UNIFIED PLANNING WORK PROGRAM
State Fiscal Year 2026-2027
(July 1, 2025 – June 30, 2027)

Revision #1

Amendment

Endorsed by the OahuMPO Policy Board on May 26, 2026

Approved by the USDOT on June 30, 2026

OAHU METROPOLITAN PLANNING ORGANIZATION

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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Revision 1 Summary

About this Document

This document presents Revision #1 to the FY2026-2027 Unified Planning Work Program (UPWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The UPWP serves as the key management tool for coordinating and conducting the transportation planning activities of the OahuMPO, State of Hawaii (State), City and County of Honolulu Department of Transportation Services (DTS), and Honolulu Authority for Rapid Transportation (HART) on the island of Oahu. The UPWP 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. 53.0F[1]

Revision #1 Summary

Revision 1 makes substantial changes to the UPWP by adding and removing work elements and transferring funds between existing work elements. Revision 1 is classified as an Amendment requiring public and intergovernmental review, review by the Technical Advisory Committee and review and approval by the Policy Board.

In the pages that follow, text that is to be removed from the UPWP is crossed out.

Metropolitan Planning Focus of UPWP and introduction of new budget document

Starting with this Revision 1, OahuMPO will refer to the document formerly known as the Overall Work Program (OWP) as the Unified Planning Work Program (UPWP). The UPWP budget will include only work elements that are eligible for metropolitan planning (PL) funds and enable OahuMPO to meet its federal requirements as an MPO.

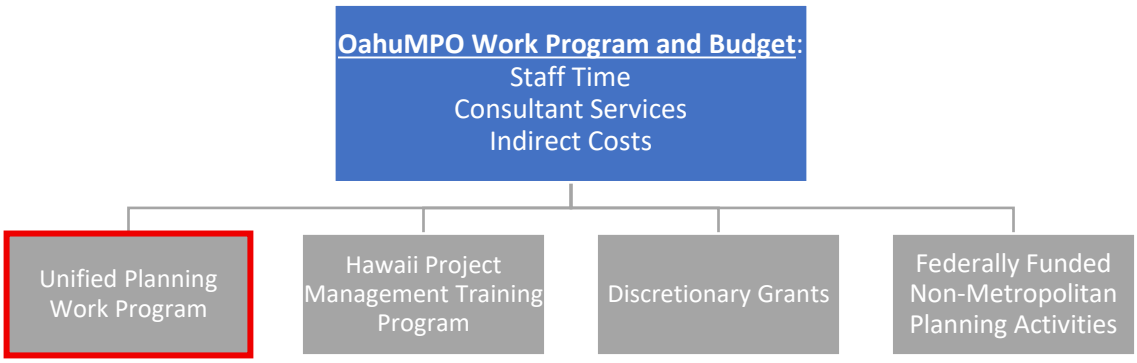
Focusing the UPWP on metropolitan planning requires the following changes:

- Revision 1 removes from Task 3 the studies funded by federal discretionary grants and moves them to a "Special Studies" section of the UPWP that is not applicable to the UPWP budget. Click here to jump to the new Special Studies section.

- Revision 1 removes from Task 1 the Hawaii Project Management Training Program. Going forward, this work element will be programmed in the Statewide Transportation Improvement Program (STIP).

With the UPWP now functioning as a subset of OahuMPO's operating budget, a new Overall Work Program and Budget (OWPB) document will serve as the organization's fiscal guide summarizing anticipated revenues and expenditures to accomplish the goals of each program or work element. The OWPB document will cover a biennial period that aligns with the UPWP's timeframe. The graphic on the following page shows how the OWPB in blue consists of programs and projects in grey that are distinct cost objectives. For the 2026-2027 term, the UPWP budget represents ~91% of OahuMPO's overall budget.

[1] 23 CFR 450.308.



A key component of focusing the UPWP and developing a new budget document is introducing an indirect cost rate to ensure that all grants ("cost objectives"), including the UPWP, pay a commensurate share of indirect costs.

Revision 1 adds Indirect Costs as a new cost category. Click here to review the new Indirect Costs section.

Transition from Overhead to Indirect Costs and Properly Allocating Direct Costs

Transitioning from one cost objective to multiple cost objectives involves substantial changes to Task 1 of the UPWP. All work elements related to IT and network maintenance, accounting, auditing and overhead become part of organizational indirect costs and will be removed from the UPWP. They appear in Task 1 in this document with crossed out text. Going forward, the costs for these functions will be covered through the UPWP's share of indirect costs.

OahuMPO is also transferring the cost for public engagement software from the UPWP to the OWPB. This expense will be covered through the UPWP's share of indirect costs. OahuMPO considers this the most appropriate way to allocate the cost since the software may be used for programs outside of the UPWP.

OahuMPO is procuring consultant services to develop an Indirect Cost Allocation Plan (ICAP), which includes establishing an indirect cost rate. In the interim, OahuMPO will use a provisional indirect cost rate of 37.85%.

Special Studies Section

Revision 1 will add a section to the UPWP that describes planning efforts that support OahuMPO's core metropolitan planning functions but are funded through other sources like federal discretionary grants. Any costs identified in the Special Studies section are not applicable to the budget request for work described in Tasks 1-5 of the UPWP.

Changes to Staff Time Budget

Revision 1 reallocates budget from staff time to various planning efforts, with a net reduction. Revision 1 adds a separate budget for staff time in Task 3 to support Regional Planning Studies.

Carry Forward of Funds from OWP FY2024-2025

The original UPWP FY2026-2027 provided estimates for the funds to be carried forward for the below listed on-going planning studies.

- Multimodal Transit Asset Management Plan Phase 2
- Educational Framework study Phase II
- Mobility Hub Planning Study Phase II

Revision 1 replaces the estimates with the actual funds that were carried forward. The updated funding totals are provided in Table 6.

OahuMPO also carried forward funds from the OWP FY2024-2025 that are encumbered to consultant contracts for ORTP technical support and modeling.

New Work Elements

Revision 1 adds the following work elements:

- Travel Demand Forecasting Model 2027 Data Purchase
- Dillingham Blvd Complete Streets Plan
- Urban Honolulu High-Capacity Transit Study Phase I
- Pearl Harbor Historic Trail Connections Study

Removed Work Elements

Revision 1 removes the following work elements:

- Complete Streets and Multimodal Planning Program
- Special Studies Planning Program
- Public Engagement and Educational Activities

Changes to Existing Work Elements

Revision 1 renames the Vision Zero Action Plan Implementation Support to Vision Zero Action Plan Phase 2. In addition, Revision 1 adds scope to conduct an analysis of the use of Highway Safety Improvement Program funds, and to provide recommendations for maximizing safety outcomes from the strategic use of these funds.

Revision 1 renames the Transportation Systems Management and Operations Policy Document and Training Program to the Traffic Signal Strategy Plan and assigns a $150,000 budget.

Executive Summary

About This Document

The FY2026-2027 Unified Planning Work Program (UPWP) for the Oahu Metropolitan Planning Organization (OahuMPO) serves as the key management tool for coordinating transportation planning for the island of Oahu by the State and the City. The UPWP 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 partner agencies. OahuMPO partner 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).

Preparation of an Unified Planning work program is a requirement of metropolitan transportation planning activities performed with Federal funds provided under 23 United States Code (U.S.C.) and 49 U.S.C. 53.[2]

FY2026-2027 Funding Summary

For the two-year period State FY2026-2027,[3] OahuMPO anticipates new metropolitan planning funds consisting of federal grants and non-federal matching funds to total $8.1 million. In addition, OahuMPO is programming approximately $1.2 million in unobligated metropolitan planning funds from prior years, carrying forward obligated funds and planning studies from the UPWP FY2024-2025, and programming surface transportation block grant funds for planning purposes.

Table 1: Expected Funding Sources and Programmed Expenditures

Expected Funding Sources	Federal Funds	Local Funds	Total
Consolidated Planning Grant Funds (FHWA + FTA)	$5,312,620		$5,312,620
Federal Highway Administration - STBG	$1,276,552		$1,276,552
FHWA - PL - Prior Year	$1,253,679		$1,253,679
FHWA - PL /STBG- Obligated to carry forward studies	$2,894,223		$2,894,223
Member Dues		$1,265,000	$1,265,000
Non-federal match for new planning studies		$340,593	$340,593
Non-federal match for carry forward studies		$748,992	$748,992
Total Funding Available	**$10,737,074**	**$2,354,585**	**$13,091,659**

OWP FY2026-2027 Proposed Expenditure	Federal	Local	Total
OahuMPO Regular Operations	$3,546,792	$855,448	$4,402,240
Regional Planning - Complete Streets Planning at 100% Federal Share	$950,461		$950,461
Regional Planning - Including Carry Forward Studies	$4,962,304	$1,240,575	$6,202,879
Indirect Costs	$1,017,217	$254,304	$1,271,521
Total Proposed Expenditure	**$10,476,774**	**$2,350,327**	**$12,827,101**

[2] 23 CFR 450.308.

FY2026-2027 General Priorities

In FY2026-2027, the OahuMPO will continue to focus on our federally required work products while increasing our technical capacity and support to our regional partners. We will particularly emphasize the following:

- Completing more work products in-house, reducing our dependence on consultants
- Contracting and managing more regional planning studies related to our core work products
- Finalizing the Oahu Regional Transportation Plan (ORTP) 2050
- Updating the Transportation Improvement Program (TIP)
- Implementing strategic initiatives and action items from the OahuMPO Strategic Plan
- Implementing and monitoring Federal and non-Federal performance measures
- Improving and updating the Title VI evaluation process
- Being proactive and transparent in public involvement
- Providing technical support for the OahuMPO Policy Board and Advisory Committees

The FY2026-2027 budget reflects these priorities.

UPWP Structure and Work Element Summary

The Unified Planning Work Program is broadly organized into the five main tasks described below. The bulleted projects in **bold** are new in the UPWP FY2026-2027:

Task 1 – MPO Administration and Management includes the general administration of the OahuMPO and includes work elements that are on-going and/or reoccurring efforts that serve to meet Federal requirements and support continuous, comprehensive, and cooperative transportation planning.

- Program Administration and Management
- Training, Education, Workforce Development (Internal)
- General Technical Assistance and Planning Support
- UPWP Development and Management
- Subrecipient Monitoring

Task 2 – Data Collection and Maintenance describes the collection, maintenance, and analyses of special and demographic data to support planning efforts.

- Computer Model Operations and Support
    - **Travel Demand Forecasting Model Data Collection**
- Performance-based Planning and Programming
- Title VI Monitoring
- Transit Rider Survey Project – Phase II
- **Active Transportation Monitoring Program Phase V**

Task 3 – Short Range Planning includes planning for activities to be completed within a three to ten-year time frame, including the preparation and update to the TIP and carrying out regional planning studies. Task 3 activities support the development and/or implementation of the ORTP.

- Transportation Improvement Program
- Transportation Alternatives Coordination
- **Regional Planning Studies Coordination by OahuMPO Staff**
- Multimodal Transit Asset Management Plan Phase 2
- Short-Range Transit Improvement Program
- **Vision Zero Action Plan Phase 2**
- **Oahu Bike Plan 2026**
- **Dillingham Blvd Complete Streets Plan**
- **Mobility Hub Planning Study – Phase II**
- **Urban Honolulu High-Capacity Transit Study**
- **Pearl Harbor Historic Trail Connections Study**

Task 4 – Long Range Planning includes conducting long-range planning tasks directly related to the Oahu Regional Transportation Plan (ORTP), the Congestion Management Process (CMP), and Transportation Systems Management and Operations (TSMO).

- Oahu Regional Transportation Plan
- Congestion Management Process
- **Traffic Signals Strategy Plan**

Task 5 – Public Participation includes implementation of the public engagement activities described in the Public Participation Plan, and other planning activities that support OahuMPO's engagement efforts.

