

OVERALL WORK PROGRAM
Fiscal Year 2023
(July 1, 2022 – June 30, 2023)

Endorsed by the OahuMPO Policy Board on May XX, 2022.

Public Review 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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Public Review Draft

Executive Summary

This document presents the FY2023 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY2023 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 \$3.7 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)	\$1,769,883	\$442,471	\$2,212,353
Federal Transit Administration - 5305(d) (New Funds)	\$295,727.07	\$73,932	\$369,658.84
Federal Highway Administration - STBG Urbanized (New Funds)	\$131,985	\$32,996	\$164,981
Federal Highway Administration- PL (FY2021 & FY2022 Funds)	\$147,642	\$36,911	\$184,553
TOTAL FUNDING AVAILABLE FOR OBLIGATION IN SFY2023	\$2,345,237	\$586,309	\$2,931,546

OWP FY2023 Funding Request	Federal	Local	Total
OahuMPO Regular Operations	\$1,724,800	\$431,200	\$2,156,000
Subrecipient Studies	\$620,236	\$155,059	\$775,295
TOTAL FUNDING REQUEST	\$2,345,036	\$586,259	\$2,931,295

In FY2023, 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;
- Update to the Overall Work Program Processes & Procedures;
- Revising the current Transportation Improvement Program (TIP);
- Implementation and monitoring of Federal performance measures;

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.

- 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 FY2023 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
- Title VI/Environmental Justice Monitoring
- Work Where You Live
- Active Transportation Monitoring Data – Phases I, II, III
- **Traffic Signal Optimization & Demand Management**

Task 3: Short Range Planning

- Transportation Improvement Program
- Transportation Alternatives Coordination
- Multi-Modal Transit Asset Management Plan – Phase 1 & 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
- Vision Zero Action Plan
- Transportation Demand Management Plan
- Autonomous Vehicle Planning Study
- Waikiki Loading Zone Management Study
- Plan for Improved Resilience to Coastal Hazards through Green Infrastructure
- Multi-Modal Mobility Hub Plan for Oahu
- Alternative Deployment of AV Technology Scenarios Plan
- Energy Conservation & Emissions Reduction Plan
- **Multi-Modal Assessment**

Task 4: Long Range Planning

- Oahu Regional Transportation Plan
- Congestion Management Process Update
- **Educational Framework for Youth Engagement in Oahu's Transportation Planning**

Introduction

Overview

This document presents the FY 2023 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY 2023 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

This section will be added prior to releasing the draft for public & intergovernmental review.

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 FY2023

Each year, OahuMPO receives a total of approximately \$2,000,000 in new Federal planning funds from the Federal Highway Administration and the Federal Transit Administration. These funds are authorized by the Federal government through the Infrastructure Investment & Jobs Act (i.e. IJA) which took effect on November 15, 2021. The IJA is a five-year authorization of transportation programs covering Federal fiscal years 2022 through 2026.

The metropolitan planning funds available for state FY2023 utilizes the Federal appropriation received for Federal fiscal year (FFY) 2022 and includes the following:

49 U.S.C. §5303/5305(d) FTA Funds. 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 U.S.C. §134 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.

23 U.S.C. §133 FHWA Surface Transportation Block Grant (“STBG”) Program: STBG funds are the most flexible of the Federal Aid Highway program funds, and they can be used for surface transportation planning⁶. The OWP SFY 2023 will program STBG funds sub-allocated to the metropolitan transportation area of Oahu, an urbanized area with a population over 200,000 per 23 U.S.C. §133(d)(1)(A)(i).

Table 2. Availability of Federal Funds

Funding Type	State of Hawaii	OahuMPO Share	Obligation Limitation %	Federal Funds Available for Obligation in OWP SFY2023
New Apportionment: FTA 5303/5305(d)	\$467,811	\$295,727	N/A	\$295,727
New Apportionment: FHWA - PL	\$2,307,105	\$2,003,490	88.34%	\$1,769,883
New Apportionment: FHWA - STBG Urbanized				\$131,984
			TOTAL	\$2,197,594

⁶ Refer to 23 USC 133(b) for the full list of eligible projects.

Unobligated funds from prior years

In addition to the new Federal funds described above, a balance of \$3.7 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 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 obligations⁷ 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.

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 Agreement¹⁰ between OahuMPO and these three agencies. Members contribute \$143,750 each annually to support OahuMPO operations. The \$431,250 that OahuMPO receives annually as member dues enables the agency to program up to \$2,156,250 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.

Table 3. FY2023 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 2022	Supporting funds for SFY2023 per agency	Total OahuMPO supporting funds for SFY2023
\$22,924	\$7,641	\$136,109	\$143,750	\$431,250

⁷ 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.

¹⁰ The Finance Supplemental Agreement is available here: https://www.oahumpo.org/?wpfb_dl=1839

Non-Federal Share of New Planning Studies

In the OWP FY2023, OahuMPO is funding three proposals for which each subrecipient will provide the non-federal match. Table 4 totals the non-federal match for all three planning studies.

Table 4. Local Matching Funds for Planning Studies

Work Element Title	Responsible Agency	Federal Share (FHWA/FTA)	Local Share	Total Cost
Traffic Signal Optimization and Demand Management	DTS	\$440,000	\$110,000	\$550,000
Multi-Modal Assessment	HSEO	\$80,000	\$20,000	\$100,000
Educational Framework for Youth Engagement in Oahu's Transportation Planning	UH	\$100,236	\$25,059	\$125,295

Non-federal total \$155,059

Deobligation of funds remaining from prior OWPs

Table 5 describes the funds remaining from prior OWPs for OahuMPO and subrecipient work elements. These funds will be deobligated and reobligated to support the OWP FY2023 funding request.

