



OAHU METROPOLITAN
PLANNING
ORGANIZATION

Technical Advisory Committee

May 8, 2026



OAHU METROPOLITAN
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I. Introductions/Roll Call



II. Approval of February 13, 2026 Meeting Minutes



OAHU METROPOLITAN
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III. Reports



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IV. Old Business



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V. New Business
A. Unified Planning Work Program FY2026-2027 Revision 1

Unified Planning Work Program FY2026-2027 Revision 1

Agenda

UPWP vs OWPB

- UPWP and funding eligibility
- Indirect Costs

UPWP FY2026-2027 Revision 1 Summary

- Work elements removed in Revision 1
- Work elements added in Revision 1
- Additional budget and scope adjustments

UPWP and Funding Eligibility

- First Priority: planning activities in support of 23 U.S.C. 134
 - ORTP, CMP, TIP, UPWP, Public Participation, facilitation of 3-C planning process.
- Planning studies are eligible insofar as they help us evaluate possible scenarios or alternatives that support OahuMPO's vision and may be implemented through the ORTP and TIP in the future
- Until recently, OahuMPO had only one cost objective, its planning work program, with all activities eligible for metropolitan planning funds.

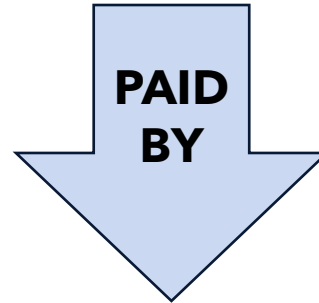
BEFORE

EXPENSES



Staff Time
Consultant Contracts
Overhead

PAID
BY



One source
of revenue

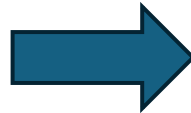


OVERALL WORK
PROGRAM

All expenses billed to one
(1) grant program

NOW

EXPENSES



Staff Time
Consultant Contracts
Indirect Costs
Misc. Direct Expenses

PAID
BY

Various
sources of
revenue



UNIFIED PLANNING
WORK PROGRAM

DISCRETIONARY
GRANTS (2)

HAWAII PM
TRAINING PROGRAM
(STBG Statewide)

STBG Urbanized
FUNDS FOR DESIGN

-Direct expenses (staff time, consultant support) billed to multiple grant programs
-A commensurate share of indirect costs paid by each program

Each program is a distinct cost objective

Indirect Costs

- Definition: “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’s indirect cost inventory includes:
 - Office lease
 - Computer and Network Maintenance
 - Single Audit
 - Public Engagement Software
 - Accounting expenses
 - Estimated Staff PTO including fringe

Allocating Indirect Costs

- OahuMPO's provisional indirect cost rate is 37.29%, calculated by dividing total indirect costs by the estimated direct staff labor total. This calculation is shown on page 10 of the OWPB.
- The work programs or grants in the OWPB will pay a share of indirect costs commensurate with the amount of staff labor charged to each grant.
- The UPWP will pay ~92% of indirect costs.

UPWP FY2026-2027 Revision 1

Removed Work Elements

These are a portion of
Indirect Costs

- Computer and Network Maintenance
- Single Audit
- Accounting Software
- Public Engagement Software

These were moved to
the OWPB

- Hawaii PM Training Program
- Safe Routes to School Action Plan
- Oahu Decision Support System

These were replaced by
new planning studies

- Complete Streets and Multimodal Planning Program
- Special Studies Planning Program

UPWP FY2026-2027 Revision 1

Added Work Elements

TDFM Data Purchase

- Includes household and special population travel surveys, transit ridership and onboard surveys, stated and revealed preference surveys, passive and emerging data sources
- ~\$1,000,000 budget
- OahuMPO as responsible agency

Dillingham Blvd Complete Streets Plan

- This study 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.
- \$300,000 budget
- OahuMPO as responsible agency with support from DTS