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

Introduction

Overview

This document presents the FY2026-2027 Unified Planning Work Program (UPWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY2026-2027 UPWP serves as the key management tool for coordinating and conducting the transportation planning activities of the OahuMPO and its participating agencies: the State of Hawaii Department of Transportation (HDOT), the City and County of Honolulu Department of Transportation Services (DTS), and the Honolulu Authority for Rapid Transportation (HART), on the island of Oahu. The UPWP 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

Development of the biannual UPWP entails a closely coordinated effort among the OahuMPO and its participating agencies. A diagram of the OahuMPO's relationship to the Policy Board and other committees is shown in Figure 1. The *Comprehensive Agreement*[4] describes the roles and responsibilities of the OahuMPO and its participating agencies.

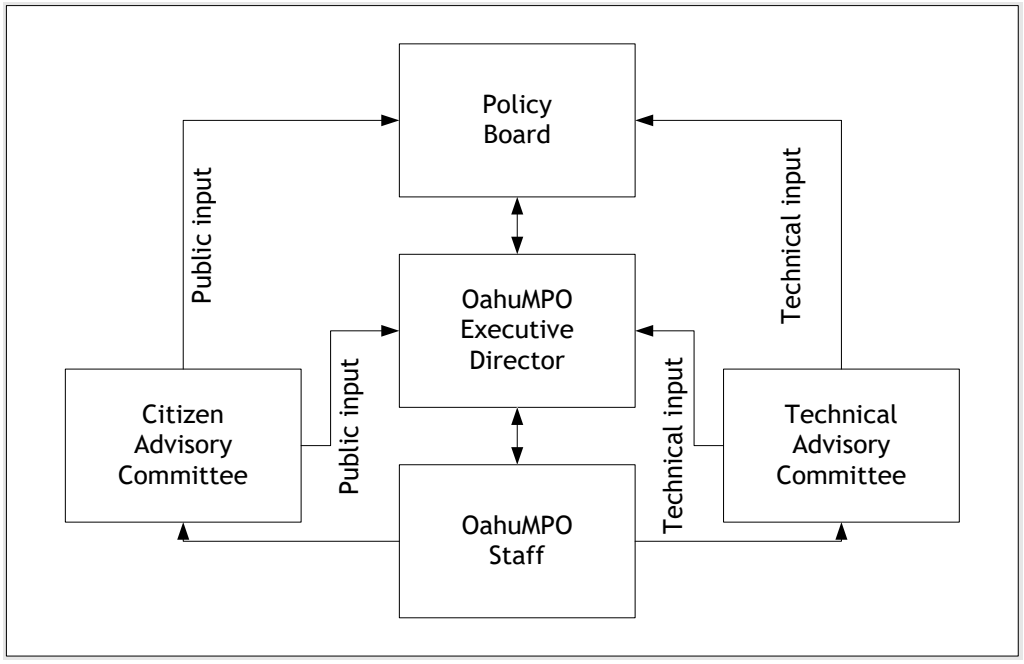


Figure 1. OahuMPO organizational components and information flow.

[4] https://www.oahumpo.org/?wpfb_dl=1523

Oversight and Committees

Per 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 Policy Board and the OahuMPO Executive Director to carry out the continuing, cooperative, and comprehensive multimodal transportation planning process for OahuMPO. The table below shows voting and non-voting membership in the TAC and the Policy Board.

Table 2: Policy Board and TAC Membership

Policy Board	
Voting	**Non-Voting**
Two State Senators Two State Representatives Three City Councilmembers HDOT Director DTS Director DPP Director HART Director	FHWA Hawaii Division Office Administrator Director of DOH 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 one of OahuMPO's methods for individuals and organizations to provide public input to the Policy Board and the OahuMPO Executive Director on Oahu's transportation planning needs and processes. Activities of the CAC are organized based on the *OahuMPO Public Participation Plan* (PPP),[5] which is compliant with the Federal requirements.[6]

OahuMPO Staffing Plan

OahuMPO staff carry out the planning activities described in the UPWP and ensure fulfilment of our federal requirements. As of FY2025, the OahuMPO had a total of 16 authorized positions across five categories: 1) Modeling, GIS, and Data Analysis, 2) Regional Planning Studies, 3) Long-Range Planning, 4) Community Engagement, Education, and Training, and 5) Management and Administration. During the two-year FY2026-2027 UPWP, we anticipate taking on more responsibilities for carrying out planning and project management activities in cooperation with, and in support of our regional partners. We were also successful in being awarded two federal grants, totaling approximately $1.7 million. These extra projects are in addition to our regular ongoing tasks and will require a significant level of effort. Moving forward, we don't expect our workload to go back down to what it was before. For example, we plan to develop the next ORTP using more in-house resources and relying less on consultants. This desire to do more work in-

[5] See https://www.oahumpo.org/?wpfb_dl=2528
[6] 23 CFR 450.316.

house is consistent with the 5-year Strategic Plan, approved by the Policy Board in December 2022. The proposed staffing plan, shown in the proposed organization chart for FY2026-2027 in Figure 2, includes four potential new positions: Deputy Director, Transportation Planner, Junior Planner, and Contracts Specialist. This addition of staff (for a total of 20 positions) will build up our technical and management capacity, allow the OahuMPO to take a larger role in regional planning studies, reduce our dependence on consultants, and allow us to better support our regional partners.

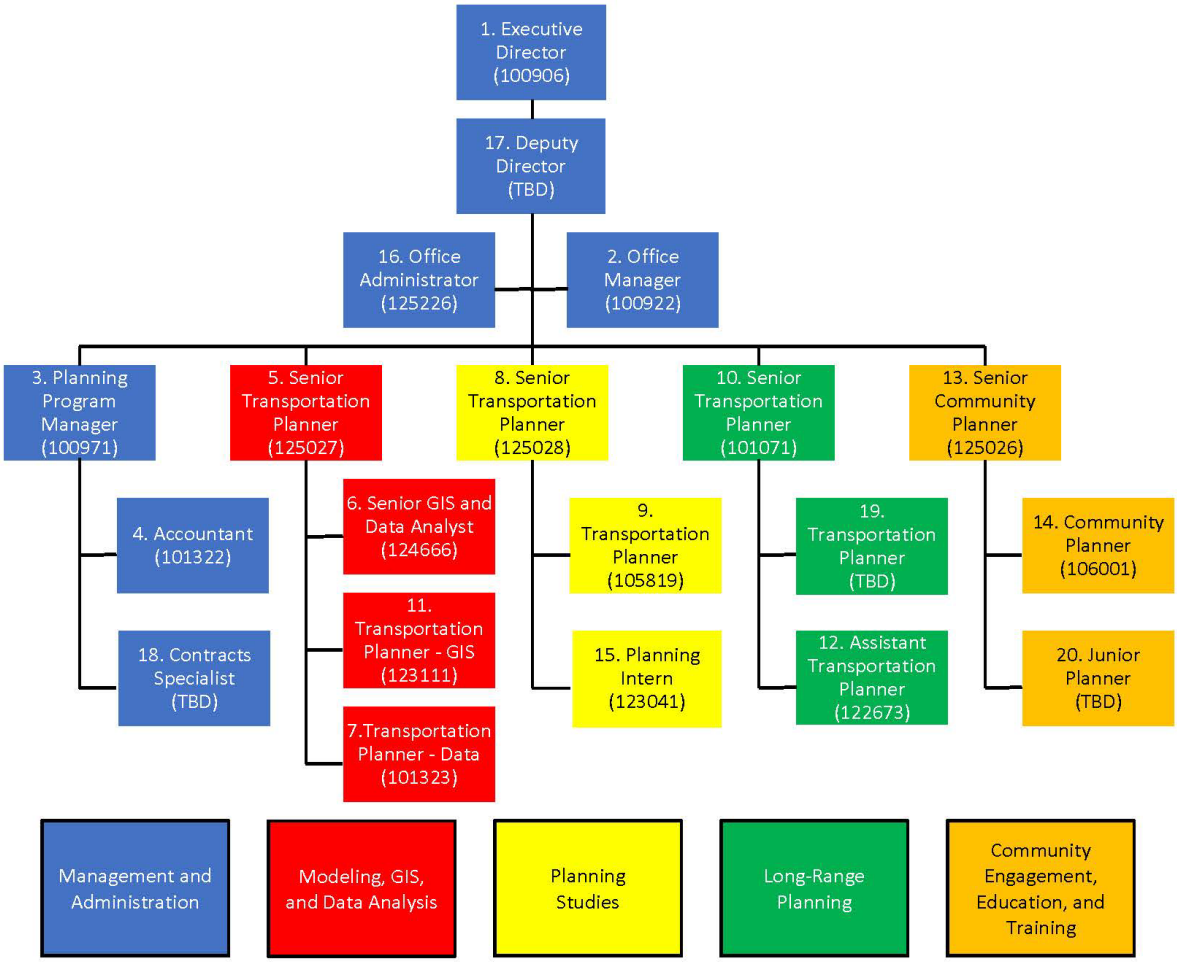


Figure 2. OahuMPO Organizational Chart for FY2026-2027 (Draft and Subject to Change).

OahuMPO Regional Planning Priorities

The OahuMPO regional planning priorities for FY2026-2027, including Revision 1, have been established in consultation with the Policy Board through meetings and feedback received throughout the biennium. The inputs into the development of these priorities included the Federal Planning Factors, OWP FY2024-2025 Priorities, ORTP 2050 Goals and OahuMPO Strategic Plan 2023-2027 Goals.

The planning priorities listed below are emphasized in the UPWP through the allocation of OahuMPO staff time, contracted consultant support, and regional planning studies. Two of the priorities are related to the planning process by OahuMPO staff and partners and the remaining are priorities for the transportation system. The sub-bullets under each Regional Planning Priority identify the relevant work elements.

1. **Boost Organizational Capacity for Success:** This process-oriented priority encompasses training and staff development and includes many of the goals from the Strategic Plan including meeting federal, state and local requirements, delivering high-quality work products on time, and updating and improving internal processes to ensure seamless, cooperative and ongoing coordination with agency partners.
    - Task 1: Program Administration and Management
    - ~~Task 1: Project Management Training Program~~ Internal Workforce Development

2. **Pursue Equitable Engagement and Investment**: This priority includes the ORTP 2050 Goal to provide an equitable and affordable transportation system, and Public Engagement priority from the OWP FY2024-2025.

    - Task 2: Title VI Monitoring
    - Task 5: Educational Framework for Youth Engagement in Oahu's Transportation Planning
    - ~~Task 5: Public Engagement and Educational Activities~~

3. **Maximize Transportation System Efficiency and Reduce Energy Use:** This priority includes four federal planning factors, and four ORTP 2050 goals. This priority supports achieving state and county commitments to the environment, health, and culture through efficient system operations, maintenance and preservation of existing highway facilities. One focus is to ensure that our transportation plans and infrastructure investments help achieve the State of Hawaii's greenhouse gas reduction goals[7].
    - ~~Task 3: Complete Streets and Multimodal Planning Program~~
    - Task 3: Mobility Hub Study Phase II (Term II)
    - Task 4: ORTP 2050 Update (Project and Program Prioritization Process)
    - Task 4: Traffic Signals Strategy Plan

4. **Work Towards Zero Deaths:** This priority encompasses a safety priority with a focus on active and shared modes within a multimodal system. Combining safety and multimodality prioritizes a new traffic paradigm that emphasizes the safety benefits of vehicle traffic

[7] https://health.hawaii.gov/cab/hawaii-greenhouse-gas-program/

reduction strategies, such as multimodal planning, Transportation Demand Management, and Transit Oriented Development.

- Task 3: Vision Zero Action Plan Phase 2
- Task 3: Short Range Transit Improvement Program
- Task 3: Oahu Bike Plan Update 2026
- Task 3: Dillingham Boulevard Complete Streets Plan
- Task 3: Pearl Harbor Historic Trail Connections Study
- Task 4: Traffic Signals Strategy Plan
- ~~Task 3: Safe Routes to School Action Plan~~

5. **Improve Access to Goods, Services and Opportunities**: This priority combines the accessibility and mobility of people and freight with promoting consistency between transportation improvements and State and local housing and economic development patterns. The Infrastructure Investment and Jobs Act requires that MPOs include housing coordination in the metropolitan planning process through a variety of strategies.
    - Task 4: Accessibility analysis and scenario planning exercise as part of the ORTP 2050 update
    - Task 3: Urban Honolulu High-Capacity Transit Study Phase 1
    - Task 3: Short Range Transit Improvement Program
    - Task 4: Traffic Signals Strategy Plan

6. **Use Data to Inform Better Decision-making**: This priority includes federally required performance-based planning and programming in the areas of safety, infrastructure condition, system performance and transit service, and using data to support effective decision-making for projects and programs in the ORTP.