As OahuMPO has already credited matching funds remaining from FY2021 back to participating agencies, the funds in Table 5 are the federal share only.

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

Task #	Work Element Title	Agency	Cost Category	OWP Year	Total	Federal	OahuMPO held local match
1	Program Admin & Support	OahuMPO	Staff Time	FY2022	\$54,584	\$54,584	\$0
	General Technical Assistance & Planning Support	OahuMPO	Staff Time	FY2021	\$1,902	\$1,902	\$0
	Computer & Network Maintenance	OahuMPO	Staff Time	FY2021	\$6,080	\$6,080	\$0
	Single Audit	OahuMPO	Staff Time	FY2021	\$15,455	\$15,455	\$0
	Professional Development	OahuMPO	Travel/Misc	FY2021	\$11,486	\$11,486	\$0
	Computer & Network Maintenance	OahuMPO	Consultant	FY2021	\$11,881	\$11,881	\$0
	General Technical Assistance - NHI Courses for OahuMPO and partner agency staff	OahuMPO	Misc Training	FY2021	\$27,206	\$27,206	\$0
2	Computer Model Operations & Support	OahuMPO	Staff Time	FY2021	\$11,923	\$11,923	\$0
3	Transportation Alternatives Set Aside	OahuMPO	Staff Time	FY2021	\$2,300	\$2,300	\$0
4	Oahu Regional Transportation Plan	OahuMPO	Staff Time	FY2021	\$4,825	\$4,825	\$0
Total					\$147,642	\$147,642.00	\$0

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, 2022 through June 30, 2023 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.
- **General Technical Assistance & Planning Support**
- **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;¹¹
 - 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;

¹¹ As required by the Administrative Supplemental Agreement, available here: https://www.oahumpo.org/?wpfb_dl=1614

- Ensuring that OahuMPO meets its Federal requirements as a pass-through entity; and
- 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.
- In the SFY2023 cycle, OahuMPO plans to enhance public outreach efforts through the use of a public participation software

Budget Summary – Task 1

STAFF TIME					FY2022		FY2023 Funding Request			
Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Budget	Balance as of 12/31/21	FHWA-PL	FTA 5303(d)	Local Match	Total
Program Administration & Management	Staff Time	OahuMPO	FY2023	New	\$465,943	\$233,611	\$174,598	\$163,727	\$84,581	\$422,906
General Technical Assistance & Planning Support	Staff Time	OahuMPO	FY2023	New	\$101,847	\$81,934	\$59,886		\$14,971	\$74,857
Computer & Network Maintenance	Staff Time	OahuMPO	FY2023	New	\$7,919	\$6,860	\$4,122		\$1,030	\$5,152
Professional Development	Staff Time	OahuMPO	FY2023	New	\$20,921	\$18,989	\$41,309		\$10,327	\$51,636
OWP Development & Management	Staff Time	OahuMPO	FY2023	New	\$90,189	\$55,987	\$62,124	\$0	\$15,531	\$77,655
Subrecipient Monitoring & Support	Staff Time	OahuMPO	FY2023	New	\$26,747	\$15,182	\$23,569	\$0	\$5,892	\$29,462
Single Audit	Staff Time	OahuMPO	FY2023	New	\$44,909	\$23,304	\$37,349	\$0	\$9,337	\$46,686
Public Participation	Staff Time	OahuMPO	FY2023	New	\$30,983	\$17,562	\$43,416	\$0	\$10,854	\$54,270
OahuMPO Paid Time Off	Staff Time	OahuMPO	FY2023	New	\$183,684	\$137,763	\$164,995	\$0	\$41,249	\$206,244
STAFF TIME SUBTOTAL					\$973,142	\$591,193	\$611,368	\$163,727	\$193,774	\$968,869
CONSULTANT										
Accounting - Single Audit	Consultant	OahuMPO	FY2023	New	\$45,000	\$9,375	\$36,000	\$0	\$9,000	\$45,000
Accounting System Maintenance & Support	Consultant	OahuMPO	FY2023	New	N/A	N/A	\$12,000		\$3,000	\$15,000
Computer & Network Maintenance	Consultant	OahuMPO	FY2023	New	\$20,000	\$20,000	\$20,000	\$0	\$5,000	\$25,000
CONSULTANT SUBTOTAL							\$68,000	\$0	\$17,000	\$85,000
NON-STAFF TIME										
Public Outreach Tools	Software	OahuMPO	FY2023	New	N/A	N/A	\$17,600		\$4,400	\$22,000
Professional Development	Travel/Misc	OahuMPO	FY2023	New	\$0	\$0	\$28,800	\$0	\$7,200	\$36,000
Rent, Utilities & Misc Expenses	Overhead	OahuMPO	FY2023	New	\$165,000	\$91,817	\$0	\$132,000	\$33,000	\$165,000
TASK 1 TOTALS							\$725,768	\$295,727	\$255,374	\$1,276,869

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.

Responsible agency: OahuMPO
Project schedule: July 2022 – June 2026

- **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 2022 – June 2023

New Work Elements

- **Traffic Signal Optimization and Demand Management**

This work element consists of preparing a microsimulation modeling system that is integrated in the OahuMPO's Oahu Regional Travel Demand Forecasting Model (ORTDFM).

