



## Memorandum

To: Federal, State, and Local Agencies that do planning on Oahu

From: Alvin Au, Interim Executive Director 

Date: October 1, 2017

### Overall Work Program (OWP) for FY 2019 Request for Information Regarding Planning Projects And Notice of Call for Projects

I am writing to request more information about 1) any planning studies that may be underway or that your department may be considering in the near future, 2) any public goals and objectives that your department has set, and 3) any performance measures related to the goals and objectives. We would like to consider that information in the development of the Oahu Metropolitan Planning Organization's (OahuMPO) FY 2019 OWP. I have enclosed a copy of the Regional Planning Coordination matrix from the most current OWP for your reference. Please provide the information by **Wednesday, November 1, 2017**.

In addition, OahuMPO is today issuing a call for projects to the City's Department of Transportation Services on behalf of all City agencies who may qualify as well as the Hawaii Department of Transportation requesting submittal of proposals for projects or programs for possible inclusion in the FY 2019 OWP. Those requests must also be submitted to OahuMPO by **Wednesday, November 1, 2017**.

The OWP (<http://www.oahumpo.org/plans-and-programs/overall-work-program-owp/>) identifies and funds transportation-related planning studies. Some of these studies are conducted to ensure compliance with Federal metropolitan planning regulations. Other studies addressing current local transportation issues, problems, and priorities facing City and State agencies are also included. OWP planning studies are conducted by City agencies, State agencies, or the OahuMPO through in-house staff or by a consultant.

OahuMPO is a regional (i.e., island-wide) multimodal transportation planning agency. As we consider our own transportation-focused planning projects, we have a strong desire to know more about the planning that is occurring at other agencies. We do not wish to repeat any planning that has already been done, and we recognize that it may be possible to leverage or build upon previous planning work to create added value for the public we serve.

If you have any questions in this regard, please contact me at 587-2015.

Thank you for your time and commitment to improving Oahu.

Enclosures (2)

Oahu Metropolitan Planning Organization Overall Work Program

**Proposed Planning Study or Project**

State Fiscal Year \_\_\_\_\_

<b>I. Identification</b>			
WE Number		Time Period	
WE Name			
Agency		Phone Number	
Coordinator		Fax Number	
Position		E-mail address	

<b>II. Objectives</b>
Provide a brief synopsis of the proposed planning study or project description of the objectives to be accomplished.

<b>III. Planning Study or Project Information</b>	
A.	<b>Work Products.</b> Provide a complete listing of the work products and deliverables (including their format) that will be produced by this planning study or project.

B.	<b>Description.</b> Explain the work to be undertaken. Describe the tasks, their time frame, and the party or unit responsible for each task associated with the proposed planning study or project. Tasks must be linked to the tasks and schedule provided in Part IV below. If out-year activities will be proposed, explain the importance and need for future action with this proposal and include any out-year activities and associated budget estimates in Part V below.

C.	<b>Project Justification.</b> Identify the reason(s) and need for the proposed planning study or project, how it relates to the overall mission and goals of the agency, including information on how the work item supports both the <i>Oahu Regional Transportation Plan</i> and leverages other work being undertaken by other units in the agency, if applicable. Cite City, State, and Federal regulatory requirements, if any.

D. **Previous or Ongoing Work Related to Proposed Planning Study or Project.** Identify any activities associated with the proposed planning study or project. Include prior year-funded OWP activities and directly relevant activities not funded by OWP. Supporting documentation must be available if so requested.

**IV. Work Element Tasks and Schedule**

List all the expected tasks and expected completion dates for one project year (State fiscal year). This must be tied to the written description provided in III.B above.

Task #	Task Description	Start Date (Mo/Yr)	Expected Completion Date (Mo/Yr)	Cost
1				
2				
3				
4				
<b>TOTAL WORK ELEMENT COST</b>				

**V. Work Element Budget**

A. Staff Labor Expenditures

Task #	Position/Agency	LABOR			Total	FUNDING SOURCE		
		Hrs	\$/Hr	Additive		Federal		Non-Federal
				%		FHWA	FTA	
1								
2								
3								
4								
<b>TOTAL LABOR EXPENDITURES</b>								

B. Non-Labor Expenditures (excluding contract services)

Task #	Description	Total	FUNDING SOURCE		
			Federal		Non-Federal
			FHWA	FTA	
1					
2					
3					
4					
<b>TOTAL NON-LABOR EXPENDITURES</b>					

C. Consultant Services & Scope of Work

Task #	Description	Total	FUNDING SOURCE		
			Federal		Non-Federal
			FHWA	FTA	
1					
2					
3					
4					
<b>TOTAL CONTRACT SERVICE EXPENDITURES</b>					

Proposals utilizing consulting services must include a high-level scope of work that includes the work products expected, contract amount, and tentative project schedule.

**VI. Overall Budget**

Provide the total project budget for each State fiscal year (if multiple fiscal years) in which the proposed activity is to take place. Highlight **in bold** the current fiscal year.

FY		Total	FUNDING SOURCE		
			Federal		Non-Federal
			FHWA	FTA	
<b>2011</b>	<b>Current Fiscal Year</b>				
<b>TOTAL WORK ELEMENT COST</b>					

**VII. Disadvantaged Business Enterprise Goal**

Provide the total estimated DBE Goal for this project (applies only if consulting services are part of this request):

Race conscious: \_\_\_\_\_  
 Race neutral: \_\_\_\_\_

Prepared by: \_\_\_\_\_ Date: \_\_\_\_\_

Approved by: \_\_\_\_\_ Date: \_\_\_\_\_

## Regional Planning Coordination

### Planning Projects at Other Agencies That Use USDOT Funding

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

*For the Hawaii Department of Transportation:*

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

### Planning Projects at Other Agencies

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

**Table D-1: Listing of planning activities that are funded from sources other than those required to be programmed through the OWP.**