    - Task 2: Active Transportation Monitoring Program Phase V
    - Task 2: Performance Based Planning and Program
        - Development of data dashboard to track progress toward performance targets
        - Prioritizing quality data sources when selecting performance metrics
    - Task 2: TDFM Data Purchase 2027
    - Task 2: Transit Rider Survey Phase II

Federal Transportation Legislation, Planning Factors and Emphasis Areas

The Infrastructure Investment and Jobs Act (IIJA) is the current federal surface transportation authorization that was signed into law on November 15, 2021. The IIJA/BIL carried forward ten planning factors first identified in the FAST Act, the former five-year surface transportation reauthorization bill. Per 23 CFR 450.306(b), the metropolitan transportation planning process shall provide for consideration and implementation of projects, strategies and services that will address the following factors:

Federal Planning Factors

(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 security of the transportation system for motorized and non-motorized users;

(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 the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

(10) Enhance travel and tourism.

Every task in the UPWP FY2026-2027 addresses one or more of the above factors through budgeting the resources required to facilitate the comprehensive, continuing, cooperative transportation planning process. Examples include planning for and executing monthly committee meetings, coordinating with participating agencies, and meeting federal requirements to complete regular updates to the ORTP and the TIP. It also supports the federal planning factors by funding regionally significant transportation planning studies.

Revision 1 adds a Planning Study Evaluation Matrix that describes the Regional Planning Priorities and the Federal Planning Factors that are addressed by each proposed work element.

Regional Planning Evaluation Process

The OahuMPO develops regional planning study proposals through internal and external coordination, with consideration for alignment with the TIP, ORTP, and recent UPWPs. For the UPWP FY2026-2027, the OahuMPO discussed proposed planning studies with the City and County of Honolulu Department of Transportation Services, the State Department of Transportation, and the Honolulu Authority for Rapid Transportation.

Candidate projects were evaluated, and ~~six~~ eight planning studies were selected for inclusion in the UPWP FY2026-2027 Revision 1 based on their consistency with the Regional Planning Priorities. The selected studies include:

New Planning Activities:

- TDFM Data Purchase 2027
- Active Transportation Monitoring Program Phase V
- Vision Zero Action Plan Phase 2
- Oahu Bike Plan Update 2026
- Dillingham Boulevard Complete Streets Plan
- Urban Honolulu High-Capacity Transit Study Phase 1
- Multimodal Mobility Hub Planning Study Phase II – Term II
- Pearl Harbor Historic Trail Connections Study
- Traffic Signal Strategy Plan

These studies have been assigned seven-digit work element numbers for accounting and contracting purposes.

Carried Forward Planning Activities[8]

- Multimodal TAM Plan Phase II
- Transit Rider Survey Phase II
- Educational Framework for Youth Engagement in Oahu's Transportation Planning - Phase II
- Short-Range Transit Improvement Program

When reviewing and selecting planning projects for the UPWP, OahuMPO coordinates 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. The related planning activities are listed in Appendix B: Regional Planning Coordination. Click here to jump to that section.

[8] OahuMPO distinguishes "new" vs "carry forward" by whether funds will be carried forward between UPWP cycles. In some cases, a planning activity may be the subsequent phase of a prior effort but is being funded from the new apportionment of funds so is not considered a carried forward study.

Planning Study Evaluation Matrix

Revision 1 adds this below matrix to indicate the Federal Planning Factors and UPWP Regional Planning Priorities addressed by each work element. Refer to the prior pages of Revision 1 for descriptions of the aforementioned factors and priorities. Click here to access the OWP Processes and Procedures, which describes the UPWP Priority Framework tiers in orange in the table below.

The work elements listed below include OahuMPO's tasks to meet federal requirements for metropolitan planning and work by OahuMPO and subrecipients on regionally significant planning studies.

	Federal Planning Factors										UPWP FY2026-2027 Regional Planning Priorities						Tier 1-3 UPWP Priority Framework
Work Element	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**1**	**2**	**3**	**4**	**5**	**6**	
Support for committee meetings and 3-c planning process	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	1
ORTP	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	1
TIP	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	1
TAP	x	x	x	x		x				x				x	x		1
UPWP											x	x	x	x	x	x	1
CMP	x			x			x	x	x				x				1
Public Engagement												x					1
Dillingham Blvd Complete Streets Plan	x	x	x			x		x				x	x	x	x		3
Urban Honolulu High Capacity Transit Study	x	x		x	x	x	x		x	x			x	x	x		2
TDFM Data Purchase					x											x	1
Mobility Hub Planning Study Phase II	x	x		x	x	x			x	x			x	x	x		3
Active Transportation Monitoring Program Phase V				x		x			x	x						x	2
Vision Zero Action Plan Phase 2		x												x		x	2
Oahu Bike Plan Update 2026	x	x											x	x	x		2
Pearl Harbor Historic Trail Connections Study	x	x		x	x	x			x								3
Traffic Signal Strategy Plan		x		x		x	x						x	x			2

Funding - Overview

Funds available to support the Unified Planning Work Program FY2026-2027 consist of Federal and non-Federal sources. The Federal funds are provided by the Federal Highway Administration and the Federal Transit Administration and generally cover 80% of the UPWP budget. The non-Federal funds for the UPWP consist of member dues from partner agencies to support OahuMPO operations, and the local match provided by the sponsor of a regional planning activity, if applicable.

Indirect Costs – Interim Rate and Plan

Revision 1 introduces indirect costs as a cost category to cover expenses that were previously described as Overhead and/or programmed in Task 1 of the UPWP. Indirect costs are shared costs incurred by an organization that may not be readily identifiable with a project or program but are necessary to the overall operation of the organization and the performance of its programs.

OahuMPO is procuring the services of an accounting firm to develop its first formal Indirect Cost Allocation Plan (ICAP), which will describe how each grant program or project pays a share of indirect costs. In the interim, OahuMPO staff developed a 38.27% provisional indirect cost rate that considers the following to be indirect costs:

- Office lease
- Copy machine lease
- Computer and Network Maintenance contract
- Single Audit
- Accounting System
- Public Engagement Software
- Indirect Cost Allocation Plan contract
- External Consultant Audits
- Professional memberships (AMPO, APA, etc.)
- Miscellaneous Office Expenses
- Staff Leave (estimated)

Until this formal plan is developed and approved by the HDOT, OahuMPO plans to delay submitting reimbursement requests to its various grants for indirect costs. OahuMPO's revolving account should allow for this delay between incurring costs and receiving reimbursement. Should this interim plan compromise OahuMPO's ability to process payments for UPWP-direct expenses, OahuMPO will request HDOT and FHWA approval to use the provisional indirect cost rate.

As shown in Table 13, OahuMPO calculated the indirect cost total in Revision 1 by taking 38.27% of the staff time budget.

Federal Funds

Consolidated Planning Grant ("CPG")

Each year, OahuMPO receives approximately $2.6 million in new Federal planning funds from the Federal Highway Administration and the Federal Transit Administration. These funds are authorized by the federal Infrastructure Investment and Jobs Act (i.e., IIJA) to support the required regional planning functions conducted by MPOs. The IIJA took effect on November 15, 2021, and authorizes transportation programs covering Federal fiscal years (FFY) 2022 through 2026. The metropolitan planning funds programmed in this work program were apportioned in federal fiscal years 2025-2026.

Metropolitan planning funds from the FHWA and FTA are authorized by federal legislation and apportioned to the State of Hawaii. The funds are then distributed to the OahuMPO and the MauiMPO based on the terms of the Planning Funds Distribution Agreement between the MPOs and the State.

- **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 long-range transportation plans, transportation improvement programs, planning work programs and regionally significant planning studies. 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 Metropolitan Planning Funds**. These FTA funds are used for planning purposes and often involve transit-related projects. Revision 1 updates OahuMPO's FTA apportionments in Table 3 on the following page. The FTA funding totals in the original OWP FY2024-2025 were estimates.

Starting with this work program, OahuMPO will request the transfer of its FTA apportionment of metropolitan planning funds to FHWA. These funds will be described in financial tables with the abbreviation "CPG" for Consolidated Planning Grant (CPG). CPG funds can be used at 100% federal share for eligible Complete Streets planning activities. All other planning activities using CPG funds require a 20% local match.

Surface Transportation Block Grant ("STBG") Program (23 U.S.C. §133): STBG funds from the Federal Highway Administration are flexible Federal Aid Highway program funds that may be used for surface transportation planning[9]. The UPWP programs STBG urbanized funds sub-allocated to the metropolitan transportation area of Oahu~~, and Statewide STBG funds to support a statewide workforce development initiative and internal training.~~ 23 USC 504 (e) permits the use of certain FHWA funding programs for Training and Workforce development at 100% federal share.

~~**Safe Streets and Roads for All (SS4A)** The Infrastructure Investment and Jobs Act established this discretionary grant program to fund regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries. OahuMPO received a discretionary grant to develop a Safe Routes to School Action Plan.~~

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

~~**Prioritization Process Pilot Program (PPPP)** The Infrastructure Investment and Jobs Act established this discretionary grant program to fund the development and implementation of pilot prioritization processes. OahuMPO received a discretionary grant to develop a prioritization process for the selection of federally funded or regionally significant transportation projects on Oahu for inclusion in the Oahu Regional Transportation Plan (ORTP) and Transportation Improvement Program (TIP).~~

Prior Year FHWA PL Funds
In addition to the FFY2025-2026 (new) funds from FHWA and FTA, OahuMPO will program approximately $1.2 million in PL funds from prior years. This includes $672,333 in funds that were programmed in the UPWP FY2024-2025 but ended up not being utilized.

Carry Forward Funds
There are four work elements from the OWP FY2024-2025 on which work will continue in the UPWP FY2026-2027. A total of $2.9 million in federal funds was carried forward in October 2025. These studies are described in Table 6.

Table 3. Availability of Federal Funds

New Apportionment: Consolidated Planning Grant (CPG)

Funding Type	SFY2026	SFY2027	Total
FHWA - PL	$2,167,496	$2,210,846	$4,378,342
FTA 5303/5305(d)	$459,825	$474,453	$934,278
CPG Total	$2,627,321	$2,685,299	$5,312,620

~~Discretionary Grants~~

~~Funding Type~~	~~SFY2026~~	~~SFY2027~~	~~Total~~
~~FHWA - SS4A~~	~~$400,000~~	-	~~$400,000~~
~~FHWA - PPPP~~	~~$1,229,130~~	-	~~$1,229,130~~

STBG Funds

Funding Type	SFY2026	SFY2027	Total
FHWA - STBG Urbanized	$638,276	$638,276	$1,276,552
~~FHWA - STBG Statewide~~	~~$300,000~~	~~$300,000~~	~~#REF!~~
STBG Total	$638,276	$638,276	$1,276,552

Prior Year FHWA-PL Funds

Description	Total
Funds remaining from OWP FY2021	$310,019
Funds released from the OWP FY2024-2025	$672,333
Unobligated funds	$271,327
Total	$1,253,679

Complete Streets Funding at 100% Federal Share

The Infrastructure Investment & Jobs Act (IIJA) requires MPOs to allocate at least 2.5% of PL funds to carry out activities to increase safe and accessible transportation options for multiple travel modes for people of all ages and abilities. As of August 13, 2024, FHWA waived the non-Federal match requirement for all PL funds used on eligible Complete Streets planning activities above-and-beyond the 2.5% threshold requirement.