The work element will involve the collection of available data, calibrating a proof of concept demonstration, and testing island wide Traffic Signal Optimization and Demand Management scenarios for effects on system performance consistent with the Congestion Management Plan.

Responsible agency: DTS
Project schedule: TBD pending obligation of funds

Task 2 Work Elements from Prior OWP Cycles

- **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).

Responsible agency: DTS

Project schedule: July 2018 – June 2022

- **Active Transportation Monitoring Data Phases I, II and III (204.07-21, 204.08-22, 204.10-22)**

This work element 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 volumes. The difference between Phases I, 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.

Responsible agency: DTS

Project schedule:

Phase I: August 6, 2020 – June 30 2024

Phases II and III: August 10, 2021 – October 28, 2023

Budget Summary – Task 2

STAFF TIME					FY2022		FY2023 Funding Request				
Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Budget	Balance as of 12/31/21	FHWA-STBG	FHWA-PL	FTA 5303(d)	Local Match	Total
Computer Model Operations and Support	Staff Time	OahuMPO	FY2023	New	\$38,442	\$6,900		\$36,855	\$0	\$9,214	\$46,069
Title VI/EJ Monitoring	Staff Time	OahuMPO	FY2023	New	\$25,188	\$20,451		\$6,716	\$0	\$1,679	\$8,395
TASK 2 STAFF TIME SUBTOTAL					\$63,630	\$27,351		\$43,571		\$10,893	\$54,464

Computer Model Operations and Support - Consultant	Consultant	OahuMPO	FY2023	New	\$200,000	\$200,000		\$160,000	\$0	\$40,000	\$200,000
Traffic Signal Optimization and Demand Management	Subrecipient	DTS	FY2023	New	N/A	N/A	\$131,984	\$308,016		\$110,000	\$550,000

TASK 2 TOTAL \$131,984 \$511,587 \$0 \$160,893 \$804,464

TASK 2 - OBLIGATED

Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Budget	Balance as of 1/28/2022
Active Transportation Monitoring Data Phase I	Subrecipient	DTS	FY2021	Obligated	\$235,000	\$183,840
Active Transportation Monitoring Data Phase II	Subrecipient	DTS	FY2022	Obligated	\$210,000	\$210,000
Active Transportation Monitoring Data Phase III	Subrecipient	DTS	FY2022	Obligated	\$200,000	\$200,000
2019 Transit Rider Survey Project	Subrecipient	DTS	FY2018	Obligated	\$1,400,000	\$918,427
Work Where You Live	Subrecipient	DTS	FY2021	Obligated	\$100,000	\$15,405

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

New Work Elements

- **Multi-Modal Assessment**

This work element involves conducting a multi-modal assessment would help to identify specific needs and projects to reduce vehicle miles traveled for the island of Oahu. Projects and needs would cover both land-use and transportation solutions. The study would include a needs assessment, recommendations for impactful projects, and training and data subscription services.

Responsible agency: Hawaii State Energy Office

Project schedule: TBD upon obligation of the funds

Ongoing Work Elements – Task 3

Transit Studies

- **Multi-Modal Transit Asset Management Plan – Phase 1 (203.12-19) and Phase 2 (204.06-21)**

This work element will continue the development and support implementation 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.

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 the 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.

Responsible agency: DTS

Project schedule:

Phase 1: July 1, 2018 – June 30, 2022

Phase 2: May 7, 2021 – July 29, 2025

- **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.

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.

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.

Responsible agency: DTS

Project schedule: July 2016 – December 2021

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.

Responsible agency: DTS

Project schedule: July 2019- June 2023

Transportation Alternatives Studies

- **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.

Responsible agency: DTS
Project schedule: July 2019- June 2023

- **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: State of Hawaii Department of Land and Natural Resources
Project schedule: End date of December 31, 2024

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.

Responsible agency: HART
Project schedule: July 2019- June 2023

Resiliency Studies

- **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
Project schedule: End date of December 31, 2023

- **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

Project schedule: September 16, 2021 – December 31, 2024

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.

- **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

- **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 HRTD 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

Budget Summary – Task 3

STAFF TIME					FY2022		FY2023 Funding Request			
					Budget	Balance as of 1/28/2022	FHWA-PL	FTA 5303(d)	Local Match	Total
Work Element Description	Cost Category	Agency	OWP Year	Funding Status						
Transportation Improvement Program	Staff Time	OahuMPO	FY2023	New	\$28,049	\$432	\$31,063	-	\$7,766	\$38,829
Transportation Alternatives Set-Aside Coordination	Staff Time	OahuMPO	FY2023	New	\$7,451	\$6,908	\$6,214	-	\$1,553	\$7,767
STAFF TIME SUBTOTAL					\$35,500	\$7,341	\$37,277		\$9,319	\$46,596

SUBRECIPIENT										
Multi-Modal Assessment	Subrecipient	Hawaii State Energy Office	FY2023	New	N/A	N/A	\$80,000		\$20,000	\$100,000

