

Overall Work Program FY 2021 CAC Work Element Proposals

North Shore Corridor Study (FY2015, 2016, 2017, 2018, 2019, 2020 OWP Priority 3)

The objectives of this study are to (1) identify problem areas that needs to be addressed to ensure that the Corridor (route 83) remains open, serviceable, and functionally interconnected, (2) identify potential projects to address resilience in transportation infrastructure and identify immediate and long-term risks that take into consideration economic development (tourism, agriculture, education, military), safety, congestion, proposed land uses in the future, and criticality, and (3) evaluate solutions that are specific to this corridor, including resilient corridor concepts that will protect and integrate the environmental needs that are unique to it.

Evaluation:

As of August 2019, the State of Hawaii has published it's State Costal Highway Program Report - https://hidot.hawaii.gov/highways/files/2019/09/State-of-Hawaii-Statewide-Coastal-Highway-Program-Report_Final_2019.pdf where sections of North Shore roads are identified as top priority for hardening and or relocating.

Project number 502 in the ORTP 2040 is a \$20,000,000 project to protect the shoreline along Kamehameha Highway and other locations. Therefore, this candidate work element has been identified as a Priority level three.

In 2018, DTS's response to this proposal was that "Kamehameha Highway is under the jurisdiction of the Hawaii Department of Transportation. DTS will defer to HDOT's programs and its prioritization of projects."

In 2018, the Hawaii DOT's response to this proposal was that "HDOT supports this project with the following comments. - The project scope is quite large for a study, therefore suggest prioritizing in the case scope requires paring down. Suggest prioritizing in terms of short-, mid- and long-term; mode; and congestion, safety and other factors. If mid- and long-term solutions are sought, suggest including shoreline erosion/ climate change as a factor."

OahuMPO recommends that the CAC revise the North Shore Corridor Study per the findings of the State Coastal Highway Program Report and HDOT's feedback from the Overall Work Program FY2020.

Cordon Area Congestion Pricing Study (Revised FY2020 OWP Modernizing Oahu's Ground Transportation to Eliminate Gridlock - Priority 5)

Cordon area congestion pricing involves charging a fee paid by users to enter an area, usually a city center, as part of a demand management strategy to relieve traffic congestion with that

area. The Cordon Area Congestion Pricing Study aims to assess whether implementing a congestion pricing program in Honolulu makes sense. Through the study's technical feasibility assessment and a public input process, the potential benefits and impacts of a congestion charge will be explored, recommendations will be made, and a possible implementation plan will be laid out.

Evaluation:

As of 2019, the City and County of Honolulu has renewed interest in studying congestion pricing. This study could be 80% funded by the Oahu Metropolitan Planning Organization, and 20% funded by the City and County of Honolulu in the Overall Work Program FY 2021. Thus, the project would be managed and conducted by one of the City and County of Honolulu departments.

Previous Oahu Regional Transportation Plans briefly discussed congestion pricing. The topic should be explored again through the Oahu Regional Transportation Plan 2045 and through the congestion management process, as a potential solution to managing congestion on Oahu.

Kalaniana'ole Highway Corridor Study (Priority 5 FY2019 OWP)

This project would study the existing safety and capacity conditions and forecasted future conditions on Kalaniana'ole Highway from Kāhala to Hawaii Kai. Current concerns include traffic congestion, road quality, pedestrian safety, and bicyclist safety.

Leeward Coast Transportation Study

The goal of the LCTS is to assess the multi-modal transportation needs of the Leeward Coast stretching from East Kapolei to Ka'ena point. Given the large area, we are amenable to sub-areas being designated, however the scope should remain all-encompassing to provide the holistic overview required.

The study needs to examine future development, changing regional travel patterns, environmental conditions, impact of climate change on existing and future infrastructure and the need for new transportation infrastructure to keep pace with anticipated housing developments.

The results of the LCTS will support the participating agencies by identifying projects in the study area that help the district and the island-wide transportation system.

Evaluation:

OahuMPO staff recommends a clear distinction between the LCTS and HDOT's Farrington Highway Transportation Study which extends from Nanakuli to Makaha. If the studies are not sufficiently distinct, HDOT will not support a new study that duplicates the work.

How OWP Prioritization Works

OWP Candidate Work Elements are assigned one of five (5) priorities based on the following criteria.

1. Work elements that fulfill requirements under metropolitan transportation regulations set forth in 23 CFR Subpart C.
2. Work elements that are necessary to enable 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.
3. Work elements that support planning efforts for projects identified in the Oahu Regional Transportation Plan (ORTP).
4. Work elements that support planning efforts consistent with the direction set forth in other planning documents adopted by the OahuMPO, the State, the City, and/or HART.
5. Work elements that support planning efforts to enable the State, City, and HART to meet other needs that support Oahu's integrated, multimodal transportation system.

In addition, the commitment of local matching funds for a candidate work element, other than the annual dues which are provided via the Finance Supplemental Agreement, can elevate a work element two priority levels. For example, a candidate work element to support planning efforts for a project which is in a Sustainable Communities Plan would normally be identified as a Priority 4 project. But, the commitment of local matching funds (other than dues) sufficient to support the project to completion would elevate that project to a Priority 2 work element. These planning priorities allow OahuMPO staff to make recommendations to the Policy Board based on established goals, but the final decision to program work elements is the Policy Board's.