OahuMPO will meet the 2.5% PL requirement and leverage the 100% federal funds for Complete Streets planning by programming the following studies:

- Mobility Hub Planning Study Phase II Term II
- Oahu Bike Plan Update 2026
- ~~Complete Streets and Multimodal Planning Program~~
- Dillingham Boulevard Complete Streets Plan

Non-Federal Funds

OahuMPO 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 Agreement between OahuMPO and these three agencies.

Members will contribute $200,000 each in SFY 2026 and $225,000 each in SFY 2027 to support OahuMPO operations.

OahuMPO plans to use approximately $10,000 of member dues to match planning projects programmed in the TIP 2025-2028, leaving $1,265,000 for the UPWP. The total of $1,265,000 in member dues for this two-year work program enables the agency to program up to $6,325,000 in metropolitan transportation planning activities.

Table 4. FY2026-2027 Member Dues

SFY	Member dues per agency	Total (x3)
2026	$200,000	$600,000
2027	$225,000	$675,000
Local match for TIP 2025-2028 projects		-$10,000
Total		**$1,265,000**

Non-Federal Share of Planning Activities

Non-federal funding is required as the 20% local matching funds for most OahuMPO work elements. This could be State or local funds from partner agencies. Some planning activities are eligible to be 100% federally funded as noted on the previous page.

Table 5: Non-Federal Share of Planning Activities (New)

Work Element Title	Lead Agency/Sponsor	Federal Share (CPG/STBG)	Local Share - Member Dues	Local Share - DTS	Total Cost
OahuMPO Staff Time in Support of Planning Studies in Tasks 3 & 4	OahuMPO	$491,560	$122,890		$614,450
Active Transportation Monitoring Phase V	DTS	$155,805		$38,951	$194,756
Vision Zero Action Plan Phase 2	DTS/OahuMPO	$712,000		$178,000	$890,000
Mobility Hub Planning Study Phase II Term II*	OahuMPO	$332,253			$332,253
Oahu Bike Plan Update*	DTS	$318,208			$318,208
Dillingham Boulevard Complete Streets Plan	OahuMPO	$300,000			$300,000
Urban Honolulu High Capacity Transit Study	OahuMPO	$400,000		$100,000	$500,000
Pearl Harbor Historic Trail Connections Study	OahuMPO	$120,000	$6,358	$23,642	$150,000
Traffic Signal Strategy Plan	OahuMPO	$120,000	$30,000		$150,000
~~Oahu Safe Routes to School Action Plan~~	~~OahuMPO~~	~~$400,000~~	-	~~$50,000~~	~~$50,000~~
~~Special Studies Planning Program~~	~~OahuMPO~~	~~$397,252~~	~~$75,671~~	~~$23,642~~	~~$496,565~~
~~Complete Streets and Multimodal Planning Program (Design Scope)~~	~~OahuMPO~~	~~$400,000~~	-	~~$100,000~~	~~$500,000~~
~~Public Engagement and Educational Activities~~	~~OahuMPO~~	~~$40,000~~	-	-	~~$40,000~~
Total		**$2,338,266**	**$6,358**	**$340,593**	**$2,685,217**

*These activities are eligible to be 100% federally funded. Non-federal funds for these activities may be allocated to other work elements that require local match, including the Pearl Harbor Historic Trail Connections Study

Revision 1 provides updated funding totals in Table 6 for planning studies carried forward from the prior work program. The funding totals for the Transit Rider Survey Phase II are also updated from the original UPWP to show just the 80% federal and 20% local funds. The subrecipients' overmatch has been removed for simplicity.

Table 6: Non-Federal Share of Planning Activities (Carried Forward Studies)

Work Element Title	Lead Agency/Sponsor	Federal Share - CPG	Federal Share - STBG	Local Share - DTS	Local Share - UH Manoa	Total Cost
Multimodal TAM Plan Phase II	DTS	$322,682		$80,670		$403,352
Transit Rider Survey Phase II	DTS	$616,493		$154,123		$770,616
Short Range Transportation Improvement Program	DTS	$1,334,788	$465,134	$475,417		$2,275,339
Educational Framework for Youth Engagement in Oahu's Transportation Planning	UH Manoa	$138,096			$34,524	$172,620
Total		**$2,412,059**	**$465,134**	**$710,210**	**$34,524**	**$3,621,927**

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 necessary to meet the federal requirements described in 23 C.F.R Part 450 Subpart C in and for the Oahu Transportation Management Area.

PROGRAM ADMINISTRATION AND MANAGEMENT

Description:
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.

Work Products:

- Effective management of the administrative functions required to support the regional transportation planning program.
- Preparation of announcements and materials for and participation in meetings of the Policy Board and the Advisory Committees
- Regular education and orientation sessions for the Policy Board, Technical Advisory Committee, and Citizen Advisory Committee, per their respective bylaws.
- Preparation and distribution of meeting minutes
- Attendance at planning meetings with agency partners and communication with federal representatives as required
- 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
- Maintenance of agreements and written procedures with partner agencies, including the Comprehensive Agreement, Finance Supplemental Agreement, Administrative Supplemental Agreement, Data Sharing Agreement, and written procedures for Performance-Based Planning and Programming.
- Management of staff by Executive Director

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Program Administration and Management								

GENERAL TECHNICAL ASSISTANCE AND PLANNING SUPPORT

Description:
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 flexibility to respond to unanticipated needs for time, support, and assistance, as appropriate.

Work Products:
- An effective, responsive, accessible, and well-documented 3-C metropolitan transportation planning process in which OahuMPO takes a lead role in coordinating changes required as a result of Federal and local regulatory changes
- New or revised guidelines and procedures for implementing metropolitan transportation planning requirements, as needed
- Participation in workshops, seminars, and meetings regarding Federal planning requirements
- Implementation of the most recent OahuMPO Federal Certification Review Corrective Action Plan
- Review of transportation planning sections of reports and materials upon request by partner agencies and various organizations
- Participation in regional and statewide planning activities and with organizations that impact the regional multimodal transportation system; Preparation of appropriate testimonies, documents, and responses to the City Council and the State Legislature
- Provision of training sessions and responses to requests for information, analysis, assistance, and planning support from participating agencies and other stakeholders
- Representation of OahuMPO on appropriate transportation-related organizations and committees

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
General Technical Assistance and Planning Support								

UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND MANAGEMENT

Description:
The UPWP is a federally required document that identifies the transportation planning activities of the OahuMPO and its participating agencies for the upcoming fiscal period.[10] 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, 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.

Work Products:

- An Unified Planning Work Program FY 2028-2029 in compliance with 23 CFR 450.308 that describes the planning priorities and associated regionally significant projects for the OahuMPO and its member agencies;
- Preparation of Annual Reports for FY 2025 and 2026 for submission 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]
- Processing of revisions and administrative modifications to existing approved UPWP, as necessary.
- Monitoring of work element budgets on an on-going basis.
- Maintenance of the UPWP Process and Procedures document

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
UPWP Development and Management								

[10] 23 CFR 450-318(a)
[11] As required by the Administrative Supplemental Agreement, available here: https://www.oahumpo.org/?wpfb_dl=1614

SUBRECIPIENT MONITORING AND SUPPORT

Description:
OahuMPO can be a pass-through entity for its Federal planning grant by providing a portion of the grant to a subrecipient for purposes of completing eligible transportation planning activities. 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 as described in 2 CFR 200.332.

Work Products:
- Completion of pre-award risk assessments of subrecipients consistent with 2 CFR 200.332(b), including verification of subrecipient audits
- Documentation of funding agreements with subrecipients in the form of a subaward or a memorandum of agreement that meets requirements in 2 CFR 200.332(a);
- Review of reimbursement requests and monitoring of expenditures of planning grant funds consistent with 2 CFR 200.

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Subrecipient Monitoring & Support								

TRAINING, EDUCATION, WORKFORCE DEVELOPMENT - INTERNAL

Description:
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 will build up technical capacity of the staff by supporting travel costs, workforce training, continuing education, and member association fees for relevant professional organizations. It will also potentially fund various training opportunities for Policy Board members (with the prior written approval of FHWA).

Work Products:
- Attendance at conferences and workshops related to metropolitan transportation planning that are necessary and reasonable[12];

[12] Necessary for performing metropolitan planning tasks and can be obtained at a reasonable cost.

- Attendance at mandatory trainings, as required by USDOT, State law, the City and County of Honolulu, or the Hawaii Department of Transportation; and
- Certification by a relevant professional organization determined to be necessary and reasonable.

In FY2026-2027, OahuMPO is programming STBG-Urbanized Funds at 100% federal share to support Training, Education and Workforce Development for OahuMPO staff and Policy Board members.

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Training, Education, Workforce Development								

- ~~**COMPUTER AND NETWORK MAINTENANCE**~~

~~**Description:**~~
~~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 secure and functional.~~

~~**Work Products:**~~
- ~~Well-maintained and malware, virus-free computers that run efficiently~~
- ~~An effective and fast computer network that allows each workstation to access the server as needed~~
- ~~Efficient email and Internet access for all workstations as well as that required for all modeling functions~~

~~**Responsible Agency:** OahuMPO~~

~~**Who will perform the work:** OahuMPO staff~~

~~**Schedule:**~~

~~Work Elements~~	~~SFY 2026~~				~~SFY 2027~~			
	~~Q1~~	~~Q2~~	~~Q3~~	~~Q4~~	~~Q1~~	~~Q2~~	~~Q3~~	~~Q4~~
~~Computer & Network Maintenance~~	-	-	-	-	-	-	-	-

- ~~**SINGLE AUDIT**~~

~~**Description:**~~

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 audit will determine and report whether:

- OahuMPO's financial statements present fairly the financial position and the financial operations are in accordance with generally accepted accounting principles
- 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
- The OahuMPO has complied with laws and regulations of each major Federal grantor.

Work Products:

- An independent auditor's report on compliance and on internal control over financial reporting, based on an audit of the financial statements of the OahuMPO and its sub-grantees, satisfying the requirements of 2 CFR 200.11
- Annual financial and progress reports on OWP work elements are prepared by the OahuMPO and submitted to FTA and FHWA.
- Semi-annual DBE participation reports are prepared and submitted to the HDOT.
- A set of policies and procedures that helps ensure that OahuMPO is compliant with Federal laws and regulations pursuant to the Single Audit Act, as amended, and generally accepted accounting standards.

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff and consultant hired by the State Auditor's Office

Schedule:

Work Elements	**SFY 2026**				**SFY 2027**			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Single Audit	-	-	-	-	-	-	-	-

- **Project Management Training Program - External**

Description:
This work element will be used to develop and manage a professional training program for project managers and other staff from state and local government agencies. The program will include lectures, seminars, workshops, and travel for MPO, City, and State employees. OahuMPO staff will manage a consultant contract, update the curriculum, and plan for peer exchanges offered as part of the program. Training will cover the following topic areas:

1. Project Management training tailored toward government employee project managers of federally funded, complete streets related projects. The training program covers a variety of topics including allotment, procurement, encumbering funds, scope, schedule, budget, project planning, design, environmental review, contract management, inspection, close-out, etc. It is designed to enhance project management related skills among existing employees.

2. A mobile project management training workshop including visits to peer cities and organizations. The OahuMPO will lead the group of 30 project management training program participants on a multi-day training workshop, visiting peer cities and peer organizations, to meet with local leaders and project managers, learn lessons and techniques, and to see first-hand relevant example projects completed with federal funds. The estimated cost for the mobile training workshop is $150,000.

3. Training and workshops 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.

4. Transportation System Management and Operations (TSMO) training program. This task will develop and implement a training program for public agency staff related to Transportation Systems Management and Operations (TSMO) and prepare a related policy document to guide transit signal operations. TSMO is a set of strategies that focus on operational improvements that can get the most performance out of the existing transportation facilities. TSMO can be used to employ technology and low-cost improvements to advance multimodal transportation goals while improving congestion, safety, convenience, and accessibility for all users of the transportation system.