TASK 3 TOTAL \$117,277 \$0 \$29,319 \$146,596

TASK 3 - OBLIGATED

Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Original Budget	Balance as of 1/28/2022
Multi-Modal Transit Asset Management Plan - Phase 1	Subrecipient	DTS	FY2019	Obligated	\$250,000	\$74,478
Multi-Modal Transit Asset Management Plan - Phase 2	Subrecipient	DTS	FY2021	Obligated	\$950,000	\$843,271
Ala Moana Transit Plaza Alternatives Analysis	Subrecipient	DTS	FY2019	Obligated	\$500,000	\$181,512
Kapolei Maintenance Facility & Transit Center Alternatives Analysis	Subrecipient	DTS	FY2019	Obligated	\$500,000	\$189,966
Review and Update of Planned Rights of Way for Existing Streets	Subrecipient	DTS	FY2018	Obligated	\$500,000	\$16,610
Vision Zero Action Plan	Subrecipient	DTS	FY2020	Obligated	\$1,260,000	\$1,212,687
TDM Plan	Subrecipient	DTS	FY2020	Obligated	\$483,354	\$361,850
Autonomous Vehicle Planning Study	Subrecipient	HART	FY2020	Obligated	\$50,000	\$50,000
Planning for Improved Resilience to Coastal Hazards through Green Infrastructure	Subrecipient	DLNR	FY2021	Obligated	\$250,000	\$250,000
Multi-Modal Mobility Hub Planning for O'ahu	Subrecipient	DLNR	FY2021	Obligated	\$125,000	\$125,000
Energy Conservation & Emissions Reduction Plan	Subrecipient	OCCSR	FY2019	Obligated	\$500,000	\$500,000

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.

SFY2023 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 (staff time): July 1, 2022 – June 30, 2023

Project schedule (consultant): July 1, 2022 – June 30, 2026

- **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.

Responsible Agency: OahuMPO

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

New Work Elements

- **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.

Per OahuMPO's "Public Participation: Phase I" chapter of the ORTP 2045, populations 18 years of age and under were not represented in community engagement efforts. This demographic represents 21% of Oahu's population as well as the generation that

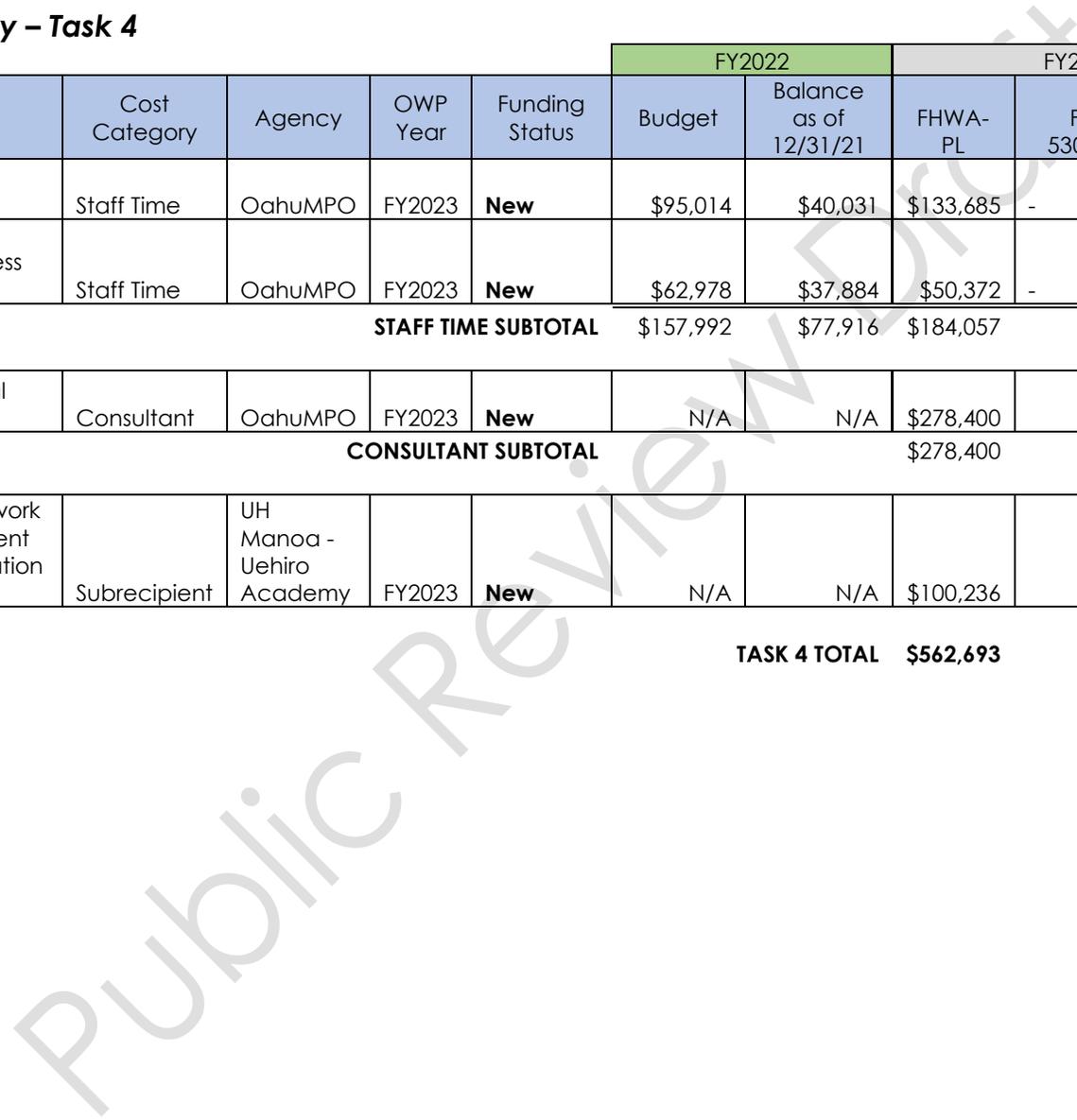
will inherit the transportation infrastructure now being planned. This study aims to fill this gap in community engagement and provide a voice to Oahu's youth.

