

OVERALL WORK PROGRAM

Fiscal Years 2016 & 2017

Revision #2

**Amendment Approved by the Policy Board on
XXXX, 2016**

FTA Section 5303 Metropolitan Planning Program
HI-80-0025 and HI-80-0026
FHWA Project PL-052(38) and PL-052(39)



Prepared by

OAHU METROPOLITAN PLANNING ORGANIZATION

In Cooperation with
Its Participating Agencies

State of Hawaii Department of Transportation
State of Hawaii Department of Business, Economic Development, and Tourism
City and County of Honolulu Department of Transportation Services
City and County of Honolulu Department of Planning and Permitting

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Introduction

According to the *Overall Work Program (OWP) Process and Procedures* (September 2015), the OWP may be revised in two ways.

An Administrative Modification is a revision that transfers funding between approved work elements provided, but:

- the transfer does not exceed \$100,000 per transfer, and
- cumulatively, the transfer does not exceed 10% of the total approved budget for the year, and
- the tasks and/or objectives of the work elements do not change.

An Administrative Modification does not require public review, review by the Technical Advisory Committee, or Policy Board approval. Notification is simply given to the Policy Board and the advisory committees and to the Federal Transit Administration (FTA), and Federal Highway Administration (FHWA).

An Amendment is a revision that:

- exceeds the limits of the Administrative Modification as shown above,
- changes the objectives and/or tasks of a work element,
- adds a new work element, or
- deletes a work element

An Amendment must be released for public review and comment and must be reviewed by the Technical Advisory Committee. It must also be approved by the Policy Board.

Revision #1

The Honolulu Authority for Rapid Transportation (HART) has requested an Amendment to the FY2016 OWP to add a proposed new work element entitled *Transit Fares Scenario Modeling Study*. Details of the proposed work element are provided below. The proposed new work element would be managed by HART staff. HART would pay the consultant and submit invoices to OahuMPO for 80% reimbursement. The additional Federal funds will be drawn from OahuMPO's pool of currently unobligated Federal funds.

Proposed changes are shown in **red text** below. Proposed new text is shown underlined, while text to be deleted is shown as ~~strike through~~.

In addition to the changes shown below, other technical, non-substantive changes may be also be made to the OWP if the Amendment is approved.

Transit Fares Scenario Modeling Study

<u>WE Number</u>	<u>203.08-16</u>	<u>Time Period</u>	<u>May 30, 2016 – May 30, 2018</u>
<u>Agency</u>	<u>Honolulu Authority for Rapid Transportation</u>	<u>Phone Number</u>	<u>808-768-6282</u>
<u>Coordinator</u>	<u>Whitney Birch</u>	<u>Fax Number</u>	
<u>Position</u>	<u>Fares System Manager</u>	<u>Email Address</u>	<u>wbirch@honolulu.gov</u>

Objectives:

The purpose of the Transit Fares Scenario Modeling Study ("Fares Study") is to forecast and analyze the ridership and fare revenue resulting from a short list of fare product and pricing options. Objectives to be accomplished include:

- Provide City and HART staff with data on ridership and revenue impacts of fare changes
- Provide OMPO with data on the relationship between fare products, revenue, and ridership
- Incorporate updated land use and transportation networks in analyzing fares and ridership

The Fares Study is intended to be an improvement to the regional Travel Demand Forecasting Model (TDFM) in TransCAD. The TDFM currently uses a fixed fare value of \$0.68. Wait times and weights are also default values in the mode split model and they will be greatly improved and informed through this effort. HART's consultant will update the TDFM network to represent the current bus rail integration strategy, classify market segments and ridership characteristics, as well as provide up to five revenue and ridership forecasts. HART's consultant will also document the work and post the TDFM back into OahuMPO's model repository.

Project Description:

Task 1 Kick-Off and Meeting Objectives (Week One)

- Confirm project objectives, work plan and schedule while introducing team.