UPWP FY2026-2027 Revision 1

Added Work Elements

Urban Honolulu High-Capacity Transit Study Phase I

- 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.
- \$500,000 budget
- OahuMPO as responsible agency

Pearl Harbor Historic Trail Connection Study

- 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.
- \$150,000 budget
- OahuMPO as responsible agency

UPWP FY2026-2027 Revision 1

Additional Minor Adjustments

- Adds “Special Studies” page separate from the UPWP budget to highlight discretionary grants
- Reduces staff time budgets overall
- Renames the Vision Zero Action Plan Implementation Support to Vision Zero Action Plan Phase 2, adds HSIP analysis.
- Replaces estimates for carried forward funds with actual numbers
- Transfers the Transportation System Management and Operations work element to the TIP/OWPB and renames it the Traffic Signals Strategy Plan

OahuMPO - Regular Operations Budget - (80/20)

Table 10

Cost Category	STBG	CPG	Local Match	Total
Staff Time		\$2,640,800	\$660,200	\$3,301,000
Consultants		\$339,732	\$84,933	\$424,665
Software		\$145,600	\$36,400	\$182,000
Data	\$150,000	\$653,680	\$200,920	\$1,004,600
Indirect Costs		\$984,754	\$246,189	\$1,230,943
Total	\$150,000	\$4,764,566	\$1,228,642	\$6,143,208

STBG Funds at 100% Federal Share*

Category	STBG	Total
Internal Workforce Development	\$125,000	\$125,000
Total	\$125,000	\$125,000

*23 USC 504 (e) permits the use of certain FHWA funding programs for Training and Workforce development at 100% federal share.



**Metropolitan Planning Funds at 100% Federal Share for Complete Streets
Table 10 Continued**

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 (80/20)
Table 10 Continued

Work Element	STBG U	CPG	Local Match	Total
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 - Carry Forward	\$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	\$30,000	\$150,000
Oahu Vision Zero Action Plan Phase 2	\$640,000	\$72,000	\$178,000	\$890,000
Educational Framework for Youth Engagement Phase II		\$155,126	\$38,782	\$193,908
Total	\$1,362,685	\$3,021,089	\$1,095,943	\$5,479,717

Budget Summary by Task

Table 11

Task	Title	STBG	CPG	Non-Federal Match Planning Studies	Non-Federal Match Member Dues	Total
1	MPO Management & Program Administration	\$125,000	\$1,109,136		\$277,284	\$1,511,420
2	Data Collection & Maintenance	\$305,805	\$1,633,945	\$193,074	\$291,863	\$2,424,687
3	Short Range Planning	\$1,206,880	\$3,912,947	\$857,729	\$184,612	\$6,162,168
4	Long Range Planning		\$808,168		\$202,042	\$1,010,210
5	Public Participation		\$287,166	\$38,782	\$33,010	\$358,958
	Indirect Costs		\$984,754		\$246,189	\$1,230,943
Total		\$1,637,685	\$8,736,116	\$1,089,585	\$1,235,000	\$12,698,386

Public & Intergovernmental Review: April 15 – April 29, 2026

The Federal Highway Administration Highway Division Office provided 25 comments on the following topics:

- Requested that the Revision 1 final draft include all work elements from the original document, not just those being changed in Revision 1
- Requested clarification to ensure that OahuMPO is correctly tracking its share of obligated and unobligated funds.
- Questioned the budgets for internal professional development and for the data purchase in Task 2.
- Suggested adding a reference to 23 USC 504 (e) when referencing the use of STBG funds at 100% federal share for training.



Requested Action: Recommend Policy Board approval of the Unified Planning Work Program FY2026-2027 Revision 1.