Responsible agency: University of Hawaii, Uehiro Academy for Philosophy and Ethics in Education
Project schedule: TBD upon obligation of the funds

Public Review Draft

Budget Summary – Task 4

STAFF TIME					FY2022		FY2023 Funding Request			
Work Element Description	Cost Category	Agency	OWP Year	Funding Status	Budget	Balance as of 12/31/21	FHWA-PL	FTA 5303(d)	Local Match	Total
Oahu Regional Transportation Plan	Staff Time	OahuMPO	FY2023	New	\$95,014	\$40,031	\$133,685	-	\$33,421	\$167,107
Congestion Management Process Update	Staff Time	OahuMPO	FY2023	New	\$62,978	\$37,884	\$50,372	-	\$12,593	\$62,965
STAFF TIME SUBTOTAL					\$157,992	\$77,916	\$184,057		\$46,014	\$230,072
CONSULTANT										
ORTP 2050 Technical Support	Consultant	OahuMPO	FY2023	New	N/A	N/A	\$278,400		\$69,600	\$348,000
CONSULTANT SUBTOTAL							\$278,400		\$69,600	\$348,000
SUBRECIPIENT										
Educational Framework for Youth Engagement in Oahu's Transportation Planning	Subrecipient	UH Manoa - Uehiro Academy	FY2023	New	N/A	N/A	\$100,236		\$25,059	\$125,295
TASK 4 TOTAL							\$562,693	\$0	\$140,673	\$703,367



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 FY2023 Budget Summary by Task

Task	Title	FHWA - STBG	FHWA-PL	FTA 5305(d)	Non-Federal Match Subrecipients	Non-Federal Match Member Dues	Total
1	MPO Management & Program Administration	\$0	\$725,768	\$295,727	\$0	\$255,374	\$1,276,869
2	Data Development & Maintenance	\$131,984	\$511,587	\$0	\$110,000	\$50,893	\$804,464
3	Short Range Planning		\$117,277	\$0	\$20,000	\$9,319	\$146,596
4	Long Range Planning		\$562,693	\$0	\$25,059	\$115,614	\$703,367
TOTAL		\$131,984	\$1,917,325	\$295,727	\$155,059	\$431,200	\$2,931,295

Table 7. OWP FY2023 Budget Summary by Cost Category

Cost Category	Funding Request for OWP FY2023				
	FHWA-STBG	FHWA-PL	FTA 5303(d)	Local Match	Total
OahuMPO - Regular Operations Budget					
Staff Time		\$876,273	\$163,727	\$260,000	\$1,300,000
Consultant		\$506,400	-	\$126,600	\$633,000
Software		\$17,600		\$4,400	\$22,000
Overhead			\$132,000	\$33,000	\$165,000
Professional Development		\$28,800	-	\$7,200	\$36,000
SUBTOTAL		\$1,429,073	\$295,727	\$431,200	\$2,156,000
Subrecipient					
Traffic Signal Optimization and Demand Management	\$131,984	\$308,016	\$0	\$110,000	\$550,000
Multi-Modal Assessment		\$80,000		\$20,000	\$100,000
Educational Framework for Youth Engagement in Oahu's Transportation Planning		\$100,236		\$25,059	\$125,295
SUBTOTAL	\$131,984	\$488,252	\$0	\$155,059	\$775,295
TOTAL	\$131,984	\$1,917,325	\$295,727	\$586,259	\$2,931,295

Summary of Funding and Programmed Expenditures

Table 8 shows the total anticipated funding sources and programmed expenditures for FY 2023 OWP. OahuMPO's FY 2023 OWP totals ~\$2.93 million; funding is available for the entire program.

Table 8. Summary of Funding and Programmed Expenditures

Description	FHWA - STBG	FHWA-PL	FTA 5305(d)	Member Agency Dues	Subrecipient Match	Total
FY2021 Expected Funding Sources	\$131,985	\$1,769,883	\$295,727	\$431,250	\$155,059	\$2,783,904
Available funds from prior OWPs		\$147,642		\$0	\$0	\$147,642
Total Available Funding	\$131,985	\$1,917,525	\$295,727	\$431,250	\$155,059	\$2,931,546
Funding Request	\$131,984	\$1,917,325	\$295,727	\$431,200	\$155,059	\$2,931,295
Difference	\$1	\$200	\$0	\$50	\$0	\$251

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 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 evaluation¹⁶. The evaluation tables list which Federal Planning Factor(s) and ORTP Goal(s) are addressed by the proposed study. Refer to Appendix E for the full list of Federal 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.*

- **Traffic Signal Optimization and Demand Management**

This work element consists of preparing a microsimulation modeling system that is integrated in the OahuMPO's Oahu Regional Travel Demand Forecasting Model (ORTDFM).

The work element will involve the collection of available data, calibrating a proof-of-concept demonstration, and testing island wide Traffic Signal Optimization and Demand Management scenarios for effects on system performance consistent with the Congestion Management Plan.