Task 2 Data Collection and Evaluation (Weeks Two to Week Six)

- Review and analyze the data collected in order to develop an in-depth understanding of HART's baseline fare structure characteristics, including ridership and potential fare revenue by rider market segment.
- Establish an estimate of ridership and revenue based on current fare structure and new land use and transit network updates for an interim opening and a full-system opening using the TransCAD model
- Calibrate the FARES model for the Honolulu market segments

Task 3 Fare Alternative Development and Modeling (Weeks Six to Week Nine)

- Establish fare structure goals and objectives for evaluating potential fare structure options
- Model and analyze the results of up to five (5) fare structure options and determine estimated ridership and revenue impacts

Task 4 Technical Memo Documenting Results (Week Ten)

- Document FARES and TransCAD model assumptions, methodology, and results for each of the scenarios explored and post the TransCAD model to the OahuMPO model repository
- Provide a Honolulu calibrated FARES model that can be used in the future by HART and OahuMPO to investigate alternative revenue sources

Work Products/Outcomes:

- Define the current fare structure, ridership, and fare revenue against which fare structure alternatives will be compared;
- Classify market segments and rider characteristics of each segment;
- Working with the regional TDFM as a base, model results for up to five fare policy and pricing options;
- Calibrated FARES Model with results and users guide;
- Document the methodology and findings of the modeling and analysis in a Technical Memorandum.

Project Justification:

- Provides transit network input into the Long Range Transportation Plan and outputs that consider the impacts of fare structures on the highway and transit network
- Updates the TDFM network to represent the current bus rail integration strategy to improve the ORTP future forecasted ridership estimates.
- Develops a revenue model specifically calibrated to the Honolulu transit market that can support analyses of alternate revenue sources currently and in the future

Previous or Ongoing Work Related to Proposed Planning Study or Project:

None

FY 2016 Staff Labor Commitment to the Work Element

<u>Position/Agency</u>	<u>Staff Labor (Hours)</u>	<u>Staff Labor Budget*</u>
HART Staff		\$0
<u>STAFF LABOR SUB-TOTAL</u>		<u>\$0</u>

FY 2016 Work Element Tasks & Budget

<u>Task #</u>	<u>Task</u>	<u>Estimated Completion Date</u>	<u>Budget</u>
<u>Staff Tasks</u>			
			\$0
<u>STAFF LABOR SUB-TOTAL</u>			
<u>\$0</u>			
<u>Consultant Tasks</u>			
1	<u>Kick off and Work Plan Confirmation</u>	<u>12/2016</u>	<u>\$5,000</u>
2	<u>Data Collection and Evaluation</u>	<u>12/2016</u>	<u>\$11,000</u>
3	<u>Fare Modeling and Analysis</u>	<u>4/2017</u>	<u>\$93,000</u>
4	<u>Technical Memo</u>	<u>6/2017</u>	<u>\$21,000</u>
<u>CONSULTANT SUB-TOTAL</u>			
<u>\$130,000</u>			
<u>Other Costs (e.g., travel, software, equipment, etc.)</u>			
<u>N/A</u>			
<u>OTHER COSTS SUB-TOTAL</u>			
<u>\$0</u>			
<u>WORK ELEMENT GRAND-TOTAL</u>			
<u>\$130,000</u>			