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V. New Business
B. Overall Work Program and Budget FY2026-2027

Introducing the Overall Work Program and Budget

- “Overall” best describes how this document serves the organization
- The OWPB documents how expenditures in various cost categories including staff time, consultant support, direct and indirect costs are allocated to each program or project over a biennial period.
- The OWPB facilitates Policy Board approval of OahuMPO’s proposed work program and budget
- All work elements in the OWPB FY2026-2027 are federally funded through various channels (STBG Statewide, discretionary grants, STBG-urban, etc, CPG)
- As noted in the draft, with few exceptions, this document consists of work elements that were included in the document formerly known as the OWP FY2026-2027 that was approved by the OahuMPO Policy Board on March 17, 2025.



OWPB Development Process

- Covers same two-year period as the UPWP
- OWPB and UPWP will be developed together because the OWPB determines the estimated staff time budgets and indirect cost share for each work element, including the UPWP
- The Indirect Cost Allocation Plan will determine process for updates to the indirect cost rate
- Public review will not be required. The public will have an opportunity to weigh in on the work elements themselves through other processes (i.e. UPWP and TIP public review period).
- The classification of revisions as amendments or administrative modifications mirrors the UPWP.

OWPB FY2026-2027 Work Elements

Unified Planning
Work Program
FY2026-2027

Oahu Decision
Support System

Safe Routes to
School Action Plan

Hawaii PM Training
Program

Traffic Signals
Strategy Plan

Community
Engagement and
Education

What's New

Traffic Signals Strategy Plan

- Develop a Plan to improve traffic signal performance and consistency with Complete Streets and Vision Zero
- Provide staff training and implementation support
- \$150,000 using STBG urban funds

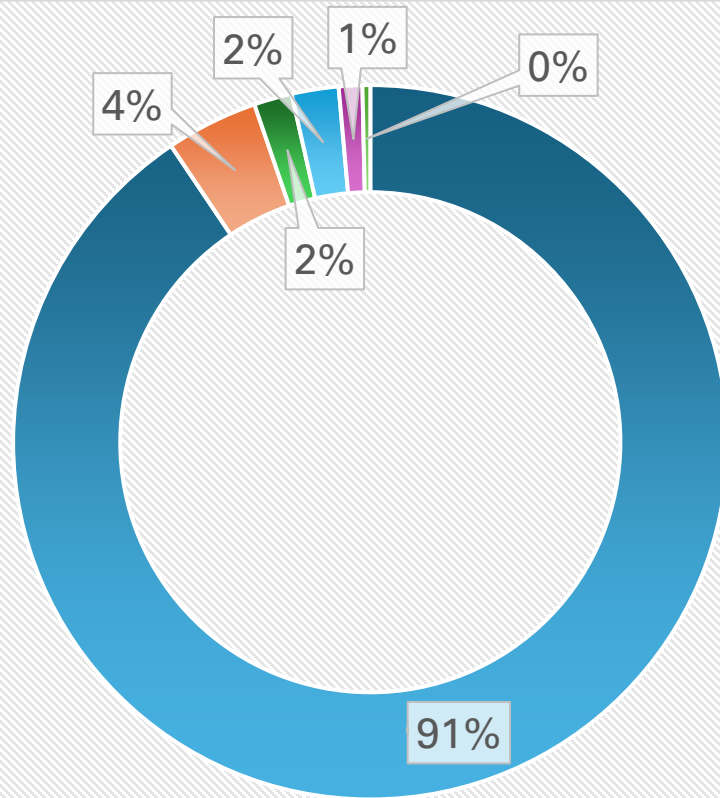
Communication Engagement and Education

- Develop and implement public outreach and engagement activities
- Support awareness of the Oahu Regional Transportation Plan, Vision Zero safety plans, the Navahine Settlement, and other related state and regional goals, plans, and initiatives
- \$50,000 using STBG urban funds

Transit Pass Pilot Program

- Purchase monthly transit passes for OahuMPO employees to help mitigate congestion caused by rail construction and closure of State employee parking lots
- Survey and track commute trip behavior
- \$15,200 as an Indirect Expense