Description	Lead Agency
<p><i>Oahu Pedestrian Master Plan</i>  <a href="http://hidot.hawaii.gov/highways/files/2013/07/Pedest-Plan-PedMP.pdf">http://hidot.hawaii.gov/highways/files/2013/07/Pedest-Plan-PedMP.pdf</a>                      Building on DTS <i>Complete Streets Implementation Guide</i>, and HDOT's <i>Statewide Pedestrian Master Plan</i>, the <i>Oahu Pedestrian Master Plan</i> will identify improvements and prioritization for pedestrian improvements on city/county facilities.</p>	DTS
<p><i>Act 214 (2013 Legislative Session) Mobility Management</i>                      This Act requires the formation of a task force to study Mobility Management, where a single entity in a geographical area is charged with knowing and deploying the entire array of transportation resources available. The system would focus on the individual and identify the best transportation options, both public and private, for an individual's travel needs.</p>	Executive Office on Aging
<p><i>Bike Share</i>                      The State of Hawaii, the City and County of Honolulu and other public and private organizations support the creation of a State-wide Administrative nonprofit with a mission to develop a successful bike share program. This bike share program will have several phases. Phase I, scheduled to open at the end of June 2017, will focus on implementing a dense network of bike share stations and bicycles in urban Honolulu. This bike share program will offer residents and tourists with an alternative mode of transportation that supports many of the State and City's plans and goals, including the Hawaii Statewide Transportation Plan, Complete Streets, the State Physical Activity and Nutrition Plan, Transit Oriented Development Plans, The Primary Urban Center Development Plan, and The Oahu Bike Plan. Bikeshare Hawaii operates the system, overseen by DTS.</p>	DTS
<p><i>Emergency and Disaster Planning for Hawaii's Older Citizens</i>                      Updating various emergency and disaster plans:                      - Interagency Action Plan for the Emergency Preparedness of People with Disabilities and Special Health Needs.                      - Department of Health's Continuity of Operations Plan for the continuation of critical essential function capabilities so that critical governmental functions and services remain available to Hawaii's older citizens.</p>	Executive Office on Aging

Description	Lead Agency
<p>- Health Risk and Vulnerability Assessment - Planning for the Unique Evacuation and Shelter-in-Place Needs of People with Medical Dependencies During a Disaster.</p>	
<p><i>Establishment of a Statewide Greenways System for Hawaii</i>  <a href="http://files.hawaii.gov/abedl/annuals/2011/2011-greenways.pdf">http://files.hawaii.gov/abedl/annuals/2011/2011-greenways.pdf</a>            Act 233 directed the State Office of Planning (OP) to develop a plan to establish a statewide system of greenways and trails, and to report to the State Legislature for the 2012 legislative session on its findings and recommendations, including any proposed legislation.</p>	OP
<p><i>General Plan and Development/Sustainable Community Plans</i>  <a href="http://honoluluodpp.org/planning/OahuGenPlan.asp">http://honoluluodpp.org/planning/OahuGenPlan.asp</a>            Required by the City Charter; sets forth development policy of each of the City's eight planning areas</p>	DPP
<p><i>H-1 Corridor Study</i>            (No project website available at time of publishing)            Will identify future capacity needs on Interstate H-1, along with an alternatives and feasibility analysis on congestion and capacity improvements. The study will also identify the potential impacts on other major corridors, such as Farrington Highway, Kamehameha Highway, Moanalua Freeway, and other routes of changes made to H-1.</p>	HDOT
<p><i>Hawaii Strategic Highway Safety Plan</i>  <a href="http://www.hawaiihsdp.com/">http://www.hawaiihsdp.com/</a>            Documents safety strategies for seven areas of emphasis</p>	HDOT
<p><i>Highway Safety Improvement Program</i>  <a href="http://www.nhtsa.gov/links/statedocs/FY15/FY15HSPs/Hi_FY15HSP.pdf">http://www.nhtsa.gov/links/statedocs/FY15/FY15HSPs/Hi_FY15HSP.pdf</a>            An annual program of high-priority safety improvement projects</p>	HDOT
<p><i>James Campbell National Wildlife Refuge Transportation Study</i>  <a href="http://www.cflhd.gov/rtp/documents/projects/FINAL_JCNWR_TransportationSummary.pdf">http://www.cflhd.gov/rtp/documents/projects/FINAL_JCNWR_TransportationSummary.pdf</a>            This study provides preliminary analysis for the refuge on access, mobility, and connectivity while beginning to identify needs for the refuge as it considers opening to the public.</p>	FHWA Central Federal Lands Highway Division
<p><i>Kalaeloa Barbers Point Harbor Projects</i>  <a href="http://www.KalaeloaHarbor2040.com">www.KalaeloaHarbor2040.com</a>            HDOT-H has embarked on three projects:</p> <ol style="list-style-type: none"> <li>1. Kalaeloa Barbers Point Harbor 2040 Master Plan Update: In 2012, the State acquired 54 acres of adjacent land for future harbor expansion. The plan will recommend uses for this site and will update plans for the overall harbor.</li> <li>2. Fuel Pier Development Plan: Will implement a new two berth dedicated fuel pier at Piers 3 and 4. The project is necessary to address congested berth conditions at Kalaeloa Harbor.</li> <li>3. Fuel Pier EIS: Being conducted to evaluate environmental impacts of the pier development</li> </ol>	HDOT-H
<p><i>Kapalama Container Terminal EIS</i>  <a href="http://oeqc.doh.hawaii.gov/Shared%20Documents/EA%20and%20EIS%20Online%20Library/Oahu/2010s/2012-12-23-DEIS-5B-Kapalama-Container-Terminal.pdf">http://oeqc.doh.hawaii.gov/Shared%20Documents/EA and EIS Online Library/Oahu/2010s/2012-12-23-DEIS-5B-Kapalama-Container-Terminal.pdf</a>            The Hawaii Department of Transportation Harbors Division proposes to redevelop the former Kapalama Military Reservation (KMR) property at Honolulu Harbor. A new 2 ship berth and 85-acre container terminal is being developed to handle current and projected cargo volumes.</p>	HDOT-H
<p><i>Marine Corps Base Hawaii Bicycle Study</i>            MCBH has completed a bicycle study to look at how to safely encourage biking on base. The plan includes recommendations for bike lanes, and other share-the-road features within MCBH Kaneohe Bay. For more information, contact Tiffany Patrick at 257-8815.</p>	MCBH
<p><i>Motor Carrier and Highway Safety Programs</i>  <a href="http://hawaii.gov/dot/highways/functionstatement/fs_hwyv.htm">http://hawaii.gov/dot/highways/functionstatement/fs_hwyv.htm</a>            Addresses NHS priority areas and other safety-related issues</p>	HDOT