Work Products:

- Project Management Training Program
- Project Management Training Mobile Workshop
- Training sessions focused on Safety and Vision Zero
- Transportation System Management Operations policy document and training program

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff, Consultants

Schedule:

Work Elements	**SFY 2026**				**SFY 2027**			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Management Training Program	-	-	-	-	-	-	-	-

Budget Summary – Task 1

Table 7: Task 1 Budget

FY2026-2027	FHWA STBG-U	CPG	Local Match - Member Dues	Total	Revision 1 Changes
OahuMPO					
~~Staff Time~~		~~$1,587,270~~	~~$396,817~~	~~$1,984,087~~	
Staff Time		$1,109,640	$277,410	$1,387,050	-$597,037
~~Single Audit (Consultant)~~		~~$88,000~~	~~$22,000~~	~~$110,000~~	-$110,000
~~Accounting Software~~		~~$24,000~~	~~$6,000~~	~~$30,000~~	-$30,000
~~IT & Network Maintenance (Consultant)~~		~~$40,000~~	~~$10,000~~	~~$50,000~~	-$50,000
Training	$125,000			$125,000	
~~Overhead~~		~~$296,000~~	~~$74,000~~	~~$370,000~~	-$370,000
Total	**$125,000**	**$1,109,640**	**$277,410**	**$1,512,050**	**-$1,157,037**

Task 2: Data Collection and Maintenance

Purpose

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

COMPUTER MODEL OPERATIONS AND SUPPORT

Description:
This work element supports the metropolitan transportation planning process and the federally required TIP and ORTP through the use of computer modeling. It enables OahuMPO to provide the Policy Board and others with technical analyses needed to make more informed transportation decisions. It includes the day-to-day efforts required to run the models for the purpose of evaluating projects proposed for the ORTP and the TIP.

The following types of computer models are included under this task: the Travel Demand Forecasting Model (TDFM); Land use modeling (LUM); transit operations modeling; and other GIS-based analytical tools.

Work Products:

- Travel Demand Forecasting Model (TDFM)
- Land Use Model (LUM)
- Updates to the Travel Demand Forecasting Model (TDFM)
- Updates to the Congestion Management Process (CMP)

Responsible Agencies:
OahuMPO and the City and County of Honolulu Department of Planning and Permitting

Who will perform the work: OahuMPO staff, Consultants

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Computer Model Operations and Support								

TRAVEL DEMAND FORECASTING MODEL (TDFM) 2027 DATA PURCHASE

Description:

To fulfill the federal requirement that MPOs base updates to the metropolitan transportation plan on current data, the OahuMPO plans to procure travel data to support travel demand forecasting model (TDFM) development, calibration, validation, and planning applications. The OahuMPO has identified a need to expand and enhance its data collection efforts to better support upcoming TDFM updates and related analyses. This

includes supplementing existing datasets with additional and more diverse data sources to improve the accuracy, reliability, and applicability of model outputs for near-term planning needs.
This may include but is not limited to:

1. Household and special population travel surveys (e.g., visitors, airport users, etc.);
2. Transit ridership and onboard surveys;
3. Stated and revealed preference surveys; and
4. Use of passive and emerging data sources (e.g., mobile device data, GPS-based data).

The consultant shall assist the OahuMPO in identifying data needs and recommending appropriate methodologies. The OahuMPO may also request support for additional data collection efforts or emerging data needs as part of this work element.

Work Products: Updated and expanded travel datasets; technical memoranda documenting data sources, methodologies, and applications; and incorporation of data into TDFM development, calibration, validation, and planning analyses supporting ORTP and TIP.

Responsible Agency: OahuMPO

Who will perform the work: Consultant(s) to be procured with support from OahuMPO staff, including coordination with national and/or specialized data providers as needed.

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
TDFM Data Purchase								

PERFORMANCE BASED PLANNING AND PROGRAMMING

Description:
This work element supports OahuMPO staff time to coordinate with partner agencies on performance-based planning and programming and to complete the analysis necessary to support Policy Board adoption of performance targets as required[13].

In support of the ORTP 2050 update, OahuMPO is developing a data dashboard that will provide up-to-date information on transportation system performance across various metrics. When identifying performance metrics above and beyond those federally required, the quality of available data sources to support each metric was a strong consideration.

Work Products:
- Federally required and other performance targets for the Oahu metropolitan planning area

[13] For more information on OahuMPO and partner agency coordination on performance measures, review the Performance-Based Planning and Programming Implementation Policies and Procedures: https://www.oahumpo.org/?wpfb_dl=2485

- Relevant data to support the planning process

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff, Consultants

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Performance Based Planning and Programming								

TITLE VI MONITORING

Description: This work element updates OahuMPO's Title VI (T6) populations with updated census data, as well as potential changes to 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.

Work Products:
- Technical evaluation and analysis
- Title VI mapping

Responsible Agency: OahuMPO
Who will perform the work: OahuMPO staff

Schedule:

Work Element	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Title VI Monitoring								

TRANSIT RIDER SURVEY – PHASE II (206.02-24)

Description:
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.

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

Responsible Agency: DTS

Who will perform the work: DTS staff, Consultants

Schedule:

Work Elements	SFY 2026				SFY 2027			
Transit Rider Survey Phase II	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Task 1: Survey Methodology								
Task 2: Sampling Plan								
Task 3: Main Interview Survey								
Task 4: Data Processing and Analysis								
Task 5: Travel Demand Model Calibration								

ACTIVE TRANSPORTATION MONITORING PROGRAM PHASE V (301.49-26)

Description:
This project includes the fifth phase of an effort to collect and manage active transportation data. This project will allow for the monitoring of regional trends in bicycle and pedestrian travel volumes. The data collected from active and motorized transportation counters will be housed and managed in a cloud-based program. The project will include the Integrated Transportation Database Platform. This study is being done in cooperation with DTS.

Work Products:
- Maintenance of permanent bicycle and pedestrian counters.
- Annual maintenance fee for a 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
- Purchase of data collection equipment

Responsible Agency: DTS

Who will perform the work: DTS staff, Consultants

Schedule:

Work Elements	SFY 2026				SFY 2027			
Active Transportation Monitoring Program Phase V – Data Collection and Management								

Budget Summary – Task 2
Table 8: Task 2 Budget

FY2026-2027	STBG-U	CPG	Local Match - Member Dues	Local Match - Subrecipient	Total	Revision 1 Changes
OahuMPO						
~~OahuMPO staff time on the Travel Demand Model, Performance Based Planning/Programming, Title VI monitoring and contract management~~		~~$200,969~~	~~$50,242~~		~~$251,211~~	
OahuMPO staff time (same as above)		$132,100	$33,025		$165,125	-$86,086
Travel Demand Forecasting Model						
Consultant		$143,732	$35,933		$179,665	$29,665
TDFM Data Collection 2027	$150,000	$596,020	$186,505		$932,525	$932,525
Performance Based Planning and Programming Dashboard						
Cloud-Based Software		$40,000	$10,000		$50,000	
DPP						
Land Use Model						
Cloud-Based Software		$48,000	$12,000		$60,000	-$30,000
DTS						
Transit Rider Survey Interim Opening 2						
Consultant		$576,493		$144,123	$720,616	-$565,870
Staff Time		$40,000		$10,000	$50,000	
Active Transportation Monitoring Phase V						
Consultant	$98,805			$24,701	$123,506	
Equipment	$24,000			$6,000	$30,000	
Staff Time	$33,000			$8,250	$41,250	
Total	**$305,805**	**$1,576,345**	**$277,463**	**$193,074**	**$2,352,687**	**$280,234**

Task 3: Short Range Planning

Purpose

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

TRANSPORTATION IMPROVEMENT PROGRAM

Description: 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.

Work Products:

- Processing revisions to the current TIP in coordination with participating agencies and in accordance with the strategies and procedures outlined in the PPP
- Ongoing verification of the consistency of the TIP with the regional transportation plan and Federal statutes including identifying any changes in project priorities and ensuring its financial viability
- Reviews and updates to the TIP development process, as necessary
- Location maps and other visualization tools for each project, as applicable, in the TIP revisions
- 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;
    - Title VI compliance;
    - Performance-Based Planning process analyses; and,
    - Roadway and transit project evaluations
- In cooperation with participating agencies, an annual listing of projects for which funds were obligated in the preceding program year
- Use of a cloud-based software platform to streamline the tracking of projects and programs in the ORTP and in the TIP

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff

Schedule:

Work Elements	SFY 2026	SFY 2027

	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Transportation Improvement Program								

TRANSPORTATION ALTERNATIVES SET-ASIDE COORDINATION

Description:
OahuMPO is responsible for awarding TA Set-Aside funds allocated to the Honolulu urbanized areas through a competitive process. TA Set-Aside funds are generally available for, but are 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.

Work Products:
- A federally compliant TAP program on Oahu
- Enhanced coordination of the OahuMPO planning processes with bicycle and pedestrian stakeholders and plans
- Improved bicycle-pedestrian and sustainable-transportation planning skills among OahuMPO planning staff

Responsible Agency: OahuMPO

Who will perform the work: OahuMPO staff

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Transportation Alternatives Coordination								

SUPPORT FOR REGIONAL PLANNING STUDIES

Description: This work element supports staff time dedicated to UPWP-funded regional planning studies, including those for which OahuMPO is primarily responsible and those for which DTS is primarily responsible. Examples include the Mobility Hub Planning Study Phase II, the Oahu Bike Plan Update, the Short-Range Transit Improvement Program and the Urban Honolulu High-Capacity Transit Study. This work element also includes time spent pursuing federal discretionary grant funding.

Work Products: Contract administration and project management support for the following studies funded in Task 3:

- Oahu Vision Zero Action Plan Phase 2
- Oahu Bike Plan Update 2026
- Mobility Hub Study Phase II

- Dillingham Blvd Complete Streets Plan
- Urban Honolulu High-Capacity Transit Study
- Pearl Harbor Historic Trail Connection Study

Responsible Agency: OahuMPO

Who will do the work: OahuMPO staff

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Support for Regional Planning Studies								

VISION ZERO ACTION PLAN PHASE 2 (301.40-26)

Description: This program will advance planning activities identified in the Vision Zero Action Plan and other Safety initiatives, including but not limited to the development of a data dashboard, update to high injury locations, design recommendations, a lighting needs assessment, and others.

Work Products:

- Data dashboard updates
- Crash data quality improvement
- High-Injury Locations update and State of Safety Report (2021-2025)
- Design recommendations and guidelines
- Staff and partner training
- Educational campaign materials
- Lighting needs assessment at Tier 1 High-Injury Locations
- In coordination with HDOT, identify opportunities to more effectively use federal Highway Safety Improvement Program funds to advance safety initiatives

Responsible agency: OahuMPO with support from DTS, including reimbursement for $90,000 in staff labor

Who will perform the work: Consultants

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Vision Zero Action Plan Implementation Support								
Procurement of Consultant Services								
Data Dashboard Updates								
Crash data quality improvement								
High-Injury Locations and State of Safety Report								
Design recommendations and guidelines								

Staff and partner training								
Educational campaign materials								
Lighting needs assessment								

OAHU BIKE PLAN 2026 (301.41-26)

Description:
This planning study will update the 2019 Oahu Bike Plan, an island-wide bicycle master plan that guides the development of bike facilities. As with the 2019 update, this plan will include both State and County facilities.

Work Products:
- Preparation of Project Work Plan
- Vision, Goals, Objectives Memo
- Recommended Bicycle Network, Programs, and Policies Memo
- Project Prioritization Memo
- Implementation Plan
- Draft and Final Bike Plan Update

Responsible agency: DTS

Who will perform the work: Consultants

Schedule:

Work Elements	**SFY 2026**				**SFY 2027**			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Oahu Bike Plan								
Procurement of Consultant Services								
Task 1: Inventory and Assessment								
Task 2: Re-evaluate Vision, Goals, Objectives								
Task 3: Re-evaluate recommended bicycle network, programs and policies								
Task 4: Evaluate and prioritize projects								
Task 5: Draft Bicycle Master Plan								
Task 6: Final Bicycle Master Plan								

MOBILITY HUB PLANNING STUDY PHASE 2 (206.04-26)

Description: This work element is a continuation of the UPWP FY2024-2025 work element that will identify and describe potential City-owned or other properties as mobility hubs and evaluate how to make better use of these assets in ways that encourage the use of alternative transportation and mobility options.

