

OVERALL WORK PROGRAM
Fiscal Year 2024 - 2025
(July 1, 2023 – June 30, 2025)

Public & Intergovernmental 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

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Executive Summary

This document presents the FY2024-2025 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY2024-2025 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 \$2.8 million. Funds remaining from SFY2021 and SFY2022 bring the total available funding to ~\$3 million.

Table 1. Expected Funding Sources and Programmed Expenditures (SUBJECT TO CHANGE)

Expected Funding Sources	Federal Share	Local Share	Total
Federal Highway Administration- PL (New Funds)	\$4,127,991	\$1,031,998	\$5,159,989
Federal Transit Administration - 5305(d) (New Funds)	\$868,099	\$217,025	\$1,085,124
Federal Highway Administration - STBG Urbanized (New Funds) 100% Federal	\$200,000	\$0	\$200,000
Federal Highway Administration - PL (August 2023 Redistribution)	\$520,000	\$130,000	\$650,000
Total Funding Available	\$5,716,090	\$1,379,023	\$7,095,113

OWP FY2024-2025 Funding Request	Federal	Local	Total
OahuMPO Regular Operations	\$3,585,001	\$896,250	\$4,481,251
Training, Education, Workforce Development	\$200,000		\$200,000
Subrecipient Studies	\$1,922,331	\$480,583	\$2,402,914
Total Funding Request	\$5,707,332	\$1,376,833	\$7,084,165

In FY2024-2025, 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), hiring a consultant team to support the overall process, phase one of public involvement, scenario planning and gathering data for the existing and forecasted conditions report;
- Revising the current Transportation Improvement Program (TIP);
- 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.

Work Element Summary

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.

The FY2024-2025 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

Task 2: Data Development & Maintenance

- Computer Model Operations & Support
- Title VI/Environmental Justice Monitoring
- **Transit Rider Survey Project – Phase II (Interim Opening)**

Task 3: Short Range Planning

- Transportation Improvement Program
- Transportation Alternatives Coordination
- **Multimodal Assessment – Phase II**
- **State Government Employee TDM Study**

Task 4: Long Range Planning

- Oahu Regional Transportation Plan
- Congestion Management Process Update

Task 5: Public Participation

- **Educational Framework for Youth Engagement in Oahu's Transportation Planning – Phase II**

Introduction

Overview

This document presents the FY 2024-2025 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY 2024-2025 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.

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*⁴ 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.

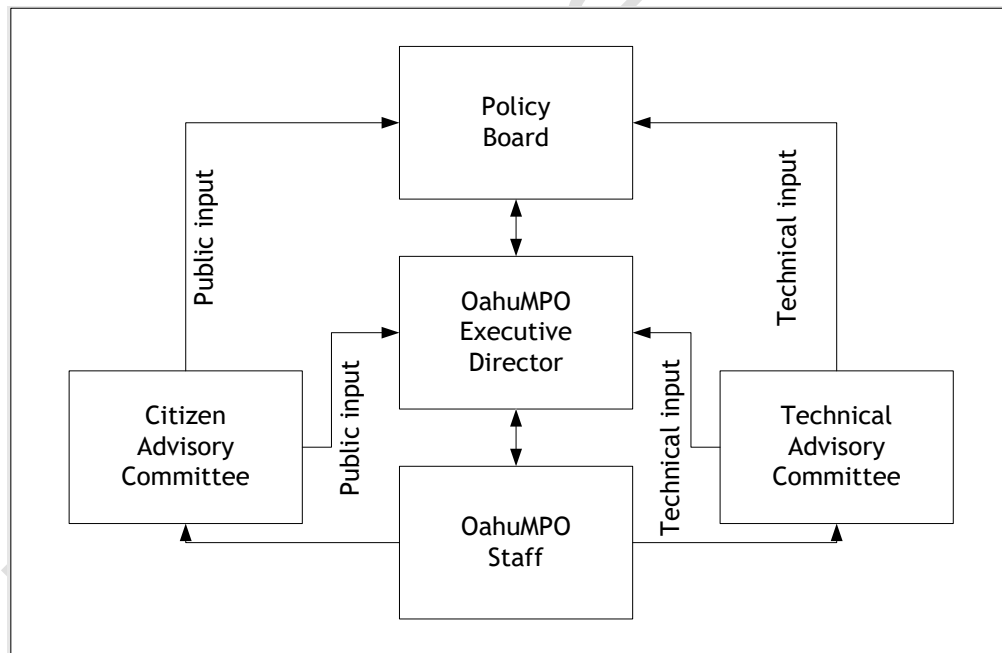


Figure 1. OahuMPO organizational components and information flow.

