

DEPARTMENT OF TRANSPORTATION SERVICES

KA 'OIHANA LAWELAWE 'ŌHUA

CITY AND COUNTY OF HONOLULU

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TE 942466
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August 4, 2025

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Waters and Councilmembers:

SUBJECT: Resolution Relating to the Transfer of Funds

Attached for your review and appropriate action is a draft resolution relating to a transfer of \$63,642 from the Provision for Grants, Partnerships and Security activity (current expenses) to the Department of Transportation Services (DTS) Transportation Engineering activity (current expenses) in the Fiscal Year 2026 executive operating budget ordinance (Ordinance No. 25-38). The transfer is needed to cover the City and County of Honolulu's twenty percent matching contribution required by the U.S. Department of Transportation Federal Highway Administration (FHWA) for a project in Fiscal Year 2026 as part of the O'ahu Metropolitan Planning Organization (OahuMPO) Overall Work Program (OWP). It is requested that \$63,642 in General Fund moneys be transferred between the following activities:

From	To	Amount	Fund
Provision for Grants, Partnerships and Security (CE)	DTS Transportation Engineering (CE)	\$63,642	GN

We ask for your early and favorable consideration of our request. Should you have questions, please contact me at 808-768-8303.

Very truly yours,

A handwritten signature in black ink, appearing to read "J. Roger Morton".

J. Roger Morton
Director

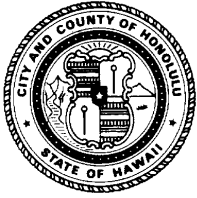
Attachment

APPROVED:

A handwritten signature in black ink, appearing to read "Michael D. Formby".

Michael D. Formby, Managing Director
Office of the Managing Director

DEPT. COM. 632



HONOLULU CITY COUNCIL
KE KANIHELA O KE KALANA O HONOLULU
CITY AND COUNTY OF HONOLULU

No. _____

RESOLUTION

RELATING TO THE TRANSFER OF FUNDS.

WHEREAS, Section 2-17.2(c)(1), Revised Ordinances of Honolulu 2021, as amended ("ROH"), requires that the Honolulu City Council ("Council") approve by resolution any transfer of funds between activities whenever the cumulative amount of transfers from or to an activity totals in excess of \$100,000 or ten percent of the amount appropriated for that activity in the executive operating budget ordinance, as it may be amended, whichever is less; and

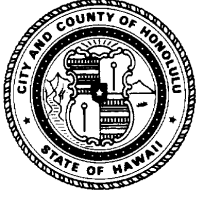
WHEREAS, the Department of Transportation Services ("DTS") has requested the transfer of funds in order to cover the matching contribution required for the City's receipt of grant funds from the U.S. Department of Transportation Federal Highway Administration ("FHWA"); and

WHEREAS, a transfer not to exceed \$63,642 from the Provision for Grants, Partnerships and Security activity (current expenses) to the DTS Transportation Engineering activity (current expenses) in the Fiscal Year 2026 executive operating budget ordinance (Ordinance No. 25-38) is necessary to cover the City and County of Honolulu's twenty percent matching contribution required by the FHWA for a project as part of the Fiscal Year 2026 O'ahu Metropolitan Planning Organization ("OahuMPO") Overall Work Program ("OWP"), as excerpted and outlined in Exhibit 1 attached hereto; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that \$63,642 in General Fund monies be transferred between the following activities:

From	To	Amount	Fund
Provision for Grants, Partnerships and Security (CE)	DTS Transportation Engineering (CE)	\$63,642	GN

BE IT FURTHER RESOLVED that the Mayor, or the Mayor's designee, is hereby authorized to carry out the provisions of this resolution; and



HONOLULU CITY COUNCIL
KE KANIHELA O KE KALANA O HONOLULU
CITY AND COUNTY OF HONOLULU

No. _____

RESOLUTION

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Director of Transportation Services and the Director of Budget and Fiscal Services.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawai'i

Councilmembers

EXHIBIT 1
DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM (STIP)
FFYS 2022-2025
Revision Effective Date: July 26, 2025

Program / Project	Justification
Oahu Bike Plan 2026 (301.41-26)	Program to support implementation of the O‘ahu Bike Plan Update, as described in the OahuMPO OWP.

Report Title:

Department of Transportation Services (DTS); Transfer of Funds; Provision for Grants, Partnerships and Security; Local Match Contribution; Transportation Demand Management; FHWA; STIP.

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.

OVERALL WORK PROGRAM

State Fiscal Year 2026 - 2027

(July 1, 2025 – June 30, 2027)

Endorsed by the OahuMPO Policy Board on March 17, 2025.

Final Draft



Prepared by

OAHU METROPOLITAN PLANNING ORGANIZATION

In Cooperation with Its Member Agencies

State of Hawaii Department of Transportation
City and County of Honolulu Department of Transportation Services
Honolulu Authority for Rapid Transportation

This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, United States Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the United States Department of Transportation.

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LIST OF ACRONYMS

Acronym	Definition
CAC	Citizen Advisory Committee
CFR	Code of Federal Regulations
CMP	Congestion Management Process
CPG	Consolidated Planning Grant
DBE	Disadvantaged Business Enterprise
DBEDT	Department of Business, Economic Development, and Tourism (State)
DDC	Department of Design and Construction (City)
DFM	Department of Facilities Maintenance (City)
DOH	Department of Health (State)
DPP	Department of Planning and Permitting (City)
DTS	Department of Transportation Services (City)
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year (October 1 st -September 30 th)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	State of Hawaii Fiscal Year (July 1 st -June 30 th)
GIS	Geographic Information Systems
HART	Honolulu Authority for Rapid Transportation
HDOT	Department of Transportation (State)
HPD	Honolulu Police Department
HSTA	Hawaii Statewide Transportation Plan
HTA	Hawaii Tourism Authority
IIJA	Infrastructure Investment and Jobs Act
LUM	Land Use Model
MPO	Metropolitan Planning Organization
NHS	National Highway System
OahuMPO	Oahu Metropolitan Planning Organization
OMB	Office of Management and Budget (Federal)
OPSD	Office of Planning and Sustainable Development (State)
ORTP	Oahu Regional Transportation Plan
OWP	Overall Work Program
PB	Policy Board
PEAs	Planning Emphasis Areas
PEL	Planning and Environmental Linkages
PL	Metropolitan Transportation Planning Funds (FHWA)
PPP	Public Participation Plan
SS4A	Safe Streets and Roads for All
SOV	Single occupant vehicle
SRTIP	Short-Range Transit Improvement Plan
STBG	Surface Transportation Block Grant (FHWA fund)
STIP	Statewide Transportation Improvement Program
T6	Title VI of the Civil Rights Act of 1964
TA	Transportation Alternatives
TAC	Technical Advisory Committee