Evaluation:

	1	2	3	4	5	6	7	8	9	10
Federal Planning Factors Addressed										
ORTP 2045 Goals Addressed										

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.*

- **Multi-Modal Assessment**

This work element **involves** conducting a multi-modal assessment would help to identify specific needs and projects to reduce vehicle miles traveled for the island of Oahu. Projects and needs would cover both land-use and transportation solutions. The study would include a needs assessment, recommendations for impactful projects, and training and data subscription services.

Evaluation

	1	2	3	4	5	6	7	8	9	10
Federal Planning Factors Addressed										
ORTP 2045 Goals Addressed										

- **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

¹⁶ The evaluation will be added prior to release for public & intergovernmental review. It is not complete for the drafts being shared with the CAC and TAC in February 2022.

desires, while also informing the development of the 2050 Oahu Regional Transportation Plan update.

Per OahuMPO's "Public Participation: Phase I" chapter of the ORTP 2045, populations 18 years of age and under were not represented in community engagement efforts. This demographic represents 21% of Oahu's population as well as the generation that will inherit the transportation infrastructure now being planned. This study aims to fill this gap in community engagement and provide a voice to Oahu's youth.

Evaluation

	1	2	3	4	5	6	7	8	9	10
Federal Planning Factors Addressed										
ORTP 2045 Goals Addressed										

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

None

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.

None

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.

- **Biki Bikeshare**

Objectives for this candidate work element were to update the operational assumptions presented in the 2014 Honolulu Bikeshare Organizational study based on five (5) years of service, especially concerning:

- o Update of best practices review;
- o Phase 2 expansion/ refinement of adjoining service areas through an equity lense;
- o Service planning and station design to integrate electric powered shared mobility devices (Biki e-bikes and e-scooters); and
- o The framework necessary for supporting the future integration of bikeshare into the Holo card.

This work element is ineligible for OWP funding because BikeShare Hawaii is not an eligible subrecipient for OahuMPO funding.

Appendix C: Public and Intergovernmental Review Comments and Dispositions

*The public and intergovernmental review period for the FY 2023 Overall Work Program began on **March XX, 2022** and concluded on **April XX, 2022**. The draft of the OWP FY2023 was e-mailed to fifty-four agencies and organizations for their review.*

Public Review Draft

Appendix D: Financial Tables

OAHUMPO WORK ELEMENTS									
Work Element #	Work Element Description	Cost Category		OWP Year	FHWA-PL	FTA 5303(d)		Local Match	Total
301.01-23	Program Administration & Management	Staff Time		FY2023	\$174,598	\$163,727		\$84,581	\$422,906
301.02-23	General Technical Assistance & Planning Support	Staff Time		FY2023	\$59,886	\$0		\$14,971	\$74,857
301.10-23	Computer & Network Maintenance	Staff Time		FY2023	\$4,122	\$0		\$1,030	\$5,152
301.09-23	Professional Development	Staff Time		FY2023	\$41,309	\$0		\$10,327	\$51,636
301.03-23	OWP Development & Management	Staff Time		FY2023	\$62,124	\$0		\$15,531	\$77,655
301.11-23	Subrecipient Monitoring & Support	Staff Time		FY2023	\$23,569	\$0		\$5,892	\$29,462
301.05-23	Single Audit	Staff Time		FY2023	\$37,349	\$0		\$9,337	\$46,686
301.06-23	Public Participation	Staff Time		FY2023	\$43,416	\$0		\$10,854	\$54,270
303.03-23	OahuMPO Paid Time Off	Staff Time		FY2023	\$164,995	\$0		\$41,249	\$206,244
301.15-23	Computer Model Operations and Support	Staff Time		FY2023	\$36,855	\$0		\$9,214	\$46,069
201.04-23	Title VI/EJ Monitoring	Staff Time		FY2023	\$6,716	\$0		\$1,679	\$8,395
301.17-23	Transportation Improvement Program	Staff Time		FY2023	\$31,063	\$0		\$7,766	\$38,829
301.19-23	Transportation Alternatives Set-Aside Coordination	Staff Time		FY2023	\$6,214	\$0		\$1,553	\$7,767
301.16-23	Oahu Regional Transportation Plan	Staff Time		FY2023	\$133,685	\$0		\$33,421	\$167,107
201.05-23	Congestion Management Process Update	Staff Time		FY2023	\$50,372	\$0		\$12,593	\$62,965
STAFF TIME SUBTOTAL					\$876,273	\$163,727		\$260,000	\$1,300,000
301.05-23	Accounting/Single Audit	Consultant		FY2023	\$36,000	\$0		\$9,000	\$45,000
301.05-23	Accounting System Maintenance & Support				\$12,000	\$0		\$3,000	\$15,000
301.10-23	Computer & Network Maintenance	Consultant		FY2023	\$20,000	\$0		\$5,000	\$25,000
301.15-23	Computer Model Operations and Support	Consultant		FY2023	\$160,000	\$0		\$40,000	\$200,000
301.16-23	ORTP 2050 Technical Support	Consultant		FY2023	\$278,400	\$0		\$69,600	\$348,000
CONSULTANT SUBTOTAL					\$506,400	\$0		\$126,600	\$633,000
301.09-23	Professional Development	Travel/ Training		FY2022	\$28,800	\$0		\$7,200	\$36,000
301.06-23	Public Outreach Tools	Software			\$17,600	\$1		\$4,400	\$22,000
302.01-23	Rent, Utilities & Misc Expenses	Overhead		FY2022	\$0	\$132,000		\$33,000	\$165,000
TOTAL - REGULAR BUDGET					\$1,429,073	\$295,728		\$431,200	\$2,156,000