⁴ 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 X: 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 and Sustainable Development
Technical Advisory Committee	
Voting	Non-Voting
Two staff members from HDOT One staff member from DBEDT One staff member from OPSD 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 CAC⁵ 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)*,⁶ which is compliant with the Federal requirements.⁷

OahuMPO Staffing Plan

OahuMPO staff necessary to complete the planning activities described in the OWP consists of twelve positions. OahuMPO plans to add an additional staff member in SFY 2025 for a total of thirteen positions.

The average hourly rate including fringe for OahuMPO's regular full-time staff for the OWP SFY2024-2025 is \$67.36/hr. More information on OahuMPO's Staffing and Workforce Development plan is available in the Strategic Plan for calendar years 2023-2027.

⁵ See <http://www.oahumpo.org/about-mpo/committees/citizen-advisory-committee/>

⁶ See http://www.oahumpo.org/ParticipationPlan2015_0630

⁷ 23 CFR 450.316.

OahuMPO Regional Planning Priorities - Pending

OWP Structure

The Overall Work Program is broadly organized into five 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.
- **Task 5 – Public Participation**

Funding - Overview

Funds available to support the Overall Work Program FY2024-2025 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 and local governmental agencies.

Federal Funds

New in FY2024-2025

Each year, OahuMPO receives a total of approximately \$3,000,000 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 FY2024-2025 utilizes the Federal appropriation received for Federal fiscal year (FFY) 2023-2024 and includes the following:

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.

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. §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 planning⁸. The OWP FY 2024-2025 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	OahuMPO Share SFY2024	OahuMPO Share SFY2025	Total
New Apportionment: FHWA - PL	\$2,043,560	\$2,084,431	\$4,127,991
New Apportionment: FTA 5303/5305(d)	\$428,658	\$439,441	\$868,099
August 2023 Redistribution FHWA - PL	\$720,000		\$720,000
New Apportionment: FHWA - STBG Urbanized - 100% Federal	\$100,000	\$100,000	\$200,000
Total			\$5,916,090

⁸ Refer to 23 USC 133(b) for the full list of eligible projects.

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 Agreement between OahuMPO and these three agencies.

Per the most recent executed agreement, 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. Per OahuMPO's Strategic Plan, a 7% increase in member dues is planned for SFY 2025.

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. FY2024-2025 Dues and Credit for Dues Remaining from Previous Years (SUBJECT TO CHANGE)

SFY	Dues remaining	Credit to each partner agency	Invoice to each agency in July 2023/2024	Supporting funds per agency	Total OahuMPO supporting funds for SFY2023/2924
2024	TBD	TBD	\$143,750	\$143,750	\$431,250
2025	TBD	TBD	\$155,000	\$155,000	\$465,000
Total					\$896,250

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, 2023 through June 30, 2025 .

Ongoing Work Elements

- **Program Administration & Management**

This work element involves effective management of the administrative functions required to support the 3-C transportation planning process. The OahuMPO Executive Director and staff administer the metropolitan transportation planning process, as directed by the Policy Board, and ensure that all applicable Federal requirements are met. This includes activities such as submitting the necessary support documents to obtain Federal planning funds for the transportation planning program, monitoring Federal grants, supporting various aspects of the program, and continuous coordination of interagency planning activities.

Staff Tasks:

- Preparation for and attendance at properly noticed Policy Board, Technical Advisory Committee, and Citizen Advisory Committee meetings;
- Provision of education and orientation sessions for the Policy Board, Technical Advisory Committee and Citizen Advisory Committee per their respective bylaws;
- Representation at 3-C planning meetings with agency partners and communication with federal representatives as required;
- Coordination of 3-C planning process
- Manage and oversee OahuMPO work elements
- Tracking, management and coordination of work time by OahuMPO staff
- OahuMPO overhead costs;
- Management of staff by ED
- 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.

- **General Technical Assistance & Planning Support**

This work element ensures that Oahu's metropolitan transportation planning process carries out and complies with Federal metropolitan transportation planning requirements, including new requirements generated from Federal transportation laws and regulations and other State and City requirements. This work element ensures that the planning process remains certified.

This work element includes providing training, information and resources relating to the 3-C metropolitan transportation planning process to government agencies and other organizations, as required by Federal regulations and as appropriate for effective execution of OahuMPO's mission.

It also provides OahuMPO staff with the flexibility to respond to unanticipated needs for time, support, and assistance, as appropriate.