TAMP	Transportation Asset Management Plan
TDFM	Travel Demand Forecasting Model
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TOD	Transit Oriented Development
UH	University of Hawaii
US	United States
USC	United States Code
USDOT	United States Department of Transportation (Federal)
WE	Work Element
§	Section

Executive Summary

The FY2026-2027 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO) serves as the key management tool for coordinating transportation planning for the island of Oahu by the State and the City. The OWP provides complete budget information to Federal, State, and City officials and to the public for the expenditure of Federal funds for planning activities being carried out by the OahuMPO and its partner agencies. OahuMPO partner agencies include the Hawaii Department of Transportation (HDOT), The City and County of Honolulu Department of Transportation Services (DTS) and the Honolulu Authority for Rapid Transportation (HART).

Preparation of an overall work program is a requirement of metropolitan transportation planning activities performed with Federal funds provided under 23 United States Code (U.S.C.) and 49 U.S.C. 53.¹

For the two-year period State FY2026-2027,² OahuMPO anticipates new metropolitan planning funds consisting of federal grants and non-federal matching funds to total \$6.3 million. In addition, OahuMPO is carrying forward approximately \$960,000 in unobligated metropolitan planning funds from prior years, carrying forward funds for planning efforts that span multiple work programs, and programming surface transportation block grant funds for planning purposes.

Table 1: Expected Funding Sources and Programmed Expenditures

Expected Funding Sources	Federal Funds	Local Funds	Total
Consolidated Planning Grant Funds (FHWA + FTA)	\$5,285,982		\$5,285,982
Federal Highway Administration - STBG	\$2,062,654		\$2,062,654
Federal Highway Administration - Safe Streets For All	\$400,000		\$400,000
Federal Highway Administration - PPPP	\$1,229,130		\$1,229,130
FHWA - PL - Prior Year	\$999,950		\$999,950
FHWA - PL - Obligated to carry forward studies	\$2,785,427		\$2,785,427
Member Dues		\$1,275,000	\$1,275,000
Non-federal match for new planning studies		\$432,593	\$432,593
Non-federal match for carry forward studies		\$1,219,612	\$1,219,612
Total Funding Available	\$12,763,143	\$2,927,205	\$15,690,348

OWP FY2026-2027 Proposed Expenditure	Federal	Local	Total
OahuMPO Regular Operations	\$4,801,320	\$1,200,329	\$6,001,649
Training/Workforce Development	\$800,000		\$800,000
Complete Streets Planning at 100% Federal Share	\$1,118,208		\$1,118,208
Regional Planning - Including Carry Forward Studies	\$6,043,614	\$1,726,876	\$7,770,490
Total Proposed Expenditure	\$12,763,142	\$2,927,205	\$15,690,347

¹ 23 CFR 450.308.

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

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

The FY2026-2027 budget reflects these priorities.

OWP Structure and Work Element Summary

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

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

- Program Administration and Management
- Training, Education, Workforce Development
- General Technical Assistance and Planning Support
- OWP Development and Management
- Subrecipient Monitoring
- Single Audit

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

- Computer Model Operations and Support
- Performance-based Planning and Programming
- Title VI Monitoring
- Transit Rider Survey Project – Phase II
- Traffic Signal Optimization and Demand Management
- **Active Transportation Monitoring Program Phase V**

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

- Transportation Improvement Program
- Transportation Alternatives Coordination
- Short-Range Transit Improvement Program
- **Transportation Safety Planning Program**

- **Oahu Bike Plan 2026**
- **Complete Streets and Multimodal Planning Program**
- **Special Studies Planning Program**
- **Mobility Hub Planning Study – Phase II**
- **Oahu Safe Routes to School Action Plan**

Task 4 – Long Range Planning includes planning activities that develop, document, amend, and publish the Oahu Regional Transportation Plan (ORTP) to meet the needs of the metropolitan area for a 20 to 25-year horizon, in accordance with Federal, State, and local regulations.

- Oahu Regional Transportation Plan
- Congestion Management Process
- **Transportation Systems Management and Operations Policy Document and Training Program**
- **Oahu Decision Support System (Prioritization Process Pilot Program)**

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

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

Introduction

Overview

This document presents the FY2026-2027 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY2026-2027 OWP serves as the key management tool for coordinating and conducting the transportation planning activities of the OahuMPO and its participating agencies: the State of Hawaii Department of Transportation (HDOT), the City and County of Honolulu Department of Transportation Services (DTS), and the Honolulu Authority for Rapid Transportation (HART), on the island of Oahu. The OWP is a prerequisite for metropolitan transportation planning activities performed with Federal funds provided under 23 United States Code (U.S.C.) and 49 U.S.C. 53.

OahuMPO Structure

Development of the biannual OWP entails a closely coordinated effort among the OahuMPO and its participating agencies. A diagram of the OahuMPO's relationship to the Policy Board and other committees is shown in Figure 1. The *Comprehensive Agreement*³ describes the roles and responsibilities of the OahuMPO and its participating agencies.