SUBRECIPIENT WORK ELEMENTS (OBLIGATED)			Original Budget				Balance Remaining				% Budget Remaining	Schedule End Date
Work Element #	Work Element Description	OWP Year	FHWA - STBG	FHWA-PL	Local Match	Total	FHWA - STBG	FHWA-PL	Local Match	Total		
TBD	Traffic Signal Optimization and Demand Management	FY2023	\$131,984	\$308,016	\$110,000	\$550,000	\$131,984	\$308,016	\$110,000	\$550,000	100%	TBD
TBD	Multi-Modal Assessment	FY2023		\$80,000	\$20,000	\$100,000		\$80,000	\$20,000	\$100,000	100%	TBD
TBD	Educational Framework for Youth Engagement in Oahu's Transportation Planning	FY2023		\$100,236	\$25,059	\$125,295		\$100,236	\$25,059	\$125,295	100%	TBD
204.08-22	Active Transportation Monitoring Data Phase II	FY2022		\$168,000	\$42,000	\$210,000		\$168,000	\$42,000	\$210,000	100%	12/30/2023
204.10-22	Active Transportation Monitoring Data Phase III	FY2022		\$160,000	\$40,000	\$200,000		\$160,000	\$40,000	\$200,000	100%	12/30/2023
204.02-21	Planning for Improved Resilience to Coastal Hazards Through Green Infrastructure	FY2021		\$200,000	\$50,000	\$250,000		\$200,000	\$50,000	\$250,000	100%	12/31/2023
204.03-21	Multi-Modal Mobility Hub Planning	FY2021		\$100,000	\$25,000	\$125,000		\$100,000	\$25,000	\$125,000	100%	12/30/2024
203.22-21	Work Where You Live	FY2021		\$80,000	\$20,000	\$100,000		\$17,632	\$4,408	\$22,040	22%	6/30/2023
204.07-21	Active Transportation Monitoring Data Phase I	FY2021		\$188,000	\$47,000	\$235,000		\$147,072	\$36,768	\$183,840	78%	6/30/2023
204.06-21	Multi-Modal Transit Asset Management Plan - Phase 2	FY2021		\$760,000	\$190,000	\$950,000		\$674,617	\$168,654	\$843,271	89%	7/29/2025
203.19-20	Vision Zero Action Plan	FY2020		\$1,008,000	\$252,000	\$1,260,000		\$970,150	\$242,537	\$1,212,687	96%	6/30/2023
203.21-20	Transportation Demand Management Plan	FY2020		\$386,683	\$96,671	\$483,354		\$289,480	\$72,370	\$361,850	75%	6/30/2023
203.20-20	Autonomous Vehicle Planning Study	FY2020		\$40,000	\$10,000	\$50,000		\$40,000	\$10,000	\$50,000	100%	6/30/2023
203.18-19	Energy Conservation and Emissions Reduction Plan	FY2019		\$400,000	\$100,000	\$500,000		\$400,000	\$100,000	\$500,000	100%	12/31/2024
203.12-19	Multi-Modal Transit Asset Management Plan - Phase 1	FY2019		\$200,000	\$50,000	\$250,000		\$59,582	\$14,896	\$74,478	30%	6/30/2022
203.14-19	Ala Moana Transit Plaza Alternatives Analysis	FY2019		\$400,000	\$100,000	\$500,000		\$145,210	\$36,302	\$181,512	36%	6/30/2022
203.17-19	Kapolei Maintenance Facility & Transit Center Alt Analysis	FY2019		\$400,000	\$100,000	\$500,000		\$151,973	\$37,993	\$189,966	38%	6/30/2022
203.09-18	2019 Transit Rider Survey Project	FY2018		\$1,120,000	\$280,000	\$1,400,000		\$734,742	\$183,685	\$918,427	66%	6/30/2022
203.07-18	Review and Update of Planned Rights of Way for Existing Streets	FY2018		\$400,000	\$100,000	\$500,000		\$13,288	\$3,322	\$16,610	3%	12/31/2021

Appendix E: 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*¹⁷ 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.