Description	Lead Agency
<p><i>Regional Transportation Forecasting and Long-Range Planning</i>  <a href="http://hawaii.gov/dbedt/info/economic/data_reports/">http://hawaii.gov/dbedt/info/economic/data_reports/</a>  <a href="http://hawaii.gov/dbedt/info/economic/databook/">http://hawaii.gov/dbedt/info/economic/databook/</a>  Provides demographic and socioeconomic forecasts utilized in long-range planning</p>	DBEDT/OP, DPP
<p><i>Short-Range TSM/TDM Planning</i>  <a href="http://goakamai.org/Home.aspx">http://goakamai.org/Home.aspx</a>  <a href="http://www.eng.hawaii.edu/Trafficam/">http://www.eng.hawaii.edu/Trafficam/</a>  <a href="http://www.fhwa.dot.gov/trafficinfo/hi.htm">http://www.fhwa.dot.gov/trafficinfo/hi.htm</a>  Seeks to maximize the efficient use of transportation facilities and reduce demand for automobiles</p>	HDOT, DTS
<p><i>Statewide Pedestrian Master Plan</i>  <a href="http://hidot.hawaii.gov/highways/statewide-pedestrian-master-plan-and-hawaii-pedestrian-toolbox/">http://hidot.hawaii.gov/highways/statewide-pedestrian-master-plan-and-hawaii-pedestrian-toolbox/</a>  To complement other programs that address pedestrian safety, the State of Hawaii Department of Transportation (HDOT) prepared a community-based Statewide Pedestrian Master Plan (Plan) for the state's highway system. The Plan's comprehensive approach not only focuses on improving pedestrian safety, it evaluates ways to enhance pedestrian mobility and accessibility to help create a multi-modal transportation system.</p>	HDOT
<p><i>Statewide Transportation Improvement Program (STIP)</i>  <a href="http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/">http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/</a>  The STIP is not a plan, but a funding mechanism for obligating monies for specific transportation projects. It is also a requirement of 23 USC.</p>	HDOT
<p><i>Statewide Transportation Planning</i>  <a href="http://hidot.hawaii.gov/administration/hawaii-statewide-transportation-plan/">http://hidot.hawaii.gov/administration/hawaii-statewide-transportation-plan/</a>  The Hawaii Statewide Transportation Plan (HSTP) is a policy document that establishes the framework to be used in the planning of Hawaii's transportation system. The goals and objectives identified in the HSTP provide the keys to the development of an integrated, multi-modal transportation system for the safe, efficient and effective movement of people and goods throughout Hawaii.</p>	HDOT
<p><i>Transit-Oriented Development (TOD)</i>  <a href="http://www.honolulu.gov/tod.html">http://www.honolulu.gov/tod.html</a>  Transit-oriented development (TOD) is a pattern of different uses - housing, jobs and services - surrounding a transit station that takes advantage of the convenience and affordability of transit. A TOD neighborhood is vibrant, dynamic, and pedestrian- and bicycle- friendly.</p>	DPP
<p><i>Transportation Asset Climate Change Risk Assessment</i>  <a href="http://www.oahumpo.org/wp-content/uploads/2013/02/OahuMPO-CC-Report-FINAL-Nov-2011.pdf">http://www.oahumpo.org/wp-content/uploads/2013/02/OahuMPO-CC-Report-FINAL-Nov-2011.pdf</a>  This project attempts to document climate change factors as they apply specifically to Oahu and, more generally, to island environments in the Pacific Ocean, and analyze the vulnerability of selected high priority transportation assets on Oahu based on identified climate stressors.</p>	OahuMPO
<p><i>Valor in the Pacific National Monument Transportation Study</i>  <a href="http://www.cflhd.gov/lrip/proj_compl.cfm">http://www.cflhd.gov/lrip/proj_compl.cfm</a>  This study identifies needs and issues related to access, mobility, and connectivity for visitors and staff at both the current Visitor Center Complex/Ford Island areas as well as two potentially new sites: Ewa Field and Honouliuli Internment Camp</p>	FHWA Central Federal Lands Highway Division

FY 2016 Overall Work Program  
Top 5 CAC Candidate Work Elements

Type of Study	Title/Description	CAC Votes
Transit	<b>The Handi-Van &amp; Impacts of Aging Population Study</b>	21
	The goal of this project would be to identify any operational issues or inefficiencies, identify and evaluate operational improvement strategies, and recommend a set of strategies intended to improve current operations. Additionally, this project would develop a demographic forecast, by age cohort, in order to estimate the future demand for Handi-Van services, evaluate current levels of service against the forecasted future demand, identify measures, strategies or projects to close any future service gap, and make a set of recommendations intended to help Handi-Van meet its future demand profile.	
Corridor / Non-Motorized Travel	<b>North Shore/Koolau Kamehameha Corridor Study</b>	20
	The goal of this study would be to analyze current operating conditions along Kamehameha Highway in the North Shore and Koolau areas of Oahu, identify any existing safety and congestion issues, identify potential safety and congestion improvement measures, evaluate candidate measures, and recommend improvement projects or tasks. Additionally, the study would forecast future operating conditions along the corridor given the development proposals for lands near the corridor, evaluate any forecasted operational issues, identify and evaluate potential measures to improve future operations, and recommend projects or tasks to mitigate future operational issues. The study would also assess the feasibility, opportunities, and challenges for a continuous separated bicycle lane and/or multi-use trail in the study area. Such a facility would be evaluated for its potential to improve the flow of people using non-motorized means of transportation.	
Corridor	<b>Kapahulu Ave Corridor Study</b>	14
	The goal of this study would be to analyze current operating conditions along the corridor, identify any existing safety and congestion issues, identify potential safety and congestion improvement measures, evaluate candidate measures, and recommend improvement projects or tasks. Pursuant to the goals and objectives of the Policy Board, this project would use a multi-modal level-of-service evaluation to estimate the operating conditions for both motorized and non-motorized means of transportation.	
Corridor	<b>Second Access and Emergency Access</b>	8
	Building upon past planning studies, the goal of this project would be to achieve consensus on a technically feasible, financially affordable, environmentally sensitive, and socially acceptable project, strategy, program, or task to help mitigate the transportation impacts of a single access road for the Waianae coast of Oahu. As part of this process, the study would attempt to identify and evaluate potential sources of funding for completing the mitigative measure(s). Additionally, the project would, at a planning level, identify other Oahu communities of 10,000 residents or more that are currently served by only one access road, and identify the associated issues and opportunities.	
Sub-Area Study	<b>University of Hawaii at Manoa Traffic Study</b>	5
	The goal of this candidate project would be to better understand the origins and destinations of trips to and from campus and identifying potential travel demand management and/or congestion management strategies to help ease congestion caused by University-related traffic.	
Corridor	<b>Makakilo Drive Extension</b>	5
	This candidate project would assess alternatives to completing the extension of Makakilo Drive in a timely way.	