Expenditures by Program



- UPWP FY 2026-2027 Rev 1
- Oahu Decision Support System
- Safe Routes to School Action Plan
- Hawaii PM Training Program
- Traffic Signals Strategy Plan
- Community Engagement and Education

Expenditures by Program and Category

PROGRAM	Pass Through to Subrecipients	Contractual (Consultants)	Direct and Other	Direct Salary + Fringe	Indirect Costs	Total
UPWP FY 2026-2027 Rev 1	\$4,029,717	\$2,825,126	\$1,411,600	\$3,301,000	\$1,230,943	\$12,798,386
Oahu Decision Support System		\$414,565		\$126,000	\$46,985	\$587,551
Safe Routes to School Action Plan		\$200,000		\$31,500	\$11,746	\$243,246
Hawaii Project Management Training Program		\$143,855	\$87,500	\$50,000	\$18,645	\$300,000
Traffic Signals Strategy Plan		\$120,483		\$21,500	\$8,017	\$150,000
Community Engagement and Education		\$22,542		\$20,000	\$7,458	\$50,000
	\$4,029,717	\$3,726,571	\$1,499,100	\$3,550,000	\$1,323,795	\$14,129,183

Requested Action: Recommend Policy Board approval of the Overall Work Program and Budget FY2026-2027





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V. New Business
C. Transportation Improvement Program FFYs 2025-2028
Revision 7 Amendment

TIP FFYs 2025-2028 Revision 7

- Fall Revision for FFY 2026
- Amendment (major changes)
 - Removal of four projects
 - Modifications to three existing projects
 - Addition of nine new projects from the Oahu Regional Transportation Plan (ORTP)
- **Approved by the OahuMPO Policy Board on April 27, 2026**

Key Requirements

- Consistent with the Oahu Regional Transportation Plan (ORTP)
- Financial Plan (Fiscal Constraint)
- Minority and Low-Income Population Analysis
- Intergovernmental Review (IGR) and Public Review

Financial Plan (Fiscal Constraint)

FFYs 2025-2028 (x1000)

Fund Source	City		HDOT		HART		Total	
	Expected Revenue	Expenditure Estimates	Expected Revenue	Expenditure Estimates	Expected Revenue	Expenditure Estimates	Expected Revenue	Expenditure Estimates
FTA Subtotal	\$340,047	\$340,047	\$8,001	\$8,001	\$663,741	\$663,741	\$1,011,789	\$1,011,789
FHWA Subtotal	\$271,529	\$271,529	\$488,772	\$488,772	\$0	\$0	\$760,301	\$760,301
Local-City	\$323,996	\$323,996	\$0	\$0	\$0	\$0	\$323,996	\$323,996
Local-Federal	\$0	\$0	\$771	\$771	\$0	\$0	\$771	\$771
Local-HART	\$0	\$0	\$0	\$0	\$1,800,600	\$1,800,600	\$1,800,600	\$1,800,600
Local-HDOT	\$0	\$0	\$524,397	\$524,397	\$0	\$0	\$524,397	\$524,397
Local-Private	\$0	\$0	\$48,250	\$48,250	\$0	\$0	\$48,250	\$48,250

Project Revisions

- **Removed**
 - **OS-25-03** Interstate Route H-1, Drainage Improvements, Vicinity of Radford Drive
 - **OS-25-04** Interstate Route H-3, Safety Improvements, Kionaole Road Overpass to Kaneohe Marine Corps Air Station Main Gate
 - **OS-25-08** Likelike Highway (Route 63), Rockfall Protection at Wilson Tunnel, Kaneohe Side
 - **OS-25-09** Moanalua Freeway (Route H-201), Rockfall Protection, Vicinity of Middle Street