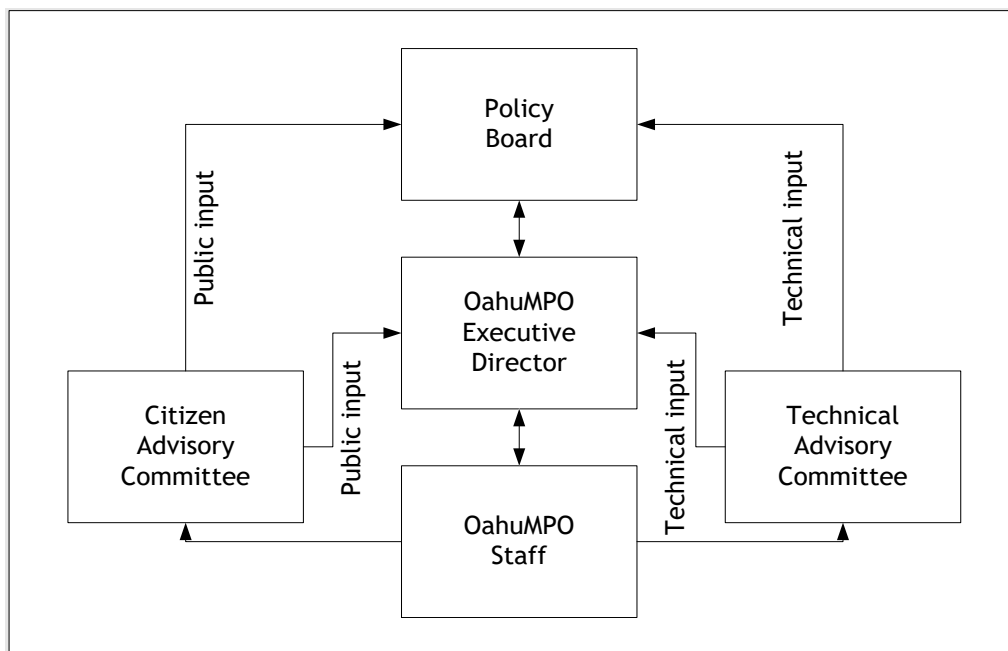


Figure 1. OahuMPO organizational components and information flow.

³ https://www.oahumpo.org/?wpfb_dl=1523

Oversight and Committees

Per Federal Regulations, the Policy Board (PB) *is* the MPO and, as such, the decision-making body of the OahuMPO. The Technical Advisory Committee (TAC) provides technical input to both the Policy Board and the OahuMPO Executive Director to carry out the continuing, cooperative, and comprehensive multimodal transportation planning process for OahuMPO. The table below shows voting and non-voting membership in the TAC and the Policy Board.

Table 2: Policy Board and TAC Membership

Policy Board	
Voting	Non-Voting
Two State Senators Two State Representatives Three City Councilmembers HDOT Director DTS Director DPP Director HART Director	FHWA Hawaii Division Office Administrator Director of DOH Director of State Office of Planning and Sustainable Development
Technical Advisory Committee	
Voting	Non-Voting
Two staff members from HDOT One staff member from DBEDT One staff member from OPSD Two staff members from DTS Two staff members from DPP Two staff members from HART	One representative from HTA One representative from FHWA One representative from FAA One representative from FTA One staff member from City DDC One staff member from City DFM

The **Citizen Advisory Committee (CAC)** is one of OahuMPO's methods for individuals and organizations to provide public input to the Policy Board and the OahuMPO Executive Director on Oahu's transportation planning needs and processes. Activities of the CAC are organized based on the *OahuMPO Public Participation Plan (PPP)*,⁴ which is compliant with the Federal requirements.⁵

OahuMPO Staffing Plan

OahuMPO staff carry out the planning activities described in the OWP and ensure fulfillment of our federal requirements. As of FY2025, the OahuMPO had a total of 16 authorized positions across five categories: 1) Modeling, GIS, and Data Analysis, 2) Regional Planning Studies, 3) Long-Range Planning, 4) Community Engagement, Education, and Training, and 5) Management and Administration. During the two-year FY2026-2027 OWP, we anticipate taking on more responsibilities for carrying out planning and project management activities in cooperation with, and in support of our regional partners. We were also successful in being awarded two federal grants, totaling approximately \$1.7 million. These extra projects are in addition to our regular ongoing tasks and will require a significant level of effort. Moving forward, we don't expect our workload to go back down to what it was before. For example, we plan to develop the next ORTP using more in-house resources and relying less on consultants. This desire to do more work in-house is consistent with the 5-year Strategic Plan, approved by the Policy Board in December 2022. The proposed staffing plan, shown in the proposed organization chart for FY2026-2027 in Figure 2, includes four potential new positions: Deputy Director, Transportation Planner, Junior Planner, and

⁴ See https://www.oahumpo.org/?wpfb_dl=2528

⁵ 23 CFR 450.316.

Contracts Specialist. This addition of staff (for a total of 20 positions) will build up our technical and management capacity, allow the OahuMPO to take a larger role in regional planning studies, reduce our dependence on consultants, and allow us to better support our regional partners.