FY 2017 Overall Work Program  
Top 5 CAC Candidate Work Elements

Type of Study	Title/Description	CAC Votes
Corridor	<b>North Shore Corridor Study</b>	13
	This project would study existing safety and capacity conditions and forecasted future conditions on Kamehameha Highway along the North Shore and Koolauloa areas of Oahu.	
Corridor	<b>Kapahulu Ave Corridor Study</b>	10
	The goal of this study would be to analyze current operating conditions along the corridor, identify any existing safety and congestion issues, identify potential safety and congestion improvement measures, evaluate candidate measures, and recommend improvement projects or tasks. Pursuant to the goals and objectives of the Policy Board, this project would use a multi-modal level-of-service evaluation to estimate the operating conditions for both motorized and non-motorized means of transportation.	
Transit	<b>TheBus Route Evaluation Study</b>	6
	The goal of this candidate project would be to evaluate current and potential new bus routes with an eye toward increasing ridership. A sub-component of this study would be to evaluate current bus stop locations and identify locations for potential new bus stops that also help increase overall ridership.	
Transit	<b>The Handivan Study/Handivan</b>	5
	This study would identify and evaluate strategies to improve Handi-Van operations, improve maintenance of the fleet, and evaluate a cost comparison of supplementing Handi-Van service with taxi vouchers. Additionally, this project would study the impacts of changing demographics on the demands of the Handi-Van and the impacts of extending operating hours equally island-wide.	
Other	<b>Ferry Feasibility Study</b>	4
	This candidate project would study the feasibility of implementing a water ferry from Ewa Beach to Honolulu Harbor.	

# Candidate Project Evaluation and Selection

All candidate projects submitted for consideration were evaluated for possible funding through OahuMPO. Candidate projects included five proposals from the CAC and four from MPO member agencies.

Citizens wishing to suggest planning studies for consideration are encouraged to contact a representative on the CAC (a list of member organizations can be found here: <http://www.oahumpo.org/about-mpo/committees/citizen-advisory-committee/>).

The candidate projects are described below and presented in prioritized order along with a short discussion, evaluation, and final disposition. It is important to note that this prioritization process informs the selection process by OahuMPO and its member agencies, but does not determine selection. OahuMPO and its member agencies must also consider agency/department workloads, annual funding constraints, and other competing planning priorities.

**Priority 1 Candidate Projects** – *Projects that fulfill requirements under metropolitan transportation regulations set forth in 23 CFR 450 subpart C and 23 CR 420.*

No projects were submitted in this category.

**Priority 2 Candidate Projects** – *Projects which are necessary to enabling the OahuMPO and its participating agencies to support the metropolitan transportation planning process or fulfill other Federal, State, or City regulations applicable to this process.*

**Oahu Mass Transit Joint Feasibility Study – Programmed in 2018**

The Oahu Mass Transit Joint Operations Feasibility Study ("the study") shall examine various operational alternatives for bus – rail mass transit operations on Oahu, including but not limited to joint operations, independent operations and/or hybrid operations. The study shall examine Oahu's existing bus mass transit system as a baseline, Honolulu's rail mass transit project, including but not limited to projected rail operations, and other bus – rail systems and operations in peer municipalities and cities nationally and world-wide. The study shall explore and fully discuss how potential operational alternatives employed elsewhere could be applied in the City and County of Honolulu, including but not limited to a listing and discussion of pros and cons and all issues associated with the various operational alternatives, when considering the City and County of Honolulu's baseline transit system, the operational, legal and political environments, and host culture. The study shall ultimately make objective recommendations to the policy decision-makers based on experiential data from other municipalities and cities. The scope of the study shall include, but not be limited to, operations, maintenance, administration, and IT/communications. The study shall coordinate data with other studies currently underway regarding multi-modal fare collection systems and technologies for Oahu mass transit systems.

Evaluation:

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

The goal of this project essentially meets the request of the CAC for a route evaluation study of TheBus. It specifically addresses the need for a comprehensive, holistic approach to planning for a multimodal transportation system. It is also consistent with the planning processes that support ongoing efforts of HART and DTS.

**2019 Transit Rider Survey Project – Programmed in 2018**

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

Evaluation:

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

One of the key tools used by transit planners is on-board rider surveys for identifying trends and attitudes about The Bus and other modes of transportation that serve our citizens.

**Review and Update of Planned Rights-of-Way for Existing Streets – Programmed in 2018**

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

- o To undertake a comprehensive review and update of the entire island's planned street widening maps based on current land use plans, best practice planning models, and updated assumptions regarding trip generation by different modes of travel;
- o To help identify how street rights-of-way (ROW) can best be allocated to the various modes of transportation, resulting in an overall optimal movement of people regardless of mode;
- o To ensure the implementation of the goals and requirements of the Complete Streets ordinance as it applies to existing streets and ROWs;
- o To prepare for the rail transit system and assist with implementation of the neighborhood transit-oriented development (TOD) plans;
- o To increase safety, accessibility, mobility, and connectivity for motorized and non-motorized users; and
- o To ensure an engagement process with the public and planning and engineering professionals.

Evaluation:

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

**Ala Wai Canal Bridge Alternatives Analysis – Programmed in 2018**

The Alternatives Analysis will assess options for a new transportation infrastructure, including a bridge, over the Ala Wai Canal that will provide an additional connection between the Waikiki, Ala Moana, and McCully/Moiliili neighborhoods. The new access is intended for pedestrian, bicycle, and/or emergency use. The project will focus on making the best use of existing public owned right-of-way within the existing roadway, sidewalks, and the Ala Wai Canal. The project will build on the Waikiki Regional Circulator Study (2013) and the three-proposed pedestrian and bicycle bridge sites proposed in that plan to select a single site. The project will consider alternatives to site the bridge at a location between Ala Moana Blvd and the Manoa/Palolo Stream to select a final location. The alternatives will address cost, constructability, community values and concerns, environmental impacts, emergency access and public safety, accessibility, Sea Level Rise (SLR) and resilience, historical properties, and other factors. The project will establish planning and environmental linkages with the National Environmental Policy Act requirements. It will also document consultation with United States Army Corps of Engineers, United States Coast Guard, and other federal, state, and local resource agencies as deemed necessary.