Project Revisions, continued

- **Modified**

- **OS01** Bridge and Pavement Improvement Program, Oahu
 - Construction funds increased
 - Funding source changed from Local funds to National Highway Performance Program (NHPP) funds
 - Estimated total project cost increased to \$252.5M from \$203M
- **OS-23-71** Interstate Route H-1, McCully Street Separation Bridge Repair and Painting, Phase 1
 - Project deferred from FFY 2025 to FFY 2029
- **OS-23-72** Interstate Route H-3, Safety Improvements, Harano Tunnel North Portal to Kionaole Road Overpass
 - Project deferred from FFY 2026 to FFY 2030

Project Revisions, continued

- **New**
 - **OS-26-01** Bicycle Program and Pedestrian Program, Oahu
 - **OS-26-02** Farrington Highway (Route 93), Bridge Repairs, Kaupuni Stream
 - **OS-26-04** Freeway Management System, Joint Traffic Management Center Videowall
 - **OS-26-07** Interstate Route H-1, Keehi Interchange, Various Ramps, PCC Pavement Rehabilitation
 - **OS-26-08** Kalanianaʻole Highway (Route 72) Bridge Rehabilitation, Niu Stream Bridge, MP 15.65
 - **OS-26-09** Kamehameha Highway (Route 83), Bridge Rehabilitation, Kulima-Oio Stream Bridge
 - **OS-26-10** Kamehameha Highway (Route 83), Bridge Rehabilitation, North Punaluu Stream, MP 23.91 to MP 23.92
 - **OS-26-14** Nimitz Hwy (Route 92), Slip Cover #4, Honolulu Harbor Bridge Rehabilitation, MP 6.17 to MP 6.18
 - **OC-26-01** Honolulu Bike Share

Minority and Low-Income Population Analysis

- Assesses the impact of projects in minority and low-income communities
- Ensures there are no significant differences in investment in minority and low-income block groups
- Invests \$1,814 more per capita in minority and low-income block groups

Financial Summary by Population Group*	Minority & Low-Income Block Groups	Non-Minority and Low-Income Block Groups	Difference
Estimated Total Project Expenditures	\$1,582,703,843	\$2,802,948,157	-\$1,220,244,313
% Estimated Total Project Expenditures	36%	64%	-28%
Total Population (2020)	281,317	735,191	-453,874
Per Capita Expenditures	\$5,626	\$3,813	\$1,814

* For the OC16 Honolulu Rail Transit Project, the rail stations were used as the specific locations

Consistency with the Oahu Regional Transportation Plan (ORTP)

- New TIP projects are evaluated based on the goals and objectives of the ORTP 2050

Rank (108 Total)	Total Score	Project #	Project Name
1	76	OS-26-01	Bicycle Program and Pedestrian Program, Oahu
23	46	OS-26-07	Interstate Route H-1, Keehi Interchange, Various Ramps, PCC Pavement Rehabilitation
27	42	OC-26-01	Honolulu Bike Share
38	27	OS-26-02	Farrington Highway (Route 93), Bridge Repairs, Kaupuni Stream
38	27	OS-26-09	Kamehameha Highway (Route 83), Bridge Rehabilitation, Kulima-Oio Stream Bridge
42	25	OS-26-08	Kalaniana'ole Highway (Route 72) Bridge Rehabilitation, Niu Stream Bridge, MP 15.65
42	25	OS-26-10	Kamehameha Highway (Route 83), Bridge Rehabilitation, North Punaluu Stream, MP 23.91 to MP 23.92
42	25	OS-26-14	Nimitz Hwy (Route 92), Slip Cover #4, Honolulu Harbor Bridge Rehabilitation, MP 6.17 to MP 6.18
59	21	OS-26-04	Freeway Management System, Joint Traffic Management Center Videowall

Intergovernmental Review (IGR) and Public Review

- March 4, 2026 – March 18, 2026
- Received 4 comments
- 1 of the 4 comments was for a specific project in this revision
 - OS-26-01 Bicycle Program and Pedestrian Program, Oahu