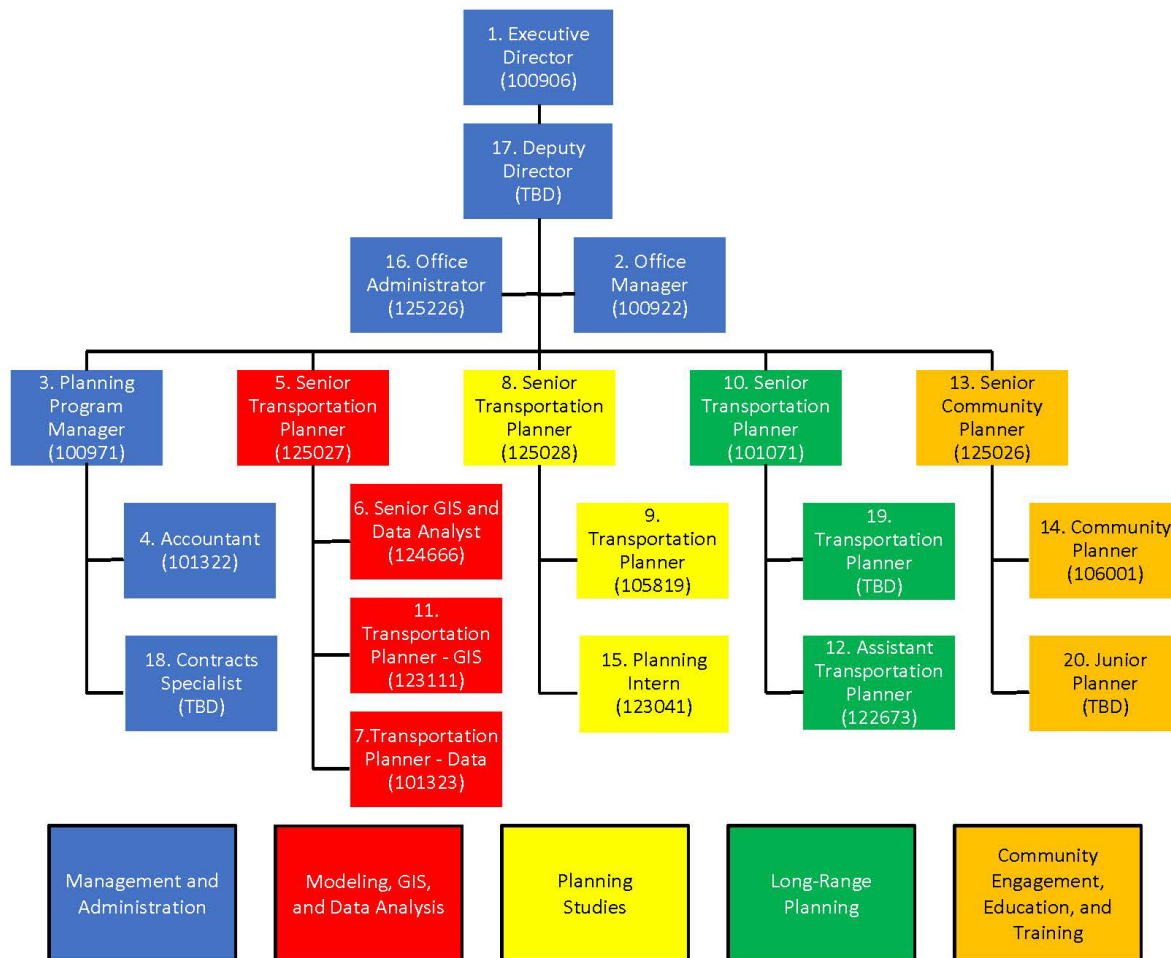


Figure 2. OahuMPO Organizational Chart for FY2026-2027 (Draft and Subject to Change).

OahuMPO Regional Planning Priorities

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

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

- **Boost Organizational Capacity for Success:** This process-oriented priority encompasses training and staff development and includes many of the goals from the Strategic Plan including meeting federal, state and local requirements, delivering high-quality work products on time, and updating and improving internal processes to ensure seamless, cooperative and ongoing coordination with agency partners.
 - Task 1: Program Administration and Management
 - Task 1: Project Management Training Program and Internal Workforce Development
- **Pursue Equitable Engagement and Investment:** This priority includes Federal Planning Emphasis Areas (PEA), the ORTP 2050 Goal to provide an equitable and affordable transportation system, and Public Engagement priority from the OWP FY2024-2025.
 - Task 2: Title VI Monitoring
 - Task 5: Educational Framework for Youth Engagement in Oahu's Transportation Planning
 - Task 5: Public Engagement and Educational Activities
- **Maximize Transportation System Efficiency and Reduce Energy Use:** This priority includes four federal planning factors, one PEA, and four ORTP 2050 goals. This priority supports achieving state and county commitments to the environment, health, and culture through efficient system operations, maintenance and preservation of existing highway facilities. One focus is to ensure that our transportation plans and infrastructure investments help achieve greenhouse gas reduction goals.
 - Task 3: Complete Streets and Multimodal Planning Program
 - Task 3: Mobility Hub Study Phase II (Term II)
 - Task 4: ORTP 2050 Update (Project and Program Prioritization Process)
- **Work Towards Zero Deaths:** This priority encompasses a safety priority with a focus on active and shared modes within a multimodal system. Combining safety and multimodality prioritizes a new traffic paradigm that emphasizes the safety benefits of vehicle traffic reduction strategies, such as multimodal planning, Transportation Demand Management, and Transit Oriented Development.
 - Task 2: Transit Rider Survey Phase II
 - Task 3: Transportation Safety Planning Program
 - Task 3: Short Range Transportation Improvement Program
 - Task 3: Oahu Bike Plan Update

- Task 3: Safe Routes to School Action Plan
- **Improve Access to Goods, Services and Opportunities:** This priority combines the accessibility and mobility of people and freight with promoting consistency between transportation improvements and State and local housing and economic development patterns. The Infrastructure Investment and Jobs Act requires that MPOs include housing coordination in the metropolitan planning process through a variety of strategies.
 - Task 4: Accessibility analysis and scenario planning exercise as part of the ORTP 2050 update
- **Use Better Data to Inform Decision-making:** This priority includes federally required performance-based planning and programming in the areas of safety, infrastructure condition, system performance and transit service, and using data to support effective decision-making for projects and programs in the ORTP.
 - Task 2: Active Transportation Monitoring Program Phase IV
 - Task 2: Performance Based Planning and Program
 - Development of data dashboard to track progress toward performance targets
 - Prioritizing quality data sources when selecting performance metrics

Federal Transportation Legislation, Planning Factors & Emphasis Areas

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

Federal Planning Factors

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;

- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

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

Federal Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning jointly developed Planning Emphasis Areas (PEAs) and have encouraged MPOs to incorporate these PEAs into OWPs. Some of the PEAs are shown below:

- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

Regional Planning

The OahuMPO develops regional planning study proposals through internal and external coordination, with consideration for alignment with the TIP, ORTP, and recent OWPs. For the FY2026-2027 OWP, the OahuMPO received proposals from the City and County of Honolulu Department of Transportation Services.

Candidate projects submitted for consideration were evaluated, and six planning studies were selected for inclusion in the OWP FY2026-2027 based on their consistency with the Regional Planning Priorities. The selected studies include:

New Planning Activities:

- Active Transportation Monitoring Program Phase V
- Transportation Safety Planning Program
- Oahu Bike Plan Update 2026
- Complete Streets and Multimodal Planning Program
- Special Studies Planning Program
- Multimodal Mobility Hub Planning Study Phase II – Term II

These studies are assigned seven digit work element numbers for accounting and contracting purposes.

Carried Forward Planning Activities⁶

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

When reviewing and selecting planning projects for the 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.

⁶ OahuMPO distinguishes “new” vs “carry forward” by whether funds will be carried forward between OWP cycles. In some cases, a planning activity may be the subsequent phase of a prior effort but is being funded from the new apportionment of funds so is not considered a carried forward study.

Funding - Overview

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

Federal Funds

Consolidated Planning Grant ("CPG")

Each year, OahuMPO receives a total of approximately \$3,000,000 in new Federal planning funds from the Federal Highway Administration and the Federal Transit Administration. These funds are authorized by the federal Infrastructure Investment and Jobs Act (i.e., IIJA) to support the required regional planning functions conducted by MPOs. The IIJA took effect on November 15, 2021, and authorizes transportation programs covering Federal fiscal years (FFY) 2022 through 2026. The metropolitan planning funds programmed in this work program were apportioned in federal fiscal years 2025-2026.

- **23 U.S.C. §134 FHWA Metropolitan Planning ("PL") funds:** PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. PL funds cannot be used for NEPA activities or activities that will result in a project's final design.
- **49 U.S.C. §5303/5305(d) FTA Metropolitan Planning Funds.** These FTA funds are used for planning purposes and often involve transit-related projects.