Evaluation:

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

This project is consistent with the planning processes that support DTS' ongoing complete streets efforts.

**Priority 3 Candidate Projects** – *Projects that support planning efforts for projects identified in the Oahu Regional Transportation Plan (ORTP).*

**The Bus Route Evaluation Study – Programmed in 2018**

The goal of this project is to evaluate current and potential routes to increase ridership; evaluate bus stop locations, and identify new locations. (Please see comments for *Oahu Mass Transit Joint Operations Feasibility Study*, Priority #2, above.)

Evaluation:

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

*The City comments: "The Public Transit Division (PTD) does not support this proposal because it duplicates efforts to improve service quality and efficiency already being undertaken by PTD and Oahu Transit Services (OTS, the City's transit services contractor), on an ongoing basis."*

### TheHandi-Van Study – Not Recommended for Programming

The goal of this project would be to identify any operational issues or inefficiencies, identify and evaluate operational improvement strategies, and recommend a set of strategies intended to improve current operations. Additionally, this project would develop a demographic forecast, by age cohort, to estimate the future demand for TheHandi-Van services, evaluate current levels of service against the forecasted future demand, identify measures, strategies or projects to close any future service gap, and make a set of recommendations intended to help TheHandi-Van meet its future demand profile. This candidate project was proposed by the CAC.

Evaluation:

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

TheHandi-Van operations and maintenance is in the ORTP, and this project could assist in determining the level of investment needed to operate and maintain the TheHandi-Van fleet in the future in the face of increasing demand from an aging population. Therefore, this candidate work element has been identified as a Priority 3. However, the City comments, *"PTD appreciates all proposals intended to provide information that can be used to help the City improve its administration of TheHandi-Van program, but does not support this project. This proposal duplicates similar analyses already conducted in recent years by DTS, OTS, and various consultant teams. As such, the proposed study will likely not yield information for improving TheHandi-Van program."*

*The proposed study would also not influence decisions related to a "potential island-wide expansion" of TheHandi-Van service. It should be noted that TheHandi-Van is the City's Americans with Disabilities Act (ADA) complimentary paratransit service. This means that TheHandi-Van functions, not as an all-purpose taxi service, but as the public transit service for persons whose disabilities, in conjunction with other factors, render them functionally unable to independently use TheBus. This is the basis for TheHandi-Van operating during the same operating hours as TheBus for all pick-up and drop-off sites located within 3/4 -mile of an established bus route."*

### North Shore Corridor Study – Possible Future Programming

The goal of this study would be to analyze current and forecast operating conditions along Kamehameha Highway in the North Shore and Koolau areas of Oahu. This includes evaluating and identifying any existing safety and congestion issues, identifying potential safety and congestion improvement measures, evaluating candidate measures, and recommending improvement projects or tasks. Additionally, the study would forecast future operating conditions along the corridor given the development proposals for lands near the corridor, evaluate any forecasted operational issues, identify and evaluate potential measures to improve future operations, and recommend projects or tasks to mitigate future operational issues. The study would also assess the feasibility, opportunities, and challenges for a continuous separated bicycle lane and/or multi-use trail in the study area. Such a facility would be evaluated for its potential to improve the flow of people using non-motorized means of transportation. This candidate project has been proposed by the CAC consistently for many years. It is the CAC's highest-rated request.

Evaluation:

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

The issue on which this project focuses is carrying capacity, especially as the area is developed and built out. Project number 10 in the ORTP is Kamehameha Highway Safety Improvements from Haleiwa to Kahaluu, including such things as turn lanes, guardrails, signage, crosswalks, etc. Widening of the highway will only be in areas where needed for storage or turn lane safety

improvements. This project, as described could assist in determining location specific safety improvements based on current and forecasted future traffic levels. The City commented, "The primary corridor in the region, Kamehameha Highway, is a state Hawaii Department of Transportation (HDOT) roadway. HDOT should be consulted to determine what studies have already been completed to avoid redundancies."

**Priority 4 Candidate Projects** – *Projects that support planning efforts consistent with the direction set forth in master plans or other planning documents adopted by the OahuMPO, the State, and/or the City.*

**Kapahulu Avenue Corridor Study – Not Recommended for Programming**

The goal of this study would be to analyze current operating conditions along the corridor, identify any existing safety and congestion issues, identify potential safety and congestion improvement measures, evaluate candidate measures, and recommend improvement projects or tasks. Pursuant to the goals and objectives of the Policy Board, this project would use a multi-modal level-of-service evaluation to estimate the operating conditions for both motorized and non-motorized means of transportation. The candidate project was proposed by the CAC.

Evaluation:

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

There is no project for Kapahulu Avenue identified in the 2040 ORTP. However, a concept for Kapahulu Avenue is identified in the Oahu Bike Plan, making this candidate work element a Priority 4. The City comments, "The City has been assessing traffic conditions on this corridor and examining possible improvements that could include Complete Streets concepts."

**Priority 5 Candidate Projects** – *Projects that support planning efforts to enable the State and the City to meet other needs that support Oahu’s integrated, multimodal transportation system.*

**Ferry Feasibility Study – Not Recommended for Programming**

The goal of this study is to determine the feasibility of a water ferry from Ewa Beach to Honolulu Harbor.