OS-26-01 Bicycle Program and Pedestrian Program, Oahu

- **Description:** Implementation of State bicycle projects identified in Bike Plans and pedestrian facility improvements identified through the Pedestrian Master Plan.
- **John Rogers (Neighborhood Board #23, OahuMPO CAC):**
 - No continuous sidewalk exists on southbound Fort Weaver Rd between Geiger Rd and Keoneula Blvd, despite nearby destinations
 - Requested a raised sidewalk while retaining the 6' shoulder space
- **Response from HDOT Bike/Ped Coordinator**
 - A Fort Weaver Rd sidewalk project (covering Geiger Rd to Keoneula Blvd) was previously programmed to start preliminary engineering in FY2025 but appears to be delayed; status is being checked.
 - Bike and sidewalk improvements were planned as separate projects due to different scope, funding, and timelines, though combining them could be considered if schedules and funding align.

General Comments

- **HDOT Mid-Range Transportation Plan (MRTP)**
 - **Katie Rooney (Ulupono Initiative, OahuMPO CAC):**
 - Can the HDOT MRTP be made publicly available
 - **HDOT:**
 - HDOT has developed a public facing website for our Mid-Range Transportation Plan. It is pending internal approval.



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V. New Business
D. Oahu Regional Transportation Plan 2050 Final Report

Agenda

- ORTP 2050 Overview
- Public Comment Summary (Draft Report)
- Key Refinements in the Final Report
- Implementation



O'ahu Regional Transportation Plan 2050

*The ORTP 2050 was adopted by the Policy Board on March 30, 2026;
this item is for information only.*

ORTP 2050 Overview

- Federally required long-range transportation plan
- 25-year horizon (2026–2050)
- Covers entire island of O‘ahu
- Fiscally constrained
- Performance-based
- Updated every five years



ORTP 2050 Schedule

Task	Status	2023				2024				2025				2026	
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Vision, Goals, and Objectives (Public Outreach I)	Completed					PB									
Existing Conditions	Completed														
Scenario Planning (Public Outreach II)	Completed								PB						
Project Evaluation Framework	Completed									PB					
Revenue Forecast	Completed														
Congestion Management Process	Completed														
Call for Projects	Completed														
Project Evaluation and Scoring (Public Outreach III)	Completed														
Develop and Evaluate Project Program	Completed													PB	
Draft ORTP 2050 Report (Public Outreach IV)	Completed														
ORTP 2050 Report Approval	Completed														PB

PB = Policy Board Approval



Public Comment Summary (January 7-21, 2026)

- 63 public and agency comments
- Broad support for plan direction
- Emphasis on safety, transit, and active transportation
- Requests to strengthen project clarity and alignment with policy commitments (e.g., Navahine Settlement)
- All comments documented and addressed in the ORTP 2050 Final Report Appendices

Hawai'i Bicycling League (HBL) - Summary of Comments & Responses

HBL Comments

- Supported safety and active transportation priorities
- Requested greater emphasis on cultural trails and historic rail corridors
- Sought recognition of HBL's advocacy role
- Raised bikeshare data and viability questions

OahuMPO Responses

- Appreciated support for Plan direction
- Noted coordination with partner agencies
- Recognized HBL's advocacy and education contributions
- Clarified bikeshare language and system considerations

John Rogers (NB 23) - Summary of Comments & Responses

John Rogers Comments

- Emphasized maintaining safe bicycle space with busway improvements
- Requested clearer prioritization for bicycle and pedestrian projects
- Supported network continuity and functional connections

OahuMPO Responses

- Project scoring reflects adopted evaluation criteria and projects may be reevaluated as conditions change

DTS Responses

- Busway improvements follow Complete Streets principles
- Bicycle and pedestrian projects are prioritized in adopted bicycle and pedestrian plans