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

Surface Transportation Block Grant ("STBG") Program (23 U.S.C. §133): STBG funds from the Federal Highway Administration are flexible Federal Aid Highway program funds that may be used for surface transportation planning⁷. The OWP includes STBG urbanized funds sub-allocated to the metropolitan transportation area of Oahu, and Statewide STBG funds to support a statewide workforce development initiative and internal training. STBG funds may be used for Training and Workforce Development at a 100% federal share.

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

Prioritization Process Pilot Program (PPPP) The Infrastructure Investment and Jobs Act established this discretionary grant program to fund the development and implementation of pilot prioritization processes. OahuMPO received a discretionary grant to develop a prioritization process for the selection of federally funded or regionally significant

⁷ Refer to 23 USC 133(b) for the full list of eligible projects.

transportation projects on Oahu for inclusion in the Oahu Regional Transportation Plan (ORTP) and Transportation Improvement Program (TIP).

Prior Year FHWA PL Funds

In addition to the funds apportioned to the OahuMPO through the IJJA, OahuMPO will program approximately \$1 million in PL funds from prior years. This includes \$418,604 in funds that were programmed in the OWP FY2024-2025 but ended up not being utilized.

Carry Forward Funds

There are four work elements in the OWP FY2024-2025 on which work will continue in the OWP FY2026-2027. The ~\$2.7 million in obligated federal funds to be carried forward is an estimate.

Table 3. Availability of Federal Funds

Funding Type	SFY2026	SFY2027	Total
FHWA - PL	\$2,167,496	\$2,210,846	\$4,378,342
FTA 5303/5305(d)	\$448,182	\$459,458	\$907,640
Consolidated Planning Grant Total	\$2,615,678	\$2,670,304	\$5,285,982

Discretionary Grants

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

STBG Funds

Funding Type	SFY2026	SFY2027	Total
FHWA - STBG Urbanized	\$731,327	\$731,327	\$1,462,654
FHWA - STBG Statewide	\$300,000	\$300,000	\$600,000
STBG Total	\$1,031,327	\$1,031,327	\$2,062,654

Prior Year FHWA-PL Funds

Description	Total
Funds remaining from OWP FY2021	\$310,019
Funds remaining from OWP FY2024-2025	\$418,604
Unobligated funds	\$271,327
Total	\$999,950

Complete Streets Funding at 100% Federal Share

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

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

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

Non-Federal Funds

OahuMPO Member Dues

Federal funds that support OahuMPO's staff, consultants and operations are matched with non-Federal funds provided by the State of Hawaii Department of Transportation, the City and County of Honolulu Department of Transportation Services, and the Honolulu Authority for Rapid Transportation. These funds are referred to as member dues and are established by a Finance Supplemental Agreement between OahuMPO and these three agencies.

Members will contribute \$200,000 each in SFY 2026 and \$225,000 each in SFY 2027 to support OahuMPO operations. The total of \$1,275,000 in member dues for this two year work program enables the agency to program up to \$6,375,000 in planning activities.

Table 4. FY2026-2027 Member Dues

SFY	Member dues per agency	Total
2026	\$200,000	\$600,000
2027	\$225,000	\$675,000
Total	\$425,000	\$1,275,000

Non-Federal Share of Planning Activities

Non-federal funding is required as matching funds for most OahuMPO work elements, including our planning activities. This could be State or local funds from partner agencies or privately donated funds. Some planning activities are eligible to be 100% federally funded.

Table 5: Non-Federal Share of Planning Activities

Work Element Title	Lead Agency/ Sponsor	Federal Share (CPG/STBG/ SS4A)	Local Share - Member Dues	Local Share - DTS	Local Share - HDOT	Local Share - Private Funds	Total Cost
Active Transportation Monitoring Phase V	DTS	\$155,805		\$38,951			\$194,756
Transportation Safety Planning Program	DTS/OahuMPO	\$640,000		\$160,000			\$800,000
Mobility Hub Planning Study Phase II Term II*	OahuMPO	\$240,000		\$60,000			\$300,000
Oahu Bike Plan Update*	DTS	\$254,566		\$63,642			\$318,208
Oahu Safe Routes to School Action Plan	OahuMPO	\$400,000		\$50,000	\$50,000		\$500,000
Special Studies Planning Program	OahuMPO	\$397,252	\$75,671	\$23,642			\$496,565
Complete Streets and Multimodal Planning Program (Design Scope)	OahuMPO	\$400,000		\$100,000			\$500,000
Public Engagement and Educational Activities	OahuMPO	\$40,000				\$10,000	\$50,000
Total		\$2,527,623	\$75,671	\$496,235	\$50,000	\$10,000	\$3,159,529

*These activities may be eligible to be 100% federally funded. Non-federal funds for these activities may be allocated to other work elements that require local match.

Task 1: MPO Management & Program Administration

Purpose

To accomplish, on a continuing basis, the plans and programs necessary to administer Federal transportation planning grants and maintain the continuing, cooperative and comprehensive (3-C) planning process necessary to meet the federal requirements described in 23 C.F.R Part 450 Subpart C in and for the Oahu Transportation Management Area.

- **Program Administration and Management**

This work element involves effective management of the administrative functions required to support the 3-C transportation planning process. The OahuMPO Executive Director and staff administer the metropolitan transportation planning process, as directed by the Policy Board, and ensure that all applicable Federal requirements are met. This includes activities such as submitting the necessary support documents to obtain Federal planning funds for the transportation planning program, monitoring Federal grants, supporting various aspects of the program, and continuous coordination of interagency planning activities.

Staff Tasks:

- Prepare for and attend properly noticed Policy Board and Technical Advisory Committee meetings;
- Provide education and orientation sessions for the Policy Board, Technical Advisory Committee, and Citizen Advisory Committee, per their respective bylaws.
- Attend planning meetings with agency partners and communication with federal representatives as required;
- Coordinate the 3-C planning process;
- Manage and oversee OahuMPO work elements;
- Track, manage and coordinate work time by OahuMPO staff;
- Manage and track OahuMPO overhead costs;
- Management of staff by the Executive Director;
- Manage the Disadvantaged Business Enterprise (DBE) program to give minority-owned, women-owned, and other DBEs an opportunity to compete for Federally assisted planning projects; and
- Maintain agreements and written procedures with partner agencies, including the Comprehensive Agreement, Finance Supplemental Agreement, Administrative Supplemental Agreement, Data Sharing Agreement, and written procedures for Performance-Based Planning and Programming.