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

The City undertook a \$4 million demonstration ferry service project funded by an FTA grant to determine the feasibility of a water ferry service between Barbers Point and Honolulu Harbor. In its final assessment, published in May 2009, it was determined that the ridership, costs of operations, reliability of regular service due to sea conditions, as well as land-side infrastructure were problematic. During the study, DTS looked at different types of craft but, while capacity was as much as 149 persons, average daily ridership of 278 across the eight one-way trip segments. Barbers Point was determined not to be optimal. The report identified three other options that were determined not to be feasible: Ocean Pointe, Iroquois Point, and Pearl Harbor. The need to cancel services due either to mechanical failure of one of the vessels or rough sea conditions created problems both in terms of the perception of reliability and coordination of TheBus' routes dedicated to carrying passengers to and from the terminal. The demonstration began September 2007 and ended June 2009. The City comments: "The ferry transit system was conducted on a trial basis by the DTS as a possible transportation alternative for Ewa and Leeward commuters from September 2007 through June 2009. TheBoat carried approximately 110,000 passengers since inception and averaged about 270 riders per day. Although TheBoat had a capacity of 149 passengers per vessel, the average ridership was at 30 percent capacity. TheBoat's operations

turned out to be too expensive per rider, although the City did receive positive feedback from the riders."

Table 1 provides an overview of the candidate projects submitted for the draft FYs 2017 & 2018 OWP based on these priorities. It lists both discrete projects (i.e., projects with a defined start and end) as well as those work elements that are on-going year after year.

Many work elements within this OWP recur annually. They represent ongoing tasks and planning processes that are essential to OahuMPO's ability to complete its mission of continuing, cooperative, and comprehensive (3-C) transportation planning. Some work elements are being carried over from previous OWPs, and have been analyzed in those documents.

**Table 1 Prioritized listing of programmed OWP work elements based on OahuMPO evaluation and funding criteria for FY 2018.**

Priority	ID	Title	Recommended Programming Status
1	201.02-18	OahuMPO Participation Plan Evaluation	Maintain programming
	201.04-18	Title VI & Environmental Justice Monitoring	Maintain programming
	201.05-18	Congestion Management Process (CMP) Update	Maintain programming
	202.03-18	Transportation Revenue Forecasting & Alternative Revenue Exploration	Maintain programming
	202.07-18	Oahu Bike Plan Update	Maintain programming
	203.08-18	Transit Fares Scenario Modeling Study	Maintain programming
	301.01-18	Program Administration & Support	Maintain programming
	301.03-18	Overall Work Program	Maintain programming
	301.04-18	Support for Citizen Advisory Committee & Additional Public Outreach	Maintain programming
	301.08 - 18	Disadvantaged Business Enterprise Program	Maintain programming
	301.14-18	Federal Planning Requirements	Maintain programming
	301.16-18	Oahu Regional Transportation Plan	Maintain programming
	301.17-18	Transportation Improvement Program	Maintain programming
	301.18-18	Transportation Alternatives Program	Maintain programming
	302.01-18	Overhead (Indirect Costs)	Maintain programming
2	206.02-17	Oahu Coastal Communities Evacuation Planning Project – Phase 2	Maintain programming
	203.06-18	Oahu Mass Transit Joint Feasibility Study	2018
	203.07-18	Review and Update of Planned Rights-of-Way for Existing Streets	2018
	203.09-18	2019 Transit Rider Survey Project	2018
	203.10-18	Ala Wai Canal Bridge Alternatives Analysis	2018
	201.16-18	Comprehensive Data Management and Sharing Study	Maintain programming
	301.02-18	General Technical Assistance and Planning Support	Maintain programming
	301.05-18	Single Audit	Maintain programming
	301.09-18	Professional Development	Maintain programming
	301.10-18	Computer & Network Maintenance	Maintain programming

	301.13-18	Census Data	Maintain programming
	301.15-18	Computer Model Operation and Support	Maintain programming
	202.02-14	Central Oahu Transportation Study	Maintain programming
	202.04-15	Farrington Highway Makaha Beach Park Realignment Feasibility Study	Maintain programming
3	202.05-18	Kapalama Sub-Area Multimodal Circulation and Mobility Study	Maintain programming
	N/A	TheBus Route Evaluation Study	See 203.06-18
	N/A	TheHandi-Van Study	Not recommended for programming
	N/A	North Shore Corridor Study	Possible future programming
4	N/A	Kapahulu Avenue Corridor Study	Not recommended for programming
5	N/A	Ferry Feasibility Study	Not recommended for programming

Appendix B  
Public and Intergovernmental Comments and Dispositions

## Public Comments

Comment #	Content/Section	Originator	Comment	Response
1	WE.203.10-18	Waikiki Residents Association – Daisy Murai	This project was never mentioned at any OahuMPO CAC meeting, I attended. It does not mention that McCully-Moilili Neighborhood Board #8 approved 3 resolutions of any bridges over the Ala Wai canal on the Hawaii National Register. This bridge will cause more gridlock when disasters occur. Also not here is the Waikiki Circulator Study and the West Waikiki projects.	DTS is aware of Neighborhood Board discussion of bridges over the Ala Wai canal and has include public outreach in the project's scope. Evacuation modeling is also a task in the scope. The Waikiki Regional Circulator Study was completed in June of 2013 and makes the recommendation to expand the area's pedestrian network.

## Intergovernmental Comments

Comment #	Content/Section	Originator	Comment	Response
1	203.10-18 Ala Wai Canal Bridge Alternatives Analysis	Board of Water Supply (BWS)	The Board of Water Supply (BWS) is currently working on the proposed Honolulu Water System Improvement project (planning phase) which includes upsizing the existing waterline crossing the Ala Wai canal along Ala Moana Boulevard. The BWS is in the process of preparing the Scope of Work to conduct an alignment study, inclusive of the canal crossing.	The DTS Project Manager has contacted BWS to begin coordination efforts and information exchange after receiving their comments.
2	203.07-18 Review and Update of Planned Rights-of-Way (ROW) for Existing Streets	Board of Water Supply (BWS)	The BWS requests to remain updated on the DOT street widening and improvement projects to schedule and plan BWS pipeline projects.	DTS/DPP will keep BWS apprised when the project moves forward.
3	General Comment	Department of Transportation Services (DTS)	The public review draft is radically different than previous versions reviewed by the TAC and PB. Nine days is insufficient for public and agency review. Please include a marked-up version or a matrix of changes when distributing multiple drafts in the future.	Noted.
4	Table ES-1, 6, etc.	Department of Transportation Services (DTS)	The Draft FY 2018 OWP is over programmed by \$809,865. Either reduce work elements programmed in FY 2018 or de-obligate \$809,865 of prior year work elements. The program as written commits the \$161,973 remaining match from prior years twice. Table C-2 demonstrates that there is \$1,206,411 available for OahuMPO staff, which is more than adequate to fund full staffing levels in FY 2018.	The \$800K has been de-obligated from the prior years' Work Elements.