Work Products:
- Haleiwa Mobility Hub
  - Feasibility Study and Environmental Review
  - Final Report with Executive Summary

- Honolulu Mobility Hub
  - Existing Conditions, Opportunity, Constraints Analysis
  - Stakeholder Engagement
  - Feasibility Study and Environmental Review
  - Final Report with Executive Summary

Responsible agency: OahuMPO

Who will perform the work: Consultants

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Mobility Hub Planning Study - Phase II Term II								
Haleiwa Mobility Hub								
Task 5: Feasibility Study and Env Review								
Task 6: Final Report with Exec Summary								
Honolulu Mobility Hub								
Task 3: Existing Conditions, Opportunities, Constraints								
Task 4: Stakeholder Engagement								
Task 5: Feasibility Study and Env Review								
Task 6: Final Report with Exec Summary								

DILLINGHAM BOULEVARD COMPLETE STREETS PLAN – Planning Tasks

Description: The Dillingham Boulevard Complete Streets Project will plan adjustments to the final roadway layout and lane configuration on Dillingham Boulevard following Skyline rail transit construction to better meet the community's multimodal and traffic safety needs.

The design portion of this project will be programmed in the OahuMPO TIP using Surface Transportation Block Grant Urban funds. While OahuMPO is the responsible agency and will hold the consultant contract, this work element will be done in close coordination with the City and County of Honolulu Complete Streets Administrator.

Work Products:

- Project Management and Administration
- Transportation Assessments: The purpose of this task is to collect baseline information that will inform the design of multimodal facilities along the project corridor.
- Community Outreach and Environmental Clearances: The purpose of this task is to identify and implement a stakeholder engagement process. This includes identifying stakeholders, clearly conveying project information, and gathering meaningful input from area stakeholders.

Responsible Agency: OahuMPO

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Dillingham Boulevard Complete Streets Plan								

URBAN HONOLULU HIGH-CAPACITY TRANSIT STUDY PHASE I

Description:

Phase 1 of a planning study to consider the feasibility of various high-capacity transit options to connect a future Skyline station at Ala Moana Center with Waikiki and the University of Hawaii at Manoa campus. It will evaluate a range of alternative high-capacity transit modes and alignments in the areas connecting to the Honolulu Skyline system within urban Honolulu.

Work Products:

- Updated data on population, housing, land-use and development, transportation, recreational areas, utilities, etc.
- Identification of key activity centers and travel destinations that may be well-served with high-capacity transit
- Identification of promising transit alignments that could connect to a future Ala Moana Skyline Station
- Analyses of how various options might help reduce congestion and affect transit ridership in the future
- Preliminary conceptual plan and cost estimate to help inform decision-makers about future transit investment opportunities
- Procurement support for a potential next phase to conduct environmental reviews and seek federal funding

Responsible Agency: OahuMPO

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Urban Honolulu High-Capacity Transit Study								

PEARL HARBOR HISTORIC TRAIL CONNECTION STUDY

Description:

The project will evaluate a multiuse trail connection between the existing Pearl Harbor bike path, Pearl Harbor National Memorial, and Aloha Stadium Station on the Honolulu Skyline. The effort will prepare a NEPA-ready Scoping Document consistent with requirements of the Federal Highway Administration, with coordination from the Navy, National Park Service, Hawaii Department of Transportation, City and County of Honolulu, and Honolulu Authority for Rapid Transportation.

Work Products:

- Agency Coordination Plan
- Draft and Final Purpose and Need Statement
- Existing Conditions Technical Memo
- Constraints GIS mapping
- Alternatives Technical Memo
- Screening matrix and maps
- Environmental Scoping Memo
- Draft and Final Scoping Document

Responsible Agency: OahuMPO

Schedule:

Work Elements	**SFY 2026**				**SFY 2027**			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pearl Harbor Historic Trail Connection Study								

Budget Summary – Task 3
Table 9: Task 3 Budget

FY2026-2027	STBG-U	CPG	Local Match - Member Dues	Local Match - Subrecipient	Total	Revision 1 Changes
OahuMPO - TIP and TA Program						
~~Staff Time~~		~~$1,040,572~~	~~$260,143~~		~~$1,300,715~~	
Staff Time		$237,780	$59,445		$297,225	-$1,003,490
OahuMPO - Regional Planning Studies						
OahuMPO Staff Time		$475,560	$118,890		$594,450	$594,450
Misc Consultant Support via UH		$24,000	$6,000		$30,000	$30,000
Oahu Vision Zero Action Plan Phase 2						
~~Consultant~~	~~$421,596~~	~~$218,404~~	~~$160,000~~		~~$800,000~~	
Consultant	$640,000			$160,000	$800,000	
DTS Staff Time		$72,000		$18,000	$90,000	$90,000
Oahu Bike Plan Update 2026						
Consultant		$318,208			$318,208	
Mobility Hub Study Phase II - Term II						
~~Consultant~~		~~$300,000~~			~~$300,000~~	
Consultant		$332,253			$332,253	$32,253
Dillingham B;vd Complete Streets Plan						
Consultant		$300,000			$300,000	$300,000
Urban Honolulu High-Capacity Transit Study						
Consultant		$400,000		$100,000	$500,000	$500,000
Pearl Harbor Historic Trail Connection Study						
Consultant		$120,000	$6,358	$23,642	$150,000	$150,000
Multimodal Transit Asset Management Plan Phase II						
~~Consultant~~		~~$81,175~~		~~$20,294~~	~~$101,469~~	
Consultant		$322,682		$80,670	$403,352	$301,883
Short Range Transit Improvement Program						
Consultant	$566,880	$1,314,788		$470,417	$2,352,085	
DTS Staff Time		$20,000		$5,000	$25,000	
~~**Complete Streets and Multimodal Planning Program**~~						
~~Consultant (Planning)~~		~~$500,000~~			~~$500,000~~	-$500,000
~~**Consultant (Design)**~~	~~**$400,000**~~		~~**$100,000**~~		~~$500,000~~	-$500,000
~~**Special Studies Planning Program**~~						
~~Consultant~~	~~$285,252~~	~~$88,632~~	~~$93,471~~		~~$467,355~~	-$467,355
Total	**$1,206,880**	**$3,937,271**	**$190,693**	**$857,729**	**$6,192,573**	**-$472,259**

Task 4: Long Range Planning

Purpose

To develop, document, amend, and publish the Oahu Regional Transportation Plan (ORTP) and other documents to meet the needs of the metropolitan area for a 20 to 25-year horizon, in accordance with Federal, state, and local regulations.

OAHU REGIONAL TRANSPORTATION PLAN

Description:
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 a 25-year planning horizon. The 3-C planning process, as stated in 23 CFR 450.300, requires an update to the plan every five years.

The ORTP identifies how the region will manage and operate our multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet our economic, transportation, development, and sustainability goals over the next 20 to 25 years.

Work Products:

- Manage Unified Planning process and lead specific elements of the ORTP in-house
- Manage consultants for the development of specific elements of the ORTP
- Coordinate with partner agencies and stakeholders
- 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
- Identify and manage UPWP planning projects that assist in implementing the goals and objectives of the ORTP, and process revisions and/or amendments as necessary

In the ORTP 2050 development cycle, OahuMPO has conducted a scenario planning exercise to learn how different sets of projects can help OahuMPO achieve the Vision, Goals and Objectives of the ORTP 2050. OahuMPO is also planning to implement a cloud-based software platform to streamline the tracking of projects in the ORTP and the TIP.

Responsible Agency: OahuMPO

Who will do the work: OahuMPO staff, consultant support

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Oahu Regional Transportation Plan 2050								
Public & Intergovernmental Review and Project Scoring								
Develop Project - Program Scenarios								
Report Production								
Public & Intergovernmental Review - Report Draft								
ORTP 2050 Approval								

CONGESTION MANAGEMENT PROCESS UPDATE

Description:
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 updating the CMP network, objectives, strategies, and performance measures that will be incorporated into the Oahu Regional Transportation Plan 2050 (ORTP 2050) to ensure congestion management efforts are consistent with the ORTP goals.

Work Products: CMP Network, Objectives, Strategies, and Performance Measures
Responsible Agency: OahuMPO
Who will do the work: OahuMPO staff, with consultant support

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Congestion Management Process								

TRAFFIC SIGNALS STRATEGY PLAN

Description:
This task will be used to develop a Traffic Signal Strategies Plan, which will bolster regional efforts related to Transportation Systems Management and Operations (TSMO) and the region's Congestion Management Process (CMP) while focusing on operational improvements that can maximize the performance of existing transportation facilities. The Plan will include strategies to improve safety for vulnerable road users and improve efficiency of the overall system, such as transit signal priority, pedestrian head starts (also referred to as leading pedestrian intervals), signal timing for speed management, and other innovative traffic signal treatments that have not been widely used on Oahu.

Work Products: Traffic Signals Strategy Plan, Next Steps and Actions Items
Responsible Agency: OahuMPO

Who will do the work: Consultants
Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Develop Traffic Signals Strategy Plan								
Identify Next Steps and Action Items								

~~**TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) POLICY DOCUMENT AND TRAINING PROGRAM (301.47-26)**~~

~~This task will develop and implement a training program for public agency staff related to Transportation Systems Management and Operations (TSMO) and prepare a related policy document to guide traffic signal operations. TSMO is a set of strategies that focus on operational improvements that can get the most performance out of the existing transportation facilities. TSMO can be used to employ technology and low-cost improvements to advance multimodal transportation goals while improving congestion, safety, convenience, and accessibility for all users of the transportation system. It may include strategies such as transit signal priority, pedestrian head starts (also referred to as leading pedestrian intervals), and other innovative traffic signal treatments that have not been previously used on Oahu.~~

~~**Work Products:**~~
- ~~Traffic Signal Operations Policy Document~~
- ~~TSMO Training program~~

~~**Responsible Agencies:** OahuMPO~~

~~**Who will perform the work:** Consultants~~

~~**Schedule:**~~

~~Work Elements~~	~~SFY 2026~~				~~SFY 2027~~			
	~~Q1~~	~~Q2~~	~~Q3~~	~~Q4~~	~~Q1~~	~~Q2~~	~~Q3~~	~~Q4~~
~~Traffic Signal Operations Policy Document~~	-	-	-	-	-	-	-	-
~~TSMO Training Program~~		-	-	-	-	-	-	-

Budget Summary – Task 4

Table 10: Task 4 Budget

FY2026-2027	FHWA STBG-U	CPG	Local Match - Member Dues	Total	Revision 1 Changes
OahuMPO - ORTP and CMP					
~~Staff Time~~		~~$806,108~~	~~$201,527~~	~~$1,007,635~~	
Staff Time		$554,820	$138,705	$693,525	-$314,110
Consultants		$196,000	$49,000	$245,000	
Software		$57,600	$14,400	$72,000	
Traffic Signal Strategy Plan					
Staff Time		$16,000	$4,000	$20,000	
Consultants	$104,000		$26,000	$130,000	
Total	**$104,000**	**$824,420**	**$232,105**	**$1,160,525**	**-$314,110**

Task 5: Public Participation

Purpose

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

PUBLIC PARTICIPATION

Description:
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

Work Products:

- An OahuMPO Public Participation Plan that meets Federal requirements, and which is also effective at encouraging, enhancing, and ensuring fair and equitable access to information, respects communities, and results in better decisions that consider the interests of all affected stakeholders.
- Regular maintenance of the OahuMPO website, Facebook page, Instagram account and other social media for information dissemination, as well as its use as a critical component of the OahuMPO's public participation outreach.
- Preparation for and attendance at Citizen Advisory Committee meetings
- Conduct the public participation processes described in the OahuMPO Public Participation Plan
- Develop materials for public participation opportunities
- Research best practices in public participation and propose improvements to the OahuMPO Public Participation Plan
- Attend relevant public participation meetings and other opportunities and events

Responsible Agency: OahuMPO

Who will do the work: OahuMPO staff

Schedule:

Work Elements	SFY 2026				SFY 2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Public Participation								

EDUCATIONAL FRAMEWORK FOR YOUTH ENGAGEMENT IN OAHU'S TRANSPORTATION PLANNING – PHASE 2 (206.06-24)

Description:
This study is a continuation of work completed in Phase I 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.