Staff Tasks:

- Participation in other regional and statewide planning activities and with organizations that impact the regional multimodal transportation system;
- Participation in workshops, seminars, and meetings regarding Federal planning requirements
- Development of new guidelines for and procedures for implementing metropolitan transportation planning requirements, as needed
- OahuMPO representation on appropriate transportation-related organizations and committees
- OahuMPO staff to provide training and respond to requests for information, analysis, assistance, and planning support from participating agencies and other stakeholders
- OahuMPO staff to provide transportation presentations, materials, and information to organizations and the public
- OahuMPO staff to submit appropriate testimonies, documents, and responses to the City Council and the State Legislature
- OahuMPO staff to review the transportation planning aspects of transportation reports and materials for agencies and organizations

- **Computer & Network Maintenance**

This work element covers a myriad of routine maintenance activities as well as less-routine activities necessary to keep individual computer units and the office computer network up and running.

Staff Tasks:

- Maintenance of individual computers and the OahuMPO computer network to keep them virus-free and running as efficiently as possible;
- Maintenance of the office computer network to allow for file-sharing between OahuMPO staff members and to keep the office connected to email and Internet service

- **Professional Development**

The objective of this work element is to maintain a professional planning and support staff that is knowledgeable in the latest planning issues, techniques, analyses, and methodologies; to keep staff current with all required training, such as that required by the State Procurement Office.

This work element includes staff time only. Travel costs, training fees and reimbursement of dues for a relevant professional organization are budgeted in Training, Education and Workforce Development.

Staff Tasks:

- OahuMPO staff to attend conferences and workshops related to transportation issues and/or transportation planning
- OahuMPO staff to attend mandatory trainings, as required by USDOT, State law, the City and County of Honolulu, or the Hawaii Department of Transportation
- OahuMPO staff may join, participate in, and be certified by a relevant professional organization

- **OWP Development & Management**

The OWP is a federally-required document that identifies the transportation planning activities of the OahuMPO and its participating agencies for the upcoming fiscal year.¹² It includes transportation and transportation-related planning activities; identifies individual planning projects or work elements; and, provides a record of objectives, anticipated products, related work, tasks,

¹² 23 CFR 450-318(a)

and costs. As a result, it allows for the coordinated, transparent, and interrelated review of the proposed transportation planning activities on Oahu by Federal officials, local policy makers, and the public.

Staff Tasks:

- OahuMPO staff to develop an annual Overall Work Program that describes the planning priorities and associated regionally significant projects for the OahuMPO and its member agencies
- OahuMPO staff to develop 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;¹³
- OahuMPO staff to process revisions and administrative modifications of the OWP as needed; and
- OahuMPO staff to maintain the OWP Process & Procedures document.
- OahuMPO staff to monitor work element budgets on an on-going basis
- OahuMPO staff to follow the Public Participation Plan in the development and revision of the OWP.

- **Subrecipient Monitoring & Support**

This work element involves monitoring subrecipients of OahuMPO federal planning grant funds consistent with 2 CFR 200, providing subrecipients guidance and support, and ensuring OahuMPO meets requirements as a pass-thru entity.

Staff Tasks:

- OahuMPO staff to perform pre-award risk assessments of subrecipients consistent with 2 CFR 200.332(b)
- OahuMPO staff to document funding agreements with subrecipients in the form of a subaward or a memo of agreement that meets requirements in 2 CFR 200.332(a)
- OahuMPO staff to monitor expenditures of planning grant funds consistent with 2 CFR 200;
- OahuMPO staff to monitor and document the progress of planning studies and active work elements from previous years.
- OahuMPO staff to coordinate the scheduling of close out presentations to OahuMPO committees by subrecipients and/or their consultants.

- **Accounting**

Staff time and consultant costs are both budgeted in this work element.

- Single Audit

This work element ensures that the financial operations of the OahuMPO and its subgrantees are in compliance with applicable Federal laws and regulations pursuant to the Single Audit Act Amendments of 1996. The auditing contract is procured by the State Auditor's Office. OahuMPO reimburses the State Auditor's Office in increments throughout the year.

The audit will determine and report whether:

- The financial statements of the OahuMPO present fairly the OahuMPO's financial position and the results of the OahuMPO's financial operations in accordance with generally accepted accounting principles;

¹³ As required by the Administrative Supplemental Agreement, available here: https://www.oahumpo.org/?wpfb_dl=1614

- The OahuMPO has internal accounting and other control systems to provide reasonable assurance that the OahuMPO manages Federal financial assistance programs in compliance with applicable laws and regulations; and
- The OahuMPO has complied with laws and regulations of each major Federal grantor.