5	Table ES-1, 6, C-2, etc.	Department of Transportation Services (DTS)	203.75-14 Ewa Impact Fees Study has been omitted although it was in the previous drafts provided to the TAC and PB. Other projects funded in FY 2014 have not been removed. DTS requested an administrative modification to add \$23,291 to the project budget on February 7, 2017, which was agreed to at that time. DTS has acted in good faith and extended work orders to a consultant to complete the study in FY 2018.	The \$23,291 has been restored.
6	Cover	Department of Transportation Services (DTS)	Confirm FTA funding code. The OahuMPO OWP has traditionally been set up to use FFY 2017 appropriations in SFY 2018. Likely there is still a 5303 balance.	Funding code for FTA Metropolitan Planning is now 5305(d), which is a subset of 5303. The change was introduced by the FAST Act; confirmed with the Statewide Transportation Planning Office
7	Cover	Department of Transportation Services (DTS)	Is this OWP closing Projects in PL-052(38) and PL-052(39)? That is not what Table 9 a and b show.	No. The cover page has been changed to include both PL-052(38) and PL-052(39). Tables 9a and 9b were eliminated.
8	Cover	Department of Transportation Services (DTS)	Suggest "In Cooperation with Its Comprehensive Agreement State of Hawaii....."	Changed to "In Cooperation with Its Member Agencies"
9	Cover	Department of Transportation Services (DTS)	More appropriate to list "Member" Agencies from Finance Agreement	Changed to "In Cooperation with Its Member Agencies"
10	Table ES-1, 6, etc.	Department of Transportation Services (DTS)	WEs funded in FY 2018 should have a new ID number assigned that ends in 18. These funds will be associated with grant PL-052(40) and have a different period of performance than the previously funded tasks.	Appropriate FY added to each newly funded WE's.
11	**Footnote on Table ES-2 etc.	Department of Transportation Services (DTS)	A footnote is insufficient to re-allocate 301.14 balances to 301.02. This should be demonstrated in Table C-2.	Footnotes removed. Adjustment shown in Table C-2.
12		Department of Transportation Services (DTS)	Need to update pay bands based on OWP 2017 Rev. 1 and collective bargaining agreements.	The pay bands have been updated.

13	203.07-17	Department of Transportation Services (DTS)	Handout given to OahuMPO	Received
14	301.17-18	Department of Transportation Services (DTS)	Revise description of task 12: e-TIP online database tool Hosting.	Updated
15	Table C-2 and C-3	Department of Transportation Services (DTS)	202.84-14 and 203.05-14 are in both tables and only need to be in Table C-3.	Removed from Table C-2
16	Table C-2	Department of Transportation Services (DTS)	FY 2017 OWP Administrative Modification #1 moved the \$50,000 in staff budget to consultant for 202.05-15.	Updated
17	Table C-2	Department of Transportation Services (DTS)	Consult and Staff budgets appear incorrect in many cases. (Examples: 301.05-16, 301.16-16, etc.)	Updated
18	Executive Summary	Department of Transportation Services (DTS)	For consistency, use the WE # when referencing projects	Noted
19	Executive Summary	Department of Transportation Services (DTS)	Suggest the addition of a row for Un-Programmed Balance - Table 4	Updated
20	Executive Summary	Department of Transportation Services (DTS)	Title should be "Summary of Overall Work Plan Program"	Changed
21	Executive Summary	Department of Transportation Services (DTS)	"The total program for FY2018 is \$4,564,315." This does not match the preceding table amount of Programmed Expenditures 4,541,315.	This amount changed and has been updated to match.
22		Department of Transportation Services (DTS)	The Comprehensive Data Management and Sharing Study is listed as WE 201.16-17. In the FY2017 OWP it is listed as both 201.16-17 and 201.06-17.	201.06-17 has been changed.
23	203.06-18	Department of Transportation Services (DTS)	Other Costs Sub Total shows \$35,000. Should be 58,900.	Changed to \$58,900
24	301.02-18	Department of Transportation Services (DTS)	Staff Labor Sub Total shows 37,500. Should be 47,500.	This has changed to \$47,500
25	Appendix A	Department of Transportation Services (DTS)	Suggest an indication next to each candidate project title of either Programmed in FY2018 or Not Recommended for Programming rather than relying on the reader to see that information in the table at the end of the section.	Added

26	Appendix C	Department of Transportation Services (DTS)	Table should have title "Table C-2: ....."	Updated
27	General Comment	Department of Transportation Services (DTS)	We recommend adding a column to the proposed work elements for the local match, allowing a clear separation of Federal, Local and Total funding	OahuMPO will prepare a 2 <sup>nd</sup> table to meet obligations for preparing funds for DOT.
28	202.04-15	Department of Transportation Services (DTS)	We recommend keeping Farrington Highway in the title, using Route 93 might be confused with the City Bus Route 93 Waianae Coast Express.	Updated
29		Department of Transportation Services (DTS)	Missing HDOT's H1 and Farrington Highway Corridor Studies	Please refer to Appendix D.
30	Executive Summary	Department of Planning and Permitting (DPP)	The last sentence in the second paragraph states that just over \$4.7 million is available to draw on in FY2018 if a local match is available. However, the table that follows appears to show that \$2.25 million is available. Please clarify.	Updated
31	Summary of Overall Work Plan Activities	Department of Planning and Permitting (DPP)	The last sentence on the page states that the total programmed for FY 2018 is \$4,564,315. However, the table in the middle of page 8 shows \$4,541,315 in programmed expenditures and Table C-1 in page 87 shows \$4,541,315 as the total budgeted expenditures (and the numbers add up to the total). Please clarify.	Updated
32	Table 4	Department of Planning and Permitting (DPP)	The columns for "Programmed Expenditures" add up to 4,564,315 - not 4,541,315	Updated