Work Products:
- Project Kick-Off and Project Plan
- Engagement Guide
- Final Engagement Summary Report

Responsible Agency:
University of Hawaii, Uehiro Academy for Philosophy and Ethics in Education.

Who will do the work: UH Manoa staff

Schedule:

Work Elements	**SFY 2026**				**SFY 2027**			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Educational Framework for Youth Engagement								

~~**PUBLIC ENGAGEMENT AND EDUCATIONAL ACTIVITIES (301.48-26)**~~

~~In addition to the activities described above, OahuMPO plans to educate and meaningfully involve the public in OahuMPO's various activities through educational workshops and demonstrations.~~

~~**Work Products:**~~

- ~~The OahuMPO Kakou Streetscape Kit of Parts Program to promote safe and inclusive public spaces. This program will showcase temporary demonstrations of complete streets concepts to engage communities in envisioning and advocating for infrastructure changes.~~
- ~~A Youth Summer Planning Academy to engage high school students in exploring transportation planning and its role in shaping their communities. Through hands-on activities, fieldwork, and mentorship, participants will gain a foundational understanding of urban planning, sustainable transportation, and civic engagement, while building skills for future academic and career opportunities.~~
- ~~Expansion of the *Imagine This* series. By utilizing Adobe Photoshop and Illustrator, the OahuMPO aims to further the conversation about what our island home *could* look like with bike, pedestrian, and traffic calming improvements. These images~~

~~will be shared with our committees and Policy board, and our website and social media.~~

~~**Responsible Agency:** OahuMPO~~

~~**Who will do the work:** OahuMPO staff, Consultants~~

~~**Schedule:**~~

~~**Work Elements**~~	~~**SFY 2026**~~				~~**SFY 2027**~~			
	~~Q1~~	~~Q2~~	~~Q3~~	~~Q4~~	~~Q1~~	~~Q2~~	~~Q3~~	~~Q4~~
~~Public Engagement and Educational Activities~~	-	-	-	-	-	-	-	-

Budget Summary – Task 5

Table 11: Task 5 Budget

FY2026-2027	STBG-U	CPG	Local Match - Member Dues	Local Match - Subrecipient	Total	Revision 1 Changes
OahuMPO						
~~Staff Time~~		~~$200,969~~	~~$50,242~~		~~$251,211~~	
Staff Time		$132,100	$33,025		$165,125	-$86,086
~~Software~~		~~$51,200~~	~~$12,800~~		~~$64,000~~	-$64,000
~~Public Outreach Program~~		~~$40,000~~	~~$10,000~~		~~$50,000~~	-$50,000
UH Manoa - Educational Framework Phase II						
~~Staff Time~~		~~$152,000~~		~~$38,000~~	~~$190,000~~	
Staff time		$138,096		$34,524	$172,620	-$17,380
Total		**$270,196**	**$33,025**	**$34,524**	**$337,745**	**-$103,466**

Budget Summary by Cost Category and Work Element

Table 12. UPWP FY2026-2027 Budget Summary by Cost Category (Revision 1)

OahuMPO - Regular Operations Budget

Cost Category	STBG	CPG	Local Match - Member Dues	Total
Staff Time		$2,166,440	$541,610	$2,708,050
Consultants		$363,732	$90,933	$454,665
Software		$145,600	$36,400	$182,000
Data	$150,000	$596,020	$186,505	$932,525
Internal Workforce Development (100% Federal)	$125,000			$125,000
Total	**$275,000**	**$3,271,792**	**$855,448**	**$4,402,240**

Metropolitan Planning Funds at 100% Federal Share for Complete Streets

Work Element	CPG	Local Match	Total
Multimodal Mobility Hub Planning Study Phase II	$332,253		$332,253
Oahu Bike Plan Update 2026	$318,208		$318,208
Dillingham Boulevard Complete Streets Plan	$300,000		$300,000
Total	**$950,461**	**$0**	**$950,461**

Regional Planning Studies/Programs (80% Federal/20% Local)

Work Element	STBG U	CPG	Local Match - Member Dues	Local Match - Subrecipient	Total
OahuMPO Staff Time in Support of Planning Studies in Tasks 3 & 4		$491,560	$122,890		$614,450
Transit Rider Survey Interim Opening 2		$616,493		$154,123	$770,616
Active Transportation Monitoring Phase V	$155,805			$38,951	$194,756
Short Range Transit Improvement Program	$566,880	$1,334,788		$475,417	$2,377,085
Urban Honolulu High-Capacity Transit Study		$400,000		$100,000	$500,000
Multimodal TAM Plan Phase II		$322,682		$80,670	$403,352
Pearl Harbor Historic Trail Connections Study		$120,000	$6,358	$23,642	$150,000
Oahu Vision Zero Action Plan – Phase 2	$640,000	$72,000		$178,000	$890,000
Traffic Signal Strategy Plan	$104,000		$26,000		$130,000
Educational Framework for Youth Engagement Phase II		$138,096		$34,524	$172,620
Total	**$1,466,685**	**$3,495,619**	**$155,248**	**$1,085,327**	**$6,202,879**

Indirect Cost Calculation

The table below totals all OahuMPO staff time programmed in the UPWP FY2026-2026 Revision 1 and applies the estimated indirect cost rate to calculate the indirect costs that will be paid by the UPWP FY2026-2027.

Table 13: Indirect Cost Calculation

Cost Category	STBG U	CPG	Local Match - Member Dues	Total
OahuMPO Staff Time - Operations		$2,166,440	$541,610	$2,708,050
OahuMPO Staff Time - Regional Planning Studies		$491,560	$122,890	$614,450
Total Staff Time		$2,658,000	$664,500	$3,322,500
			Indirect Cost Rate	38.27%
	Indirect Costs	$1,017,217	$254,304	$1,271,521

Budget Summary by Task

The table below summarizes programmed expenditures by task, with the breakdown of Federal and non-Federal funding sources.

Table 14. Budget Summary by Task (Revision 1)

Task	Title	STBG	CPG	Non-Federal Match Member Dues	Non-Federal Match Subrecipient	Total
1	MPO Management & Program Administration	$125,000	$1,109,640	$277,410		$1,512,050
2	Data Collection & Maintenance	$305,805	$1,576,345	$277,463	$193,074	$2,352,687
3	Short Range Planning	$1,206,880	$3,937,271	$190,693	$857,729	$6,192,573
4	Long Range Planning	$104,000	$824,420	$232,105		$1,160,525
5	Public Participation		$270,196	$33,025	$34,524	$337,745
	Indirect Costs		$1,017,217	$254,304		$1,271,521
Total		**$1,741,685**	**$8,735,089**	**$1,265,000**	**$1,085,327**	**$12,827,101**

Summary of Funding and Programmed Expenditures

The table below shows the total anticipated funding sources and programmed expenditures for FY2026-2027 UPWP as of Revision #1. OahuMPO's UPWP FY2026-2027 totals ~$12.8 million; funding is available for the entire program.

Table 15. Summary of Funding and Programmed Expenditures

Description	STBG	CPG	Local Match - Member Dues	Local Match - Planning Study	Total
FY2026-2027 Expected Funding Sources	$1,276,552	$5,312,620	$1,265,000	$340,593	$8,194,765
Prior Year Unobligated		$1,253,679			$1,253,679
Carry Forward funds	$465,134	$2,412,059		$744,734	$3,621,927
Total Available Funding	$1,741,686	$8,978,358	$1,265,000	$1,085,327	$13,070,371
Proposed Expenditure	$1,741,685	$8,735,089	$1,265,000	$1,085,327	$12,827,101
Difference	$1	$243,269	$0	$0	$243,270

Public and Intergovernmental Review

The public and intergovernmental review period for Revision 1 to the Unified Planning Work Program FY2026-2027 began on April 15, 2026 and concluded on April 29, 2026. OahuMPO received no comments from the public.

Table 14: Public and Intergovernmental Review Comments

Comment #	Section	Commenter	Comment	OahuMPO Response
1	Executive Summary	FHWA Hawaii Division Office	We would need the fully revised UPWP 2026-2027 for our approval.	The final draft of Revision 1 will include all work elements from the original UPWP.
2	Introduction, Regional Planning Priority #3	FHWA Hawaii Division Office	Suggest specifying whose GHG reduction goals this refers to in future updates. (State, county, MPO goals)?	The final draft of Revision 1 will specify that it's the State of Hawaii's GHG reduction goals.
3	Introduction, Regional Planning Priority #4	FHWA Hawaii Division Office	Unclear if "Short Range Transportation Improvement Program" is the TIP or something else.	This should have read "Short Range Transit Improvement Program", a planning study funded in Task 3 for which DTS is the responsible agency. This will be fixed in the final draft revision.
4	Introduction, Regional Planning Priority #6	FHWA Hawaii Division Office	In reference to "Use Better Data to Inform Decision-making", is the data quality better? or is it that the data is informing better decision-making?	We will edit this in the final draft to "Use Data to Inform Better Decision-Making"
5	Regional Planning Evaluation Process, page 9	FHWA Hawaii Division Office	Please consider including both state and county roads in the Oahu Bike Plan Update 2026.	In the Revision 1 final draft, the description for this work element will note that it includes both State and County roads.
6	Regional Planning Evaluation Process, page 9, last sentence	FHWA Hawaii Division Office	What are related/previous/ongoing studies? Will that be in the OWPB?	The Revision 1 final draft will include a sentence stating that these studies are described in Appendix B: Regional Planning Coordination
7	Federal Funds, page 12	FHWA Hawaii Division Office	In reference to the statement "STBG funds may be used for Training and Workforce Development at 100% federal share", suggest alternative text for future updates: something like "23 USC 504 (e) permits the use of certain FHWA funding programs for Training and Workforce development at 100% federal share."	We will make this edit in the final draft of Revision 1.

Comment #	Section	Commenter	Comment	OahuMPO Response
8	Prior Year FHWA PL Funds. Page 13	FHWA Hawaii Division Office	Please add that federal funds from the IIJA are apportioned to OahuMPO through the Planning Funds Distribution Agreement with HDOT and MauiMPO	We will add a sentence about the Planning Funds Distribution Agreement to the prior page in the CPG section.
9	Prior Year FHWA PL Funds. Page 13	FHWA Hawaii Division Office	Does the $1.2 million of PL funds from prior years include any of MauiMPO's funds?	No, it does not.
10	Prior Year FHWA PL Funds. Page 13	FHWA Hawaii Division Office	When were the $310,019 funds from the OWP FY2021 released?	12/13/2024
11	Prior Year FHWA PL Funds. Page 13	FHWA Hawaii Division Office	Are the $271,327 in obligated funds OahuMPO's?	Yes.
12	Non-Federal Share of Planning Studies, Table 5	FHWA Hawaii Division Office	Suggest checking the math on this table.	OahuMPO will edit this table in the final draft to make it clearer how local match will be reallocated.
13	Non-Federal Share of Planning Studies, Table 6	FHWA Hawaii Division Office	Suggest spelling out "TAM".	This edit will be made in the final draft.
14	Task 1 Budget Summary	FHWA Hawaii Division Office	How is there money for task 1 when everything is eliminated?	The Revision 1 Final Draft will include Program Administration and Management, General Technical Assistance and Planning Support, UPWP Development and Maintenance, Subrecipient Monitoring and Support, and Internal Training, Education, Workforce Development
15	Task 2, TDFM Data Purchase	FHWA Hawaii Division Office	One might wonder why it's necessary to purchase more data at this time. Suggest adding reason why more data is needed right now. I think it could be due to the potential change in travel behavior since the new rail segment opened.	The OahuMPO has identified a need to expand and enhance its data collection efforts to better support upcoming TDFM updates and related analyses. This includes supplementing existing datasets with additional and more diverse data sources to improve the accuracy, reliability, and applicability of model outputs for near-term planning needs.
16	Task 3, Vision Zero Action Plan Phase 2	FHWA Hawaii Division Office	Suggest that the bullet about the analysis of HSIP funds highlight coordination with HDOT	"In coordination with HDOT" will be added to the Revision 1 final draft.