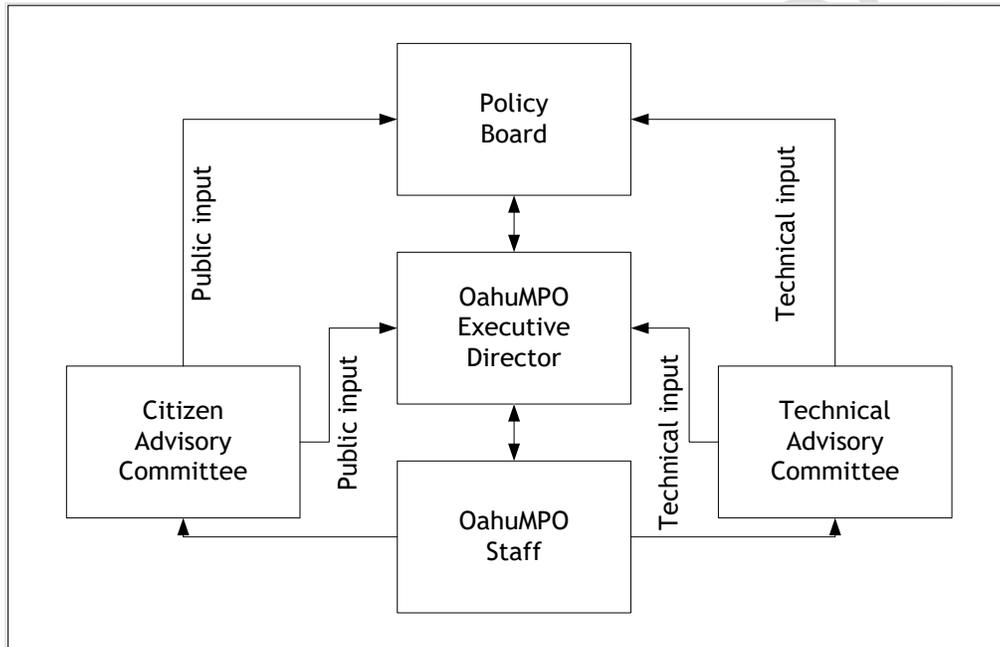


Figure 1. OahuMPO organizational components and information flow.

¹⁷ 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 9 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 CAC¹⁸ 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)*,¹⁹ which is compliant with the Federal requirements.²⁰

¹⁸ See <http://www.oahumpo.org/about-mpo/committees/citizen-advisory-committee/>

¹⁹ See http://www.oahumpo.org/ParticipationPlan2015_0630

²⁰ 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.

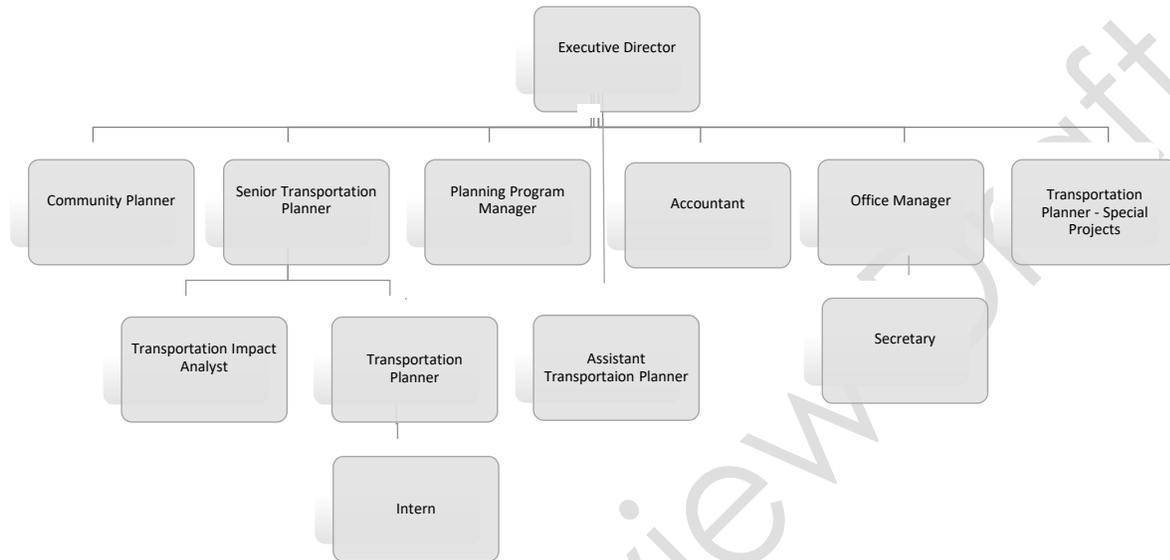


Figure 2. OahuMPO Staffing Structure

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

- **Executive Director (\$96,000 - \$160,000):** 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 Federal Planning Factors

Federal regulations require that the metropolitan planning process consider projects and strategies that address ten planning factors below which are part of the framework used to evaluate Oahu's transportation planning program. The below planning factors are from the previous surface transportation authorization act, the FAST Act as the planning factors for the new Infrastructure Investment and Jobs Act have not been released as of February 2022.

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 security²² of the transportation system for motorized and non-motorized users.

²² Congressional intent is that "security," in this context, means both infrastructure protection and emergency preparedness.

4. Increase accessibility and mobility of people and freight.
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 2045

ORTP 2045 Vision

"In 2045, Oahu's path forward is multimodal and safe. All people on Oahu can reach their destinations through a variety of transportation choices, which are reliable, equitable, healthy, environmentally sustainable and resilient in the face of climate change."

Goals

1. **Improve the safety of the transportation system**
2. **Support active and public transportation**
3. **Promote an equitable transportation system**
4. **Improve the resiliency of the transportation system**
5. **Preserve and maintain the transportation system**
6. **Support a reliable and efficient transportation system**
7. **Improve air quality and protect environmental and cultural assets**

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 SFY2023 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.honolulu.dpp.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 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>	HDOT
<p><i>State of Hawaii Statewide Coastal Highway Program Report</i></p>	HDOT

Description	Lead Agency
<p>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>	
<p><i>Farrington Highway Corridor Study</i></p> <p>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></p> <p>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></p> <p>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></p> <p>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></p> <p>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></p> <p>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></p> <p>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
<p><i>Transit-Oriented Development (TOD)</i></p> <p>http://www.honolulu.gov/tod.html</p> <p>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>	DPP

For additional information, please contact us:

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Public Review Draft