33	Table 4	Department of Planning and Permitting (DPP)	Should the amount in the bottom right cell (Total Difference) be \$4,714,887 - not \$4,452,015? It appears that the "previous years programmed work elements to de-obligate" on this table are added in to compute the "difference." However, on page 8, it appears that the amounts are subtracted to compute the "difference." It would be helpful if a footnote is provided on both tables explaining what the amounts in the "difference" row reflect.	Updated
34	Staff Labor Table	Department of Planning and Permitting (DPP)	The table states that HART staff will commit 150 hours and 185 hours (sub-total). Please clarify.	Updated so the total and subtotal are 150
35	WE 203.10-18 Ala Wai Canal Bridge Alternatives Analysis	Department of Planning and Permitting (DPP)	The Department of Planning and Permitting supports this project as it is consistent with connectivity and livability goals. The Ala Moana Neighborhood Transit-Oriented Development Plan Draft Final Plan (2016) does not allude to the Ala Wai Canal Bridge. Please remove reference to this Plan under the "previous or ongoing work related to proposed planning study or project" paragraph.	Removed
36	Table C-3	Department of Planning and Permitting (DPP)	Some of the remaining balances are more than 50 percent of the original budget. It would be helpful if a short explanation is provided as to why such balances remain. Were tasks removed from the original scopes of work?	No tasks were removed from the original scopes of work. This question will be fully addressed as part of OahuMPO's annual report to the Legislature, Federal Highway Administration and Federal Transit Administration.

**The following agencies responded with no comment:**

	Department of Budget and Fiscal Services
	Oceanic Time Warner Cable
	Department of Parks and Recreation
	Department of Emergency Management

**FY2019 Citizen Advisory Committee Overall Work Program Candidate Projects Submitted for Consideration**

Type of Study	Title/Description
Corridor	<p><b>Farrington Highway Accessibility Study</b>            This project would study pedestrian accessibility along the Farrington Highway (Route 93) corridor from Piliokahi Avenue to Makau Street to determine whether pedestrian sidewalks are in compliance with the Americans with Disabilities Act. If the corridor is found to be out of compliance, the study would also recommend potential steps for mitigation.</p>
Other	<p><b>Island Wide Flooding and Resilience Infrastructure Study</b>            This project would study existing flood management infrastructure, public health and road safety conditions and concerns island wide. The primary concern of this study is streets that lack gutters and result in peoples' exposure to concentrations of sewage.</p>
Other	<p><b>Island Wide Lead Study</b>            This project would study existing public health and road safety conditions and concerns island wide. The primary areas of concern are areas which previously manufactured lead products, and have since been repaved and rezoned. Due to poor road conditions, lead is being exposed to those who use those areas.</p>
Other	<p><b>Island Wide Traffic Signal Timing Study</b>            This project would study and evaluate the timing of traffic signals island wide. The goal of this study would be to mitigate congestion by recommending adjustments to the timing of traffic signals where they are out of sync. Current areas of concern include Downtown, Nimitz Highway, and Kapi'olani Boulevard/Date Street.</p>
Corridor	<p><b>Kalaniana'ole Highway Corridor Study</b>            This project would study the existing safety and capacity conditions, and forecasted future conditions on Kalaniana'ole Highway from Kāhala to Hawai'i Kai. Current concerns include traffic congestion, road quality, pedestrian safety, and bicyclist safety.</p>
Corridor	<p><b>North Shore Corridor Study</b>            The goal of this study would be to analyze current operating conditions along Kamehameha Highway in the North Shore and Ko'olau areas of O'ahu, identify any existing safety and congestion issues, identify potential safety and congestion improvement measures, evaluate candidate measures, and recommend improvement projects or tasks. Additionally, the study would forecast future operating conditions along the corridor given the development proposals for lands near the corridor, evaluate any forecasted operational issues, identify and evaluate potential measures to improve future operations, and recommend projects or tasks to mitigate future operational issues. The study would also assess the feasibility, opportunities, and challenges for a continuous separated bicycle lane and/or multi-use trail in the study area. Such a facility would be evaluated for its potential to improve the flow of people using non-motorized means of transportation.</p>
Corridor	<p><b>Wai'anae Coast Emergency Access Road</b>            The intent of this study is to determine whether there is a need for management and procedural improvements for emergency access on the Wai'anae Coast. In addition, the study would analyze studies done previously done on emergency access (i.e. <a href="http://www.oahumpo.org/wp-content/uploads/2015/12/Waianae-Emergency-Access-Road-EA-2001.pdf">http://www.oahumpo.org/wp-content/uploads/2015/12/Waianae-Emergency-Access-Road-EA-2001.pdf</a>). The Wai'anae Coast Emergency Access Road is a series of gated connector roadways linking existing streets to create a system of bypass routes that allow traffic to move along the Wai'anae Coast when Farrington Highway is impacted by an emergency.</p>

# Basic Transportation Project Development Process & Timeline (for illustrative purposes only)

Approximate Time (in Years)

1	2	3	4	5	6	7	8	9	10+ →
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OahuMPO funding document

OWP (Overall Work Program)	TIP (Transportation Improvement Program) <i>TIP money must be spent toward a project that will be built! If not built, \$\$ must be paid back!</i>			
Project Visioning & Identification	“PE1” – Preliminary Engineering (~60%) and Environmental Review		“PE2” – Final Design	Construction
<i>What’s involved?</i> Planning studies  Examining transportation problems  Asking what goals we want to achieve  Considering a wide range of ideas and solutions  High-level cost estimates	<i>What’s involved?</i> Action by implementing agency  Defining an <b>infrastructure</b> project that has previously been identified (through an OWP study or some other planning effort).  Comes from programs (pavement, bridge, safety, shoreline, rock fall, capacity, system preservation, asset management, etc.)  Alternatives evaluations, including cost effectiveness Identify local matching funds  Design-level cost estimates  Consultant Procurement (develop, advertise, process, negotiate, and execute contract)  Environmental review & clearance (CE – 6 months; EA - 18 months to 2 years; EIS – 4 to 6 years or longer)	Must have Environmental Decision to proceed to PE2	<i>What’s involved?</i> Project design to 100%, including bid documents  ROW acquisition can take anywhere from 18-months to over 6 years (if by eminent domain)  Clearing Permits  Utility agreements  Bid-level cost estimates	<i>What’s involved?</i> Advertise, bid, award, issue notice-to-proceed  Construction contract time set in contract documents  Post-construction activities including landscaping and restoration can add 1-year beyond completion of construction activities.  Construction closeout

OahuMPO planning document

**ORTP: Oahu Regional Transportation Plan.**  
*The ORTP is a **plan**, not a **program**! This means that the ORTP does not fund any implementation. It is a long-term, continuous planning effort to align transportation vision/goals and projects.*