V. Funding Summary
FY 2016 Funding Obligations

Work Element	Title	FTA 5303 (25)	FHWA-PL (38)	SPR	OahuMPO Pooled Local Match Funds	City Held Local Match	HDOT Held Local Match	Supplemental-HART Held Local Match	Total
201.04-16	Title VI & Environmental Justice Monitoring		\$174,800		\$43,700				\$218,500
203.03-16	PM Peak Period Tow Away Zone Time Modifications on Urban Arterials		\$214,000			\$53,500			\$267,500
203.06-16	Oahu Mass Transit Joint Feasibility Study		\$213,920			\$53,480			\$267,400
203.08-16	Transit Fares Scenario Modeling Study		\$104,000					\$26,000	\$130,000
301.01-16	Program Administration & Support	\$139,665	\$52,335		\$38,000		\$10,000		\$240,000
301.02-16	General Technical Assistance & Planning Support		\$20,000		\$5,000				\$25,000
301.03-16	Overall Work Program		\$20,000		\$5,000				\$25,000
301.04-16	Support for Citizen Advisory Committee & Additional Public Outreach		\$44,000		\$11,000				\$55,000
301.05-16	Single Audit		\$124,000		\$31,000				\$155,000
301.08-16	Disadvantaged Business Enterprise		\$1,200		\$300				\$1,500
301.09-16	Professional Development		\$36,000		\$9,000				\$45,000
301.10-16	Computer & Network Maintenance		\$10,400		\$2,600				\$13,000
301.13-16	Census and Other Data		\$1,600		\$400				\$2,000
301.14-16	Federal Planning Requirements		\$50,400		\$12,600				\$63,000
301.15-16	Computer Model Operation & Support		\$128,000		\$30,000	\$2,000			\$160,000
301.16-16	Oahu Regional Transportation Plan		\$280,000		\$68,000	\$2,000			\$350,000
301.17-16	Transportation Improvement Program		\$60,000		\$13,000	\$2,000			\$75,000
301.18-16	Transportation Alternatives Program		\$1,600		\$400				\$2,000
302.01-16	Overhead (Indirect Costs)	\$120,000	\$0		\$30,000				\$150,000
Sub-Total		\$259,665	\$1,432,255 \$1,536,255	\$0	\$300,000	\$112,980	\$10,000	\$26,000	\$2,114,900 \$2,244,900

Estimated Expenditures by Participating Agencies for Work Elements Obligated in FY 2016

Work Element	Lead Agency	Estimated Amount				Total Estimated Amount		
		HDOT Staff	City Staff	OahuMPO	Consultant	Agencies	Consultant	Total
201.04-16	OahuMPO			\$18,500	\$200,000	\$18,500	\$200,000	\$218,500
203.03-16	DTS		\$17,500		\$250,000	\$17,500	\$250,000	\$267,500
203.06-16	DTS		\$32,400		\$235,000	\$32,400	\$235,000	\$267,400
203.08-16	HART				\$130,000	\$0	\$130,000	\$130,000
301.01-16	OahuMPO	\$50,000		\$190,000		\$240,000	\$0	\$240,000
301.02-16	OahuMPO			\$25,000		\$25,000	\$0	\$25,000
301.03-16	OahuMPO			\$25,000		\$25,000	\$0	\$25,000
301.04-16	OahuMPO			\$55,000		\$55,000	\$0	\$55,000
301.05-16	OahuMPO			\$83,000	\$72,000	\$83,000	\$72,000	\$155,000
301.08-16	OahuMPO			\$1,500		\$1,500	\$0	\$1,500
301.09-16	OahuMPO			\$15,000	\$30,000	\$15,000	\$30,000	\$45,000
301.10-16	OahuMPO			\$3,000	\$10,000	\$3,000	\$10,000	\$13,000
301.13-16	OahuMPO			\$2,000		\$2,000	\$0	\$2,000
301.14-16	OahuMPO			\$13,000	\$50,000	\$13,000	\$50,000	\$63,000
301.15-16	OahuMPO		\$10,000	\$12,000	\$138,000	\$22,000	\$138,000	\$160,000
301.16-16	OahuMPO		\$10,000	\$90,000	\$250,000	\$100,000	\$250,000	\$350,000
301.17-16	OahuMPO		\$10,000	\$65,000		\$75,000	\$0	\$75,000
301.18-16	OahuMPO			\$2,000		\$2,000	\$0	\$2,000
302.01-16	OahuMPO			\$150,000		\$150,000	\$0	\$150,000
Total		\$50,000	\$79,900	\$750,000	\$1,235,000 \$1,365,000	\$879,900	\$1,235,000 \$1,365,000	\$2,114,900 \$2,244,900