- **General Technical Assistance and Planning Support**

This work element ensures that Oahu's metropolitan transportation planning process carries out and complies with Federal metropolitan transportation planning requirements, including new requirements generated from Federal transportation laws and regulations and other State and City requirements. This work element ensures that the planning process remains certified.

This work element includes providing training, information and resources relating to the 3-C metropolitan transportation planning process to government agencies and other organizations, as required by Federal regulations and as appropriate for effective execution of OahuMPO's mission.

It also provides OahuMPO staff with the flexibility to respond to unanticipated needs for time, support, and assistance, as appropriate.

Staff Tasks:

- Participate in regional and statewide planning activities and with organizations that impact the regional multimodal transportation system;
- Participate in workshops, seminars, and meetings regarding Federal planning requirements;
- Develop new guidelines for and procedures for implementing metropolitan transportation planning requirements, as needed;
- Represent OahuMPO on appropriate transportation-related organizations and committees;
- Provide training and respond to requests for information, analysis, assistance, and planning support from participating agencies and other stakeholders;
- Deliver transportation-related presentations, materials, and information to organizations and the public;
- Prepare appropriate testimonies, documents, and responses to the City Council and the State Legislature; and
- Review the transportation planning aspects of reports and materials for agencies and organizations.

- **Computer and Network Maintenance**

This work element covers a myriad of routine maintenance activities as well as less-routine activities necessary to keep individual computer units and the office computer network secure and functional.

- **OWP Development and Management**

The OWP is a federally required document that identifies the transportation planning activities of the OahuMPO and its participating agencies for the upcoming fiscal period.⁸ It includes transportation and transportation-related planning activities; identifies individual planning projects or work elements; and, provides a record of objectives, anticipated products, related work, tasks, and costs. As a result, it allows for the coordinated, transparent, and interrelated review of the proposed transportation planning activities on Oahu by Federal officials, local policy makers, and the public.

Staff Tasks:

- Develop an Overall Work Program that describes the planning priorities and associated regionally significant projects for the OahuMPO and its member agencies;
- Prepare an Annual Report to the Federal Highway Administration, the Federal Transit Administration and the Hawaii State Legislature twenty days prior to the start of the regular session;⁹
- Process revisions and administrative modifications to the OWP as needed;
- Maintain the OWP Process and Procedures document;

⁸ 23 CFR 450-318(a)

⁹ As required by the Administrative Supplemental Agreement, available here: https://www.oahumpo.org/?wpfb_dl=1614

- Monitor work element budgets on an on-going basis; and
- Follow the Public Participation Plan in the development and revision of the OWP.

- **Subrecipient Monitoring and Support**

This work element involves monitoring subrecipients of OahuMPO federal planning grant funds consistent with 2 CFR 200, providing subrecipients guidance and support, and ensuring OahuMPO meets requirements as a pass-thru entity.

Staff Tasks:

- Perform pre-award risk assessments of subrecipients consistent with 2 CFR 200.332(b);
- Document funding agreements with subrecipients in the form of a subaward or a memo of agreement that meets requirements in 2 CFR 200.332(a); and
- Review reimbursement requests and monitor expenditures of planning grant funds consistent with 2 CFR 200.

- **Accounting**

This work element ensures that the financial operations of the OahuMPO and its subgrantees are in compliance with applicable Federal laws and regulations pursuant to the Single Audit Act Amendments of 1996. The auditing contract is procured by the State Auditor's Office. OahuMPO reimburses the State Auditor's Office in increments throughout the year.

The audit will determine and report whether:

- OahuMPO's financial statements present fairly the financial position and the financial operations are in accordance with generally accepted accounting principles;
- The OahuMPO has internal accounting and other control systems to provide reasonable assurance that the OahuMPO manages Federal financial assistance programs in compliance with applicable laws and regulations; and
- The OahuMPO has complied with laws and regulations of each major Federal grantor.

- **Training, Education, Workforce Development - Internal**

The objective of this work element is to maintain a professional planning and support staff that is knowledgeable in the latest planning issues, techniques, analyses, and methodologies; to keep staff current with all required training, such as that required by the State Procurement Office.

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

Staff Tasks:

- Attend conferences and workshops related to metropolitan transportation planning that are necessary and reasonable¹⁰;
- Attend mandatory trainings, as required by USDOT, State law, the City and County of Honolulu, or the Hawaii Department of Transportation; and
- Join, participate in, and be certified by a relevant professional organization determined to be necessary and reasonable.

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

- **Project Management Training Program - External**

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

1. Project Management training tailored toward government employee project managers of federally funded, complete-streets-related projects. The training program covers a variety of topics including allotment, procurement, encumbering funds, scope, schedule, budget, project planning, design, environmental review, contract management, inspection, close-out, etc. It is designed to enhance project management related skills among existing employees.
2. A mobile project management training workshop including visits to peer cities and organizations. The OahuMPO will lead the group of 30 project management training program participants on a multi-day training workshop, visiting peer cities and peer organizations, to meet with local leaders and project managers, learn lessons and techniques, and to see first-hand relevant example projects completed with federal funds. The estimated cost for the mobile training workshop is \$150,000.
3. Training and workshops to support implementation of the OWP-funded Vision Zero Action Plan and other programs focused on multimodal transportation safety and applying principles of Vision Zero and the Safe Systems Approach to the design, operation, and maintenance of roadways. Funds will be spent in cooperation with efforts being made by DTS, DOH, DOT, HPD, and others.
4. Transportation System Management and Operations (TSMO) training program. This task will develop and implement a training program for public agency staff related to Transportation Systems Management and Operations (TSMO) and prepare a related policy document to guide transit signal operations. TSMO is a set of strategies that focus on operational improvements that can get the most performance out of the existing transportation facilities. TSMO can be used to employ technology and low-cost improvements to advance multimodal transportation goals while improving congestion, safety, convenience, and accessibility for all users of the transportation system.

¹⁰ Necessary for performing metropolitan planning tasks and can be obtained at a reasonable cost.

Budget Summary – Task 1**Table 6: Task 1 Budget**

FY2026-2027	FHWA STBG Statewide	FHWA STBG-U	CPG	Local Match	Total
OahuMPO					
Staff Time			\$1,587,270	\$396,817	\$1,984,087
Consultants			\$152,000	\$38,000	\$190,000
Training	\$600,000	\$200,000			\$800,000
Overhead			\$296,000	\$74,000	\$370,000
Total	\$600,000	\$200,000	\$2,035,270	\$508,817	\$3,344,087

Task 2: Data Collection and Maintenance

Purpose

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

- **Computer Model Operations and Support**

This work element supports the metropolitan transportation planning process and the federally required Congestion Management Process (CMP) through the use of computer modeling. It includes the day-to-day efforts required to run the models in conjunction with ongoing transportation planning needs. OahuMPO's CMP is based on the use of an up-to-date Travel Demand Forecasting Model (TDFM) to evaluate projects proposed in the ORTP and TIP.