Staff Tasks:

- Manage the OahuMPO annual compliance & financial audit activities, including the oversight of audit-related activities. Coordinate audit effort with OahuMPO's participating agencies and work with the HDOT accountants on the preparation of audit confirmation letters, review, and acceptance of the draft audit.
- Identify and review guidance and resources required to maintain Federal grant programs
- Comply with Federal financial management and reporting requirements
- Process reimbursement request from consultant as the audit progresses
- OahuMPO staff to retain and manage consultant to assist the agency in resolving any outstanding audit findings, procedural comments, and corrective actions

Consultant Task

- State Office of the Auditor's consultant to audit the OahuMPO and its subgrantees, consistent with OMB Circular A-133 requirements and in accordance with generally accepted auditing standards as prescribed by the American Institute of Certified Public Accountants, and Government Auditing Standards issued by the Comptroller General of the United States
- Consultant will submit any drafts of findings and recommendations and financial statements directly to the Office of the Auditor.
- Progress billings from the Consultant will be invoiced to the Office of the Auditor and paid out of its Audit Revolving Fund
- Office of the Auditor will then request reimbursement from the OahuMPO

o Accounting System:

- OahuMPO is in the final phase of implementing 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. This contract has been extended through February 2023 to retain maintenance support for the accounting system.

• **Training, Education, Workforce Development**

In FY2024-2025, OahuMPO is programming \$100,000 of STBG-Urbanized Funds at 100% federal share to support Training, Education and Workforce Development in two general areas:

- o OahuMPO Staff and Policy Board Member Professional Development

This budget item will be used to support travel costs, workforce training, continuing education, and member association fees for relevant professional organizations, to build up technical capacity of the staff. It will also fund various training opportunities for Policy Board members.

- o OahuMPO and Government Agency Employee Training

This budget item will be used to develop professional training programs that may include lectures, seminars, workshops, travel, and conferences for MPO, City, and State employees in two main areas:

1. Project Management certification training tailored toward government employee project managers of federally funded, complete-streets-related projects. The training program would cover a variety of topics potentially including allotment, procurement, encumbering funds, scope, schedule, budget, project planning, design, environmental review, contract management, inspection, close-out, etc.
2. Training to support implementation of the OWP-funded Vision Zero Action Plan and other programs focused on multimodal transportation safety and applying principles of Vision Zero and the Safe Systems Approach to the design, operation, and maintenance of roadways. Funds will be spent in cooperation with efforts being made by DTS, DOH, DOT, HPD, and others.

Budget Summary – Task 1 (Subject to Change)

FY2024	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time	\$0	\$233,810	\$288,657	\$130,617	\$653,084
Consultants	\$0	\$68,000		\$17,000	\$85,000
Training	\$100,000				\$100,000
Overhead	\$0		\$140,000	\$35,000	\$175,000
Total	\$100,000	\$301,810	\$428,657	\$182,617	\$1,013,084

FY2025	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time	\$0	\$226,569	\$299,441	\$131,503	\$657,513
Consultants	\$0	\$68,000		\$17,000	\$85,000
Training	\$100,000				\$100,000
Overhead	\$0		\$140,000	\$35,000	\$175,000
Total	\$100,000	\$294,569	\$439,441	\$183,503	\$1,017,513

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 (OahuMPO)**

This work element supports the metropolitan transportation planning process and the federally required Congestion Management Process through the ongoing use of computer modeling. This WE supports the day-to-day efforts required to run the models in conjunction with ongoing transportation planning needs. OahuMPO's congestion management process requires the use of the TDFM to evaluate projects proposed for the ORTP and TIP.

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 SFY2024-2025, OahuMPO staff and modeling consultants will begin work on a complete update to the model for the ORTP 2050. Modeling consultant work will be completed under a new contract procured in SFY2022.

Staff tasks:

- OahuMPO staff to work with consultants to run the TDFM and LUM and analyze the results as necessary
- OahuMPO staff to update the model specifications as necessary
- OahuMPO staff to document any modification to the user's manual
- Procurement of and coordination with consultant for operation of the TDFM and LUM to support planning efforts

- **Title VI/Environmental Justice Monitoring (OahuMPO)**

This work element updates OahuMPO's Title VI and Environmental Justice (T6/EJ) populations with the race, ethnicity, income, and limited-English-proficiency data. Using the GIS based analytical tool, OahuMPO will be in a position to evaluate the current ORTP and TIP projects with better data and methods.