Frank Genadio (NB 34) - Summary of Comments & Responses

Frank Genadio Comments

- Questioned funding priorities, particularly high investment in active transportation
- Raised concerns about the Makakilo Drive, Second Access scoring and funding
- Questioned Skyline expansion, tax extensions, technology choice, and costs

OahuMPO Responses

- ORTP 2050 prioritizes safety and active transportation based on community input and state and county commitments (e.g., Vision Zero, Navahine Settlement)
- Clarified the Makakilo Drive, Second Access is included as an Illustrative project

DTS Response

- Initiating Planning & Environmental Linkages (PEL) study for the Makakilo Drive, Second Access project and future funding contingent on feasibility

HART Response

- Noted Bill 60 would allow planning for potential Skyline extensions



Ulupono Initiative - Summary of Comments & Responses

Ulupono Initiative Comments

- Strongly supported the ORTP 2050's safety, multimodal, and Navahine-focused direction
- Encouraged greater focus on non-auto travel trends and supporting research
- Requested clarity on legacy project evaluation, VMT trends, and alignment with transportation needs

OahuMPO Responses

- Appreciated support for the multimodal, safety-focused framework aligned with regional and Navahine goals
- Confirmed all projects were re-evaluated using updated criteria and low-scoring roadway projects were not recommended
- Clarified transportation needs informed investments with progress tracked through ongoing performance monitoring

Department of Planning and Permitting (DPP) - Summary of Comments & Responses

DPP Comments

- Requested stronger alignment with TOD and Sustainable Communities Plans
- Encouraged emphasis on internal trip-making and resiliency for coastal/single-access communities
- Identified population data discrepancies and minor editorial issues

OahuMPO Responses

- Clarified the Plan provides regional policy guidance to inform Development Plans and interagency coordination
- Confirmed ORTP 2050 aligns with City land use plans and supports multimodal, resiliency-focused investments
- Updated population data and corrected editorial items in the Final Report



Department of Transportation Services (DTS) - Summary of Comments & Responses

DTS Comments

- Requested inclusion of unfunded O'ahu Bike Plan and O'ahu Pedestrian Plan projects in the Illustrative list
- Noted that Appendix G Recommended Projects and Programs did not include Illustrative projects
- Identified an inaccuracy in the Public Transit Map

OahuMPO Responses

- Incorporated unfunded bicycle and pedestrian projects to the Illustrative list as programs
- Added the Illustrative projects to Appendix G
- Revised the map in the Final Report



Hawaii Department of Transportation (HDOT) - Summary of Comments & Responses

HDOT Comments

- Requested alignment with the Hawai'i Statewide Freight Plan and updates to Navahine language
- Identified needed updates to data, graphics, and project classifications
- Requested Bike and Pedestrian sections reflect the HDOT efforts
- Requested clearer attribution of quotes
- Emphasized coordination on City projects adjacent to HDOT facilities

OahuMPO Responses

- Revised freight section and removed outdated Navahine language
- Updated data, graphics, and project classifications
- Incorporated HDOT efforts in relevant sections
- Added clear attribution of quotes

DTS Response

- Acknowledged need for ongoing coordination with HDOT



Key Refinements in Final ORTP 2050

- Clarified project descriptions
- Organized into three categories: Recommended, Illustrative, and Not Recommended
- Reclassified 9 low-scoring roadway projects from Illustrative to Not Recommended (11 total)
- Added 2 Illustrative bicycle and pedestrian programs (14 total)
- Maintained 561 Recommended projects and programs

ORTP 2050 Webpage

Final Report and Appendices

Interactive Map, Project List, and Funding Distributions



Scan to open ORTP 2050 webpage

oahumpo.org/ortp-2050/

Implementation

- Advance projects through the Transportation Improvement Program (TIP)
- Coordinate with State and City partner agencies
- Track performance through the dashboard and travel demand model



VI. Invitation to interested members of the public to be heard on matters not included on the agenda



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VII. Announcements



OAHU METROPOLITAN
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VIII. Adjournment