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

Staff tasks:

- Work with consultants to run the TDFM and LUM and analyze the results as necessary;
- Update the model specifications as necessary;
- Document any modifications to the user's manual; and
- Procurement of and coordination with consultant for operation of the TDFM and LUM to support planning efforts.

- **Performance Based Planning and Programming**

This work element supports OahuMPO staff time to coordinate with partner agencies on performance-based planning and programming and to complete the analysis necessary to support Policy Board adoption of performance targets as required.¹¹.

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

- **Title VI Monitoring**

This work element updates OahuMPO's Title VI (T6) populations with updated census data, as well as potential changes to race, ethnicity, income, and limited-English-proficiency data. Using the GIS based analytical tool, OahuMPO will be in a position to evaluate the current ORTP and TIP projects with better data and methods.

¹¹ For more information on OahuMPO and partner agency coordination on performance measures, review the Performance-Based Planning and Programming Implementation Policies and Procedures: https://www.oahumpo.org/?wpfb_dl=2485

- **Transit Rider Survey – Phase II (206.02-24)**

The Transit Rider Survey Project - Interim Opening 2 will survey approximately 10% of all public transit users. Survey results will characterize transit rider and general public sentiment toward riding public transit, public transit travel patterns, and socioeconomic profiles to document the conditions after the second Interim Opening of the Honolulu Rail Transit Project. In addition, the survey results will be used to update and further calibrate the OahuMPO regional travel demand forecasting model. This study is being done in cooperation with DTS.

- **Active Transportation Monitoring Program Phase V (301.49-26)**

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

Budget Summary – Task 2

Table 7: Task 2 Budget

FY2026-2027	FHWA STBG-U	CPG	Local Match	Total
OahuMPO				
Staff Time		\$200,969	\$50,242	\$251,211
Travel Demand Model - Consultant		\$120,000	\$30,000	\$150,000
Modeling and Data Software		\$112,000	\$28,000	\$140,000
Transit Rider Survey Interim Opening 2*		\$650,584	\$685,901	\$1,336,486
Active Transportation Monitoring Phase V	\$155,805		\$38,951	\$194,756
Total	\$155,805	\$1,083,553	\$833,094	\$2,072,453

*Study carried forward from the OWP FY2024-2025. The responsible agency (DTS) is providing a local match of greater than 20%.

Task 3: Short Range Planning

Purpose

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

- **Transportation Improvement Program**

The Transportation Improvement Program (TIP) is a four-year program for short-term, ready-to-go, and federally funded surface transportation projects and is reviewed and approved by the OahuMPO Policy Board and the Governor.

The TIP is revised on a bi-annual schedule in coordination with the State of Hawaii Department of Transportation, City and County of Honolulu Department of Transportation Services, and the Honolulu Authority of Rapid Transportation; with potential for numerous Pre-Approved revisions to be completed outside of the two customary annual revision cycles.

Staff tasks:

- In coordination with participating agencies, monitor and revise, cooperatively and as necessary, the current TIP; ensure its consistency with the regional transportation plan and Federal statutes; identify any changes in project priorities; and ensure its financial viability
- Review and update, cooperatively and as necessary, the TIP development process
- Develop location maps and other visualization tools for each project, as applicable, in the TIP revisions
- Conduct the technical analyses of the projects proposed in the draft TIP and TIP revisions that consider:
 - Compliance with Federal regulatory planning factors;
 - Consistency with the ORTP;
 - Title VI compliance;
 - Performance-Based Planning process analyses; and,
 - Roadway and transit project evaluations
- Process the TIP revisions through the CAC, TAC, and Policy Board, as appropriate. OahuMPO to follow the strategies and procedures outlined in the PPP for revising the TIP
- In cooperation with participating agencies, develop an annual listing of projects for which funds were obligated in the preceding program year
- In FY2026-2027 staff will begin using a cloud-based software platform to streamline the tracking of projects and programs in the ORTP and in the TIP.

- **Transportation Alternatives Set-Aside Coordination**

OahuMPO is responsible for awarding TA Set-Aside funds allocated to the Honolulu urbanized areas through a competitive process. TA Set-Aside funds are generally available for, but are not limited to, smaller-scale transportation projects such as on- and off-road pedestrian and bicycle facilities, recreational trails, safe routes to school projects, or infrastructure projects for improving non-driver access to public transportation and

enhanced mobility. OahuMPO staff will solicit, evaluate, and award TA Set-Aside funds; monitor project implementation; and coordinate with grantees, DTS, and HDOT to ensure timely implementation of projects and use of TA Set-Aside funds.

- **Short-Range Transit Improvement Program (206.01-24)**

The SRTIP will implement Transit Service Delivery Guidelines for Oahu. In addition to the capital and operational improvements identified through the Service Delivery Process, the SRTIP will include strategies and projects pertaining to marketing, labor utilization (distribution of duty pay, and pay factor), improved customer service, distribution of bus stop amenities, bus stop signage improvements, travel demand management, etc. The SRTIP will also identify necessary improvements for the Full Opening phase of the Region's Bus Rail Integration Plan and include a High-Capacity Transit Study. This study is being done in cooperation with DTS.

- **Transportation Safety Planning Program (301.40-26)**

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

- **Oahu Bike Plan 2026 (301.41-26)**

This planning study will update the 2019 Oahu Bike Plan, an island-wide bicycle master plan that guides the development of bike facilities. This study is being done in cooperation with DTS.

- **Complete Streets and Multimodal Planning Program
(Planning Only: 301.42-26, Planning and Design: 301.43-26)**

This program will support implementation of Complete Streets projects that have been identified and prioritized in the Oahu Bike Plan and the Oahu Pedestrian Plan. It may include environmental analysis, preliminary engineering, and design work using a variety of funds eligible for use on the proposed scope.

- **Special Studies Planning Program (301.44-26)**

This program may include planning activities related to on-demand transit, micromobility, autonomous vehicles, high-capacity transit, transit-oriented development, mobility hubs, corridor studies, housing coordination, etc.

