Study</i> https://hidot.hawaii.gov/highways/files/2017/07/160808-H-1-Final-Report.pdf Will identify future capacity needs on Interstate H-1, along with an alternatives and feasibility analysis on congestion and capacity improvements. The study will also identify</p>	HDOT

Description	Lead Agency
the potential impacts on other major corridors, such as Farrington Highway, Kamehameha Highway, Moanalua Freeway, and other routes of changes made to H-1.	
<p><i>State of Hawaii Statewide Coastal Highway Program Report</i> https://hidot.hawaii.gov/highways/files/2019/09/State-of-Hawaii-Statewide-Coastal-Highway-Program-Report_Final_2019.pdf</p> <p>The objective of this project is to develop a scientifically rigorous methodology to assess and rank the susceptibility of State of Hawaii coastal roads to erosion and structural degradation due to ocean hazards such as waves, currents, tides and sea level rise.</p>	HDOT
<p><i>Farrington Highway Corridor Study</i> https://hidot.hawaii.gov/highways/farringtoncorridorstudy/</p> <p>This study will determine the long term vision and management for Farrington Highway Corridor between Nanakuli and Makaha. The study will analyze and identify short term (6 months – 2 years) and long term (2 to 20 or more years) multimodal solutions that address safety, traffic congestion, and resilience, including options for secondary access to Westside communities.</p>	HDOT
<p><i>Motor Carrier and Highway Safety Programs</i> http://hidot.hawaii.gov/highways/library/motor-vehicle-safety-office/function-of-motor-vehicle-safety-office/</p> <p>Addresses NHS priority areas and other safety-related issues</p>	HDOT
<p><i>Regional Transportation Forecasting and Long-Range Planning</i> http://hawaii.gov/dbedt/info/economic/data_reports/ http://hawaii.gov/dbedt/info/economic/databook/</p> <p>Provides demographic and socioeconomic forecasts utilized in long-range planning</p>	DBEDT/OP, DPP
<p><i>Short-Range TSM/TDM Planning</i> http://goakamai.org/Home.aspx http://www.fhwa.dot.gov/trafficinfo/hi.htm</p> <p>Seeks to maximize the efficient use of transportation facilities and reduce demand for automobiles</p>	HDOT, DTS
<p><i>Statewide Pedestrian Master Plan</i> http://hidot.hawaii.gov/highways/statewide-pedestrian-master-plan-and-hawaii-pedestrian-toolbox/</p> <p>To complement other programs that address pedestrian safety, the State of Hawaii Department of Transportation (HDOT) prepared a community-based Statewide Pedestrian Master Plan (Plan) for the state's highway system. The Plan's comprehensive approach not only focuses on improving pedestrian safety, it evaluates ways to enhance pedestrian mobility and accessibility to help create a multi-modal transportation system.</p>	HDOT
<p><i>Statewide Transportation Improvement Program (STIP)</i> http://hidot.hawaii.gov/highways/other/other-related-links/stip/stip-2019-2022-2/</p> <p>The STIP is not a plan, but a funding mechanism for obligating monies for specific transportation projects. It is also a requirement of 23 USC.</p>	HDOT
<p><i>Statewide Transportation Planning</i> http://hidot.hawaii.gov/administration/hawaii-statewide-transportation-plan/</p> <p>The Hawaii Statewide Transportation Plan (HSTP) is a policy document that establishes the framework to be used in the planning of Hawaii's transportation system. The goals and objectives identified in the HSTP provide the keys to the development of an integrated, multi-modal transportation system for the safe, efficient and effective movement of people and goods throughout Hawaii.</p>	HDOT
<i>Transit-Oriented Development (TOD)</i>	DPP

Description	Lead Agency
<p>http://www.honolulu.gov/tod.html Transit-oriented development (TOD) is a pattern of different uses - housing, jobs and services - surrounding a transit station that takes advantage of the convenience and affordability of transit. A TOD neighborhood is vibrant, dynamic, and pedestrian- and bicycle- friendly.</p>	

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