Staff tasks:

- Update the T6/EJ populations using available resources

New Work Elements

- **Transit Rider Survey – Interim Opening 2 (DTS and OahuMPO)**

The Transit Rider Survey Project - Interim Opening 2 will survey approximately 10% of all public transit users. Survey results will characterize transit rider and general public sentiment toward riding public transit, public transit travel patterns, and socioeconomic profiles to document the conditions after the second Interim Opening of the Honolulu Rail Transit Project. In addition, the survey results will be used to update and further calibrate the OahuMPO regional travel demand forecasting model.

As with the Transit Survey funded by the OWP and conducted prior to the interim opening of the rail project, OahuMPO's travel demand modeling consultant will perform the model calibration using data provided by DTS.

Work products will include the following:

- Survey Methodology Report
- Sampling Plan Report
- Main Interview Survey Report
- Data Processing and Analysis Report
- Travel Demand Model Calibration Report

Budget Summary – Task 2 (Subject to Change)

FY2024	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time		\$146,737		\$36,684	\$183,421
Consultants - Modeling		\$176,000		\$44,000	\$220,000
DTS					
Staff Time		\$20,000		\$5,000	\$25,000
Consultants		\$834,857		\$208,714	\$1,043,571
Total	\$ -	\$1,177,594	\$0	\$294,398	\$1,471,992

FY2025	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time		\$182,144		\$45,536	\$227,680
Consultants - Modeling		\$176,000		\$44,000	\$220,000
DTS					
Staff Time		\$20,000		\$5,000	\$25,000
Consultants		\$498,674		\$124,669	\$623,343
Total	\$ -	\$876,818	\$0	\$219,205	\$1,096,023

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 (OahuMPO)**

The Transportation Improvement Program (TIP) is a four-year program for short-term, ready-to-go, and federally funded surface transportation projects and is reviewed and approved by the OahuMPO Policy Board and the Governor.

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.

Staff tasks:

- OahuMPO staff and its participating agencies to monitor and revise, cooperatively and as necessary, the current TIP; ensure its consistency with the regional transportation plan and Federal statutes; identify any changes in project priorities; and, ensure its financial viability
- OahuMPO staff and its participating agencies to review and update, cooperatively and as necessary, the TIP development process
- For visualization purposes, OahuMPO to develop location maps and other visualization tools for each project, as applicable, in the TIP revisions
- OahuMPO staff and its participating agencies to conduct the technical analyses of the projects proposed in the draft TIP and TIP revisions that consider:
 - Compliance with Federal regulatory planning factors;
 - Consistency with the ORTP;
 - Consistency with the ORITSA;
 - Title VI and Environmental Justice compliance;
 - Performance-Based Planning process analyses; and,
 - Roadway and transit project evaluations
- OahuMPO staff to process the TIP revisions through the CAC, TAC, and Policy Board, as appropriate. OahuMPO to follow the strategies and procedures outlined in the OPP for revising the TIP
- OahuMPO and its participating agencies to develop, cooperatively, an annual listing of projects for which funds were obligated in the preceding program year

- **Transportation Alternatives Set-Aside Coordination (OahuMPO)**

OahuMPO is responsible for the funding allocated to Oahu under the Transportation Alternatives Set Aside Program – (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.

Staff tasks:

- Solicit and prioritize TAP-eligible projects on Oahu and get Policy Board approval for inclusion of top-priority projects in the TIP
- Identify and review existing plans regarding bicycle and pedestrian transportation and ensure coordination with OahuMPO's planning products where appropriate
- Review existing regulations and policies regarding bicycle and pedestrian transportation, including any relevant Complete Streets policies, and ensure compliance between the OahuMPO planning process and those requirements
- Review publications, analyses, and other educational materials to improve knowledge of bicycle and pedestrian transportation planning issues, methods, and tools
- Identify and engage pedestrian and bicycle transportation stakeholders as part of the TAP process and as part of OahuMPO's transportation planning process

Task 3 - New Work Elements

- **Multimodal Assessment – Phase II (Hawaii State Energy Office)**

Phase two of the multi-modal assessment (MMA) is to take the recommended projects in phase one and prepare them for inclusion on the Transportation Improvement Program. Although there are a lot of identified community needs in active transportation plans for the island of O'ahu, what is missing is preparation for converting those community needs into implementable and defined projects.

Phase two will also include the development of quantifiable metrics that can be used in the MPO's project selection and prioritization for the Transportation Improvement Program, with the objective of improving multi-modal accessibility for people walking, rolling, biking, and using transit.

Work products will include the following:

- Technical memorandum that includes TIP project selection and evaluation process recommendations
- Final report that includes three to five action plans that might include pre-planning, PEL studies, area plans, pilot designations, etc.