- **Mobility Hub Planning Study Phase 2 (206.04-26)**

This work element is a continuation of the OWP FY2024-2025 work element that will identify and describe potential City-owned or other properties and evaluate various ways to make better use of these assets as mobility hubs that encourage the use of alternative transportation and mobility options. This study is being done in cooperation with DTS.

- **Oahu Safe Routes to School Action Plan (301.46-26)**

A goal of the SRTS program is to increase the number of children who walk and bike to school; however, walking and biking has become increasingly dangerous on Oahu. This work element will provide recommendations and identify activities to enhance transportation safety near public schools on Oahu, focusing on high risk and disadvantaged areas. The key components of the Comprehensive Action Plan will be data collection, community engagement, and development of SRTS recommendations for Oahu.

Budget Summary – Task 3

Table 8: Task 3 Budget

FY2026-2027	FHWA - SS4A	FHWA STBG-U	CPG	Local Match	Total
OahuMPO					
Staff Time			\$1,040,572	\$260,143	\$1,300,715
Multimodal Transit Asset Management Plan Phase II			\$81,175	\$20,294	\$101,469
Short Range Transit Improvement Program*		\$566,880	\$1,334,788	\$475,417	\$2,377,085
Transportation Safety Planning Program		\$421,596	\$218,404	\$160,000	\$800,000
Oahu Bike Plan 2026			\$318,208		\$318,208
Complete Streets and Multimodal Planning Program					
Planning Scope			\$500,000		\$500,000
Design Scope		\$400,000		\$100,000	\$500,000
Special Studies Planning Program		\$285,252	\$112,000	\$99,313	\$496,565
Mobility Hub Study Phase II - Term II			\$300,000		\$300,000
Oahu Safe Routes to School Comprehensive Action Plan	\$400,000			\$100,000	\$500,000
Total	\$400,000	\$1,673,728	\$3,905,147	\$1,215,167	\$7,194,042

*Study carried forward from the OWP FY2024-2025

Task 4: Long Range Planning

Purpose

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

- **Oahu Regional Transportation Plan**

The Oahu Regional Transportation Plan (ORTP) is the fiscally-constrained forecast and assessment of anticipated projects and programs that are planned to be funded during a 25-year planning horizon. The 3-C planning process, as stated in 23 CFR 450.300, requires an update to the plan every five years.

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

Staff tasks:

- Manage overall process and lead specific elements of the ORTP in-house
- Manage consultants for the development of specific elements of the ORTP
- Coordinate with partner agencies and stakeholders
- Attend meetings, make presentations to organizations, agencies, and the public requiring information or briefings on the ORTP, including its development process, products, or related activities; and solicit input
- Identify and manage OWP planning projects that assist in implementing the goals and objectives of the ORTP, and process revisions and/or amendments as necessary

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

- **Congestion Management Process Update**

The Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate and up-to-date information on transportation system performance. As an MPO with a regional population exceeding 200,000, OahuMPO is required to maintain a CMP as part of its ongoing transportation planning process. This task will involve an annual system congestion analysis that will help monitor congested locations and support building a database for a fully-fledged CMP that will be coincident with the publication of the ORTP 2050.

Staff and/or consultant tasks:

- Re-evaluate methods to monitor the performance of the multimodal transportation system; identify causes of recurring and non-recurring congestion; identify and

- evaluate alternative strategies; provide information supporting the implementation of action and evaluate their effectiveness
 - Re-evaluate the definitions of congestion management objectives and performance measures to assess congestion and support the evaluation of the effectiveness of congestion reduction and mobility strategies
 - Re-evaluate the program for data collection and system performance monitoring
 - Identify and evaluate the anticipated performance and expected benefits of congestion management strategies
 - Identify strategies and steps for incorporating the CMP into OahuMPO's overall planning process
 - Identify steps for the periodic assessment of the effectiveness of implemented strategies
- **Transportation Systems Management and Operations (TSMO) Policy Document and Training Program (301.47-26)**

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

- **Oahu Decision Support System (Prioritization Process Pilot Program) (301.45-26)**

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

Budget Summary – Task 4

Table 9: Task 4 Budget

FY2026-2027	FHWA - PPPP	FHWA STBG-U	CPG	Local Match	Total
OahuMPO					
Staff Time			\$806,108	\$201,527	\$1,007,635
Consultants			\$196,000	\$49,000	\$245,000
Software			\$34,232	\$8,558	\$42,790
Oahu Decision Support System (PPPP)	\$1,229,130			\$0	\$1,229,130
Total	\$1,229,130		\$1,036,340	\$259,085	\$2,524,555

Task 5: Public Participation

Purpose

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

- **Public Participation**

In accordance with OahuMPO's *Public Participation Plan*, OahuMPO provides individuals, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process

Staff Tasks:

- Develop, maintain, and update, in consultation with interested parties, the Public Participation Plan to describe explicit procedures, strategies, and desired outcomes for public participation.
- Prepare for and attend properly noticed Citizen Advisory Committee meetings;
- Provide education and orientation sessions for the Citizen Advisory Committee per their respective bylaws;
- Execute the public participation processes described in the OahuMPO Public Participation Plan
- Research best practices in public participation and propose improvements to the OahuMPO Public Participation Plan
- Develop materials for public participation opportunities
- Attend relevant public participation meetings and other opportunities and events
- Update and maintain the OahuMPO website, Facebook page, Instagram account and other social media for information dissemination, as well as its use as a critical component of the OahuMPO's public participation outreach

- **Public Engagement and Educational Activities (301.48-26)**

In addition to the activities described above, OahuMPO plans to educate and meaningfully involve the public in OahuMPO's various activities through educational workshops and demonstrations. This may include but is not limited to the following:

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

look like with bike, pedestrian, and traffic calming improvements. These images will be shared with our committees and Policy board, and our website and social media.

- **Educational Framework for Youth Engagement in Oahu’s Transportation Planning – Phase 2 (206.06-24)**

This study is a continuation of work completed in Phase I to develop an educational framework for engaging K-12 students in transportation planning on Oahu from their classrooms. The results will improve the OahuMPO’s ability to reach and engage this demographic in regular, meaningful dialog regarding transportation needs and desires, while also informing the development of the 2050 Oahu Regional Transportation Plan update. This study is being done in coordination with the University of Hawaii, Uehiro Academy for Philosophy and Ethics in Education.

Budget Summary – Task 5

Table 10: Task 5 Budget

FY2026-2027	FHWA STBG-U	CPG	Local Match	Total
OahuMPO				
Staff Time		\$200,969	\$50,242	\$251,211
Software		\$51,200	\$12,800	\$64,000
Public Outreach Program		\$