Comment #	Section	Commenter	Comment	OahuMPO Response
17	Task 3, Pearl Harbor Historic Trail Connection Study	FHWA Hawaii Division Office	Edit description to include coordination with US Navy	This will be included in the final draft.
18	Task 3 Budget Summary	FHWA Hawaii Division Office	Appears that this is the only time we see the TIP in the document	The final draft of Revision 1 will include all work elements from the original UPWP.
19	Task 3 Budget Summary	FHWA Hawaii Division Office	Is the staff time under the Short Range Transit Improvement Program by OahuMPO staff or DTS staff?	DTS staff. This will be made clearer in the final draft.
20	Task 3 Budget Summary	FHWA Hawaii Division Office	Why doesn't the Oahu Bike Plan Update 2026 include staff time to review deliverables?	OahuMPO staff time for this work element is budgeted under "Support for Regional Planning Studies". DTS staff time in support of this work element is locally funded.
21	Task 5 Budget Summary	FHWA Hawaii Division Office	How is there still staff time included if all the activities in the task was removed?	The final draft of Revision 1 will include all work elements from the original UPWP.
22	Table 10, Budget Summary by Cost Category	FHWA Hawaii Division Office	Suggest adding text "23 USC 504(e) workforce development funds" next to "STBG Funds at 100% Federal Share.	This text will be added in the final version of Revision 1.
23	Table 10, Budget Summary by Cost Category	FHWA Hawaii Division Office	This is a high number -- makes us wonder about the 'reasonable' part of "necessary and reasonable". Please provide more detail somewhere about how ~10k per staff is required.	The $125,000 budget is for two years of internal professional development expenses which amounts to approximately $5,000 per staff member per year.

Special Studies

The Special Studies described in this section are funded by sources other than metropolitan planning funds and support cost objectives separate from the UPWP. However, these studies directly support the UPWP FY2026-2027 Regional Planning Priorities and are expected to enhance the metropolitan planning process. OahuMPO is including them in the UPWP to inform the partner agencies, government departments and members of the public about the breadth of OahuMPO's transportation planning efforts.

Oahu Decision Support System

The Oahu Decision Support System (ODSS) will be a data-driven, publicly accessible, transparent prioritization process for the selection of federally funded or regionally significant transportation projects on Oahu for inclusion in OahuMPO's long-range plan known as the Oahu Regional Transportation Plan (ORTP) and Transportation Improvement Program (TIP), which supports data-driven approaches to planning and the quantification of public benefit.

Funding Source: Prioritization Process Pilot Program (grant program of the IIJA): https://highways.dot.gov/iija/fact-sheets/prioritization-process-pilot-program

Schedule: Pending execution of the grant agreement with FHWA. End date will be spring 2029.

Total Cost: $1,229,130

Detailed budget information is available in the OahuMPO Overall Work Program and Budget FY2026-2027.

Oahu Safe Routes to School Action Plan

This work element will provide recommendations and identify activities to enhance transportation safety near public schools on Oahu, focusing on high risk and disadvantaged areas. Deliverables will include data collection of school access mode choice and crashes, community engagement, and the final report and recommendations.

Funding Source: Safe Streets and Roads for All grant program
https://www.transportation.gov/grants/SS4A

Schedule: July 2025 – June 2028

Total Cost: $500,000

Detailed budget information is available in the OahuMPO Overall Work Program and Budget FY2026-2027.

Appendix B: Regional Planning Coordination

The following regional planning activities are underway or recently completed by OahuMPO agency partners using local, state or federal revenue not formally programmed in OahuMPO's Unified Planning Work Program. USDOT funded planning activities must be incorporated into MPO Unified Planning Work Programs per 23 CFR 450.308. The locally funded projects are listed for informational purposes. In acknowledgement of the IIJA's focus on the transportation-land use nexus, OahuMPO included land use plans in this Appendix.

Planning Projects Funded by the USDOT under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53

Planning Projects by the Hawaii Department of Transportation (HDOT)

- **Statewide Pedestrian Master Plan and Toolbox:** This community-based plan focuses on improving pedestrian safety and evaluates ways to enhance pedestrian mobility and accessibility to help create a multimodal transportation system. The toolbox, a companion document to the plan, identifies best practices in designing for pedestrian safety, mobility and accessibility.
  This project was completed in May 2013.
  Funds: $800,000 (Federal - UPWP)
  $200,000 (State match)
  $440,000 (Federal - SPR)
  $110,000 (State match)

- **Hawaii Statewide Transportation Plan (HSTP) 2045 Updates:** The HSTP serves as the Hawaii Department of Transportation's (HDOT) guiding policy document, incorporating related State goals for sustainable growth, economy, environment, as well as modal agency transportation plans and public input. The HSTP establishes implementing principles and priorities to guide decision making and direct the allocation of transportation investments. *This project was completed in December 2024.*
  Funds: $1.6M (Fed)
  $400,000 (State match)

- **The Coordinated Public Transit – Human Services Transportation Plan (CSP):** The CSP is required by the Federal Transit Administration (FTA) to identify eligible projects for funding under the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program. The program provides capital and operating assistance to support transportation services for older adults and individuals with disabilities. The CSP is required to be developed locally and to include an inventory of available transportation services, an evaluation of transportation needs for the target populations, identification of strategies for addressing those needs, and input from older adults, people with disabilities, transportation providers, and other stakeholders.
  This project was completed in May 2022.
  Funds: $180,000 (Fed)
  $286,000 (State)

- **Hawaii Carbon Reduction Strategy:** This document responds to the Infrastructure Investments and Jobs Act requirement that States develop a carbon reduction strategy in consultation with MPOs to

reduce transportation emissions.
Funds: $800,000 (Federal - CRP)
$200,000 (State match)

- **Farrington Highway Corridor Study:** This study determined 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.
  This project was completed in March 2021.
  Funds:
  $400,590 (FHWA Repurposed Earmark)
  $69,735 (STBG)
  $117,581 (HDOT CIP)
  Total: $587,907

- **Hawaii Strategic Highway Safety Plan**
  The Hawaii Strategic Highway Safety Plan (SHSP) is focused on eliminating highway fatalities and serious injuries on all public roads in Hawai'i. This 2025 – 2029 update of the plan identifies key highway safety needs, strategies, and actions to improve safety on our roadways.
  This project was completed in November 2024.
  Funds: $533,460 (Highway Safety Improvement Program)

Planning Projects by the City and County of Honolulu

- **Transforming Iwilei-Kapalama: Connecting People and Places** This study will create a coordinated TOD development program in the Iwilei-Kapalama corridor that emphasizes multimodal connectivity, climate resiliency, displacement prevention, and the production of higher density affordable housing. The discretionary funds for this project were awarded in October 2024.
  The anticipated date of completion is the end of calendar year 2027.
  Funds: $2,000,000 Federal

- **Oahu Pedestrian Master Plan:** This document is a long-term action plan to create vibrant, safe, and accessible streetscapes that serve as a model for the nation. 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. This study was completed in
  Funds: $500,000 in local funds

- **Complete Streets Planning (DTS):** 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 several plans and initiatives guide their efforts to develop Complete Streets from concept to construction.

- **Safety Improvements at High-Injury Locations Demonstration Project (DTS):** This planning and demonstration grant will be used to install safety demonstration improvements at uncontrolled crosswalks and signalized intersections. The award will also be used to analyze findings of the demonstration activities and to update the Oahu Vision Zero Action Plan.
  Funds: $3,450,000 Federal (SS4A), $862,500 Local

- **City and County of Honolulu Planning and Demonstration Activities (DTS):** This award will be used to plan solutions for significant ped/bike safety improvements for seven corridors in the downtown Honolulu area.
  Funds: $1,670,400 Federal (SS4A), $417,600 Local

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Planning Projects Funded by Non-Federal Sources

Planning Projects by the Hawaii Department of Transportation (HDOT)

- **2023 Hawaii Statewide Freight Plan:** The document identifies opportunities to improve the freight network and proactively plan for future challenges and aligns with HDOT's mission to "provide a safe, efficient, accessible and sustainable inter-modal transportation system that ensures the mobility of people and goods and enhances and/or preserves economic prosperity and quality of life".
  This update was completed in March 2024 and is available here: https://hidot.hawaii.gov/highways/files/2024/04/HDOT-Freight-Plan-Final-Report-2024-03-01.pdf
  Funds: $260,753 (State)

- **State of Hawaii Statewide Coastal Highway Program Report:** The objective of this project was 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.
  This project was completed in August 2019

- **Federal-Aid Functional Classification and Urban Boundary:** This document updates the functional classifications of Statewide highways to reflect changes in population and employment growth and travel patterns that have occurred since the last update in 2012. The urban boundary update by the HDOT ensures that Census-designated Urban Area boundaries are free of irregularities, and include relevant areas of residential, commercial, industrial, defense and transportation importance.
  This project was completed in November 2024.
  Funds: $165,986 (State)

- **Transportation Asset Management Plan 2022:** This document outlines a 10-year investment strategy for preserving existing assets. This plan facilitates the documentation of current system conditions, condition targets, risk evaluation, and guidance for transportation investment decision-making.
  This project was completed in July 2022. HDOT Statewide Transportation Asset Management Plan
  Funds: $127,880 (State)

- **Hawaii Highways Climate Adaptation Action Plan:** The Action Plan focuses on potential risks and impacts to state roads and bridges from severe weather hazards including landslides, lava flow, floods, wildfires, and sea level rise. The plan also offers strategies for a more resilient highway system going forward.
  This project was completed in May 2021.

- **Bike Plan Hawaii Refresh 2022:** In 2020, the HDOT refreshed the data, cost estimates, feasibility, and prioritization for all HDOT proposed projects in the 2003 Bike Plan Hawai'i. The outcome of this process was to maintain current data for the proposed projects, understand current bicycle facility. This work was primarily completed in-house by HDOT staff. The funding total listed below was

for consultant work. Click here to review: https://highways.hidot.hawaii.gov/stories/s/h4ss-c6xy
Funds: $77,033 (State)

Planning Projects Funded by Non-Federal Sources

Planning Projects by the City and County of Honolulu

- **Oahu Pedestrian Master Plan (DTS):** This document is a long-term action plan to create vibrant, safe, and accessible streetscapes that serve as a model for the nation. 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. This study was completed in 2022
Funds: $500,000 in local funds

- **Complete Streets Program (DTS):** 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.

- **Oahu General Plan (DPP):** The Oahu 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 Oahu and the most desirable population distribution and regional development pattern. The most recent Oahu General Plan was adopted by the City Council on 12/1/2021 and signed by the Mayor on 1/14/2022.

- **Development Plans and Sustainable Communities Plan (DPP):** 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.

- **Climate Action Plan (OCCSR):** The CAP is a science-based, community-driven strategy for Oahu to combat climate change and eliminate fossil fuel emissions—the root cause of global warming. The CAP lays out a detailed list of programs, policies, and actions that our island can take, alongside state and federal actions, to reduce greenhouse gas (GHG) emissions by 45 percent over the next five years and put us on the path to carbon neutrality by 2045. Starting in summer 2024, the City will be updating its 2020-2025 CAP to cover 2025-2030.

- **Transit-Oriented Development Planning (DPP):**
  The City and County of Honolulu's TOD program engages with citizens, landowners, businesses and community organizations to develop TOD plans for each station area. Infrastructure projects, new land use regulations, affordable housing policies, and development incentives are now being developed and implemented to ensure each community is able to develop according to those visions.

- **Kuwili Station TOD Redevelopment Area Master Planning (DPP):** The master planning efforts advances planning for the catalytic transformation of lands around the Kūwili Station into a vibrant, walkable, mixed-use community that provides affordable housing and economic opportunities with ready access to rail, in alignment with City TOD plans and State TOD objectives for the area.
  Funds: $700,000 in State funds awarded by the TOD Council

For additional information, please contact us:

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