- **State Government Employee Transportation Demand Management Study (Hawaii State Energy Office)**

The objective of the State Government Employee Transportation Demand Management (TDM) Study is to develop recommendations to increase transportation choices for State Government employees on O'ahu, while also increasing the diversity and efficiency of O'ahu's transportation system. On O'ahu, the State Government currently employs 10,000 people. This presents the State Government the tremendous opportunity to influence travel behavior for a significant part of the population, by providing more transportation options, incentives, etc. Study recommendations may increase employee retention and assist with hiring, and provides the State Government the opportunity to lead the way on TDM and help to meet State climate and energy goals.

Work products will include the following:

- Needs Assessment Report
- Recommended TDM Strategies Report
- Final Report

Budget Summary – Task 3 (Subject to Change)

FY2024	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time*		\$74,829		\$18,707	\$93,536
Consultants		\$0		\$0	
HSEO					
Staff Time		\$0		\$0	
Consultants		\$160,000		\$40,000	\$200,000
Total	\$0	\$234,829	\$0	\$58,707	\$293,536

FY2025	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time		\$94,718		\$23,679	\$118,397
Consultants		\$0		\$0	
HSEO					
Staff Time		\$0		\$0	
Consultants		\$160,000		\$40,000	\$200,000
Total	\$0	\$254,718	\$0	\$63,679	\$318,397

*Meets Complete Streets Funding Requirement in the IIJA.

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 or studies that

Ongoing Work Elements

- **Oahu Regional Transportation Plan (OahuMPO)**

The Oahu Regional Transportation Plan (ORTP) is the fiscally-constrained forecast and assessment of anticipated projects and programs that are planned to be funded during the 25-year planning horizon. The update of a regional transportation plan every five years is one of the requirements of the 3-c planning process as stated in 23 CFR 450.300.

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.

SFY2024-2025 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 the ORTP 2050.

Staff tasks:

- Procure and manage consultants for the development of specific elements of the ORTP
- Coordinate with partner agencies in the development of the ORTP
- OahuMPO staff to attend meetings; make presentations to organizations, agencies, and the public requiring information or briefings on the ORTP, including its development process, products, or related activities; and solicit input
- OahuMPO staff to administer the implementation of ORTP 2050 by coordinating with its member agencies, identifying potential OWP planning projects that assist in implementing the goals and objectives of the ORTP, and processing revisions and/or amendments as necessary

Consultant tasks:

Consultant work on the ORTP will include improving coordination in data management and sharing between OahuMPO and its participating agencies, establishing a data sharing pool, and recommending a program to outline specific policies and procedures concerning the collection, management, and distribution of data to support the local, metropolitan, and state decision-making process.

- **Congestion Management Process Update (OahuMPO)**

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.

Staff or consultant tasks:

- o Re-evaluate methods to monitor the performance of the multimodal transportation system; identify causes of recurring and non-recurring congestion; identify and evaluate alternative strategies; provide information supporting the implementation of action and evaluate their effectiveness
- o Re-evaluate the definitions of congestion management objectives and performance measures to assess congestion and support the evaluation of the effectiveness of congestion reduction and mobility strategies
- o Re-evaluate the program for data collection and system performance monitoring
- o Identify and evaluate the anticipated performance and expected benefits of congestion management strategies
- o Identify strategies and steps for incorporating the CMP into OahuMPO's overall planning process
- o Identify steps for the periodic assessment of the effectiveness of implemented strategies

Budget Summary – Task 4 (Subject to Change)

FY2024	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time*		\$203,299		\$50,825	\$254,124
Consultants		\$216,598		\$54,150	\$270,748
Total	\$ -	\$419,897	\$0	\$104,975	\$524,872

FY2025	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time		\$239,407		\$59,852	\$299,259
Consultants		\$216,598		\$54,150	\$270,748
Total	\$ -	\$456,005	\$0	\$114,002	\$570,007

*Meets Complete Streets Funding Requirement in the IIJA.

Task 5: Public Participation

Purpose

To implement the public engagement activities describes in the Public Participation Plan.

Ongoing Work Elements

- **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

Staff Tasks:

- 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.
 - OahuMPO staff to execute the defined public participation processes
 - OahuMPO staff to research best practices in public participation and propose improvements to the OahuMPO Public Participation Plan
 - OahuMPO staff to develop materials for public participation opportunities
 - OahuMPO staff to attend relevant public participation meetings and other opportunities and events
 - OahuMPO staff to maintain the OahuMPO website, Facebook page, Twitter account and other social media for information dissemination, as well as its use as a critical component of the OahuMPO's public participation outreach
- **Educational Framework for Youth Engagement in Oahu's Transportation Planning – Phase 2 (University of Hawaii, Uehiro Academy for Philosophy and Ethics in Education)**

This study is meant as a continuation of the pilot work approved in the OWP FY2023 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.

Budget Summary – Task 5 (Subject to Change)

FY2024	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time		\$158,816		\$39,704	\$198,520
Software		\$24,000		\$6,000	\$30,000
UH Manoa		\$0		\$0	
Staff Time		\$114,400		\$28,600	\$143,000
Total	\$ -	\$297,216	\$0	\$74,304	\$371,520

FY2025	FHWA STBG-U	FHWA PL	FTA 5303(d)	Local Match	Total
OahuMPO					
Staff Time		\$187,377		\$46,844	\$234,221
Software		\$24,000		\$6,000	\$30,000
UH Manoa		\$0		\$0	
Staff Time		\$114,400		\$28,600	\$143,000
Total	\$ -	\$325,777	\$0	\$81,444	\$407,221

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 FY2024-2025 funding request according to cost category.

Table 6. OWP FY2024-2025 Budget Summary by Task (Subject to Change)

Task	Title	FHWA - STBG	FHWA-PL	FTA 5305(d)	Non-Federal Match Subrecipients	Non-Federal Match - Member Dues	Total
1	MPO Management & Program Administration	\$200,000	\$596,379	\$868,098	\$366,120		\$2,030,597
2	Data Development & Maintenance		\$2,054,412		\$343,383	\$170,220	\$2,568,015
3	Short Range Planning		\$489,547		\$42,386	\$80,000	\$611,933
4	Long Range Planning		\$875,902		\$218,977	\$57,200	\$1,152,079
5	Public Participation		\$622,993			\$98,548	\$721,541
Total							\$7,084,165

Table 7. OWP FY2024-2025 Budget Summary by Cost Category (Subject to Change)

Column1	FHWA-STBG U	FHWA-PL	FTA 5303(d)	Local Match	Total
OahuMPO - Regular Operations Budget - (80/20)					
Staff Time		\$1,747,706	\$588,098	\$583,951	\$2,919,755
Consultants		\$921,197	-	\$230,299	\$1,151,496
Software		\$48,000		\$12,000	\$60,000
Overhead			\$280,000	\$70,000	\$350,000
Total		\$2,716,903	\$868,098	\$896,250	\$4,481,251

Column1	FHWA-STBG U	FHWA-PL	FTA 5303(d)	Local Match	Total
100% Federal Share					
Training	\$200,000	\$0	\$0	\$0	\$200,000
Total	\$200,000				\$200,000

Column1	FHWA-STBG U	FHWA-PL	FTA 5303(d)	Local Match	Total
Funds for Special Studies by Responsible Agency (80/20)					
DTS		\$1,373,531		\$343,383	\$1,716,914
HSEO		\$320,000		\$80,000	\$400,000
UH Manoa		\$228,800		\$57,200	\$286,000
Total		\$1,922,331	\$0	\$480,583	\$2,402,914

TOTAL REQUEST	\$200,000	\$4,639,234	\$868,098	\$1,376,833	\$7,084,165
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Summary of Funding and Programmed Expenditures

Table 8 shows the total anticipated funding sources and programmed expenditures for FY 2024-2025 OWP. OahuMPO's FY 2024-2025 OWP totals ~\$7.2 million; funding is available for the entire program.

Table 8. Summary of Funding and Programmed Expenditures (Subject to Change)

Description	FHWA - STBG Urbanized	FHWA-PL	FTA 5305(d)	Member Agency Dues	Special Study Local Match	Total
FY2024-2025 Expected Funding Sources	\$200,000	\$4,127,991	\$868,099	\$896,250	\$480,583	\$6,572,923
August 2023 Redistribution FHWA - PL		\$720,000				\$720,000
Total Available Funding	\$200,000	\$4,847,991	\$868,099	\$896,250	\$480,583	\$7,292,923
Funding Request	\$200,000	\$4,639,234	\$868,098	\$896,250	\$480,583	\$7,084,165
Difference	\$0	\$208,757	\$1	\$0	\$0	\$208,758

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)
HPD	Honolulu Police Department
ID	Identification Number
IJA	Infrastructure Investment and Jobs Act
MARAD	Federal Maritime Administration
OahuMPO	Oahu Metropolitan Planning Organization
OPP	OahuMPO Participation Plan
OPSD	Office of Planning and Sustainable Development (State)
ORTP	Oahu Regional Transportation Plan
OWP	Overall Work Program
PL	Planning Funds (FHWA)
PEAs	Planning Emphasis Areas
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 (Pending)

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 along with a short discussion and evaluation.

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.

Appendix C: Public and Intergovernmental Review Comments and Dispositions

The public and intergovernmental review period for the FY2024-2025 Overall Work Program began on January XX, 2023 and concluded on February XX, 2023. The draft of the OWP FY2024-2025 was e-mailed to fifty-four agencies and organizations for their review.

Public Review Draft

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 X. 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> 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. http://www.honolulu.gov/cms-dts-menu/site-dts-site/articles/912-site-dts-te-cat/28940-pedestrian-plan.html</p>	DTS
<p><i>Complete Streets Plans</i> 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. https://www.honolulu.gov/completestreets/default.html</p>	DTS
<p><i>General Plan</i> The O'ahu General Plan sets forth the City's objectives and broad policies for the long-range development of the island. It contains statements of the general social, economic, environmental, and design objectives to be achieved for the general welfare and prosperity of the people of O'ahu and the most desirable population distribution and regional development pattern https://www.honolulu.gov/dpppd/plans-in-place/oahu-general-plan.html</p>	DPP
<p><i>Development Plans and Sustainable Community Plans</i> Required by the City Charter; these community-based long-range plans share the vision for each region and guide its land use planning and development. These plans support the City's Departments and Agencies in developing functional plans and programs that move our island towards the objectives and policies found in the General Plan. https://www.honolulu.gov/dpppd/plans-in-place/development-plans-and-sustainable-communities-plans.html</p>	DPP
<p><i>Climate Action Plan</i> The climate action plan (CAP) is a science-based, community-driven strategy for O'ahu to combat climate change and eliminate fossil fuel emissions—the root cause of global warming. https://resilientoahu.org/climate-action-plan</p>	OCCSR
<p><i>Hawaii Strategic Highway Safety Plan</i> Documents safety strategies in eight areas of emphasis https://hidot.hawaii.gov/highways/shsp/</p>	HDOT
<p><i>H-1 Corridor Study</i> Identifies future capacity needs on Interstate H-1, along with an alternatives and feasibility analysis on congestion and capacity improvements. Identifies potential impacts on other major corridors, such as Farrington Highway, Kamehameha Highway, Moanalua Freeway, and other routes of changes made to H-1. https://hidot.hawaii.gov/highways/files/2017/07/160808-H-1-Final-Report.pdf</p>	HDOT
<p><i>State of Hawaii Statewide Coastal Highway Program Report</i> 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

Description	Lead Agency
https://hidot.hawaii.gov/highways/files/2019/09/State-of-Hawaii-Statewide-Coastal-Highway-Program-Report_Final_2019.pdf	
<p><i>Farrington Highway Corridor Study</i> 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. https://hidot.hawaii.gov/highways/farringtoncorridorstudy/</p>	HDOT
<p><i>Motor Carrier and Highway Safety Programs</i> Addresses NHS priority areas and other safety-related issues http://hidot.hawaii.gov/highways/library/motor-vehicle-safety-office/function-of-motor-vehicle-safety-office/</p>	HDOT
<p><i>Regional Transportation Forecasting and Long-Range Planning</i> Provides demographic and socioeconomic forecasts utilized in long-range planning http://hawaii.gov/dbedt/info/economic/data_reports/ http://hawaii.gov/dbedt/info/economic/databook/</p>	DBEDT/OP, DPP
<p><i>Short-Range TSM/TDM Planning</i> Seeks to maximize the efficient use of transportation facilities and reduce demand for automobiles http://goakamai.org/Home.aspx http://www.fhwa.dot.gov/trafficinfo/hi.htm</p>	HDOT, DTS
<p><i>Statewide Pedestrian Master Plan</i> 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. http://hidot.hawaii.gov/highways/statewide-pedestrian-master-plan-and-hawaii-pedestrian-toolbox/</p>	HDOT
<p><i>Statewide Transportation Improvement Program (STIP)</i> 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. https://hidot.hawaii.gov/highways/other/other-related-links/stip/</p>	HDOT
<p><i>Statewide Transportation Planning</i> 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. http://hidot.hawaii.gov/administration/hawaii-statewide-transportation-plan/</p>	HDOT
<p><i>Transit-Oriented Development (TOD)</i> 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. http://www.honolulu.gov/tod.html</p>	DPP

For additional information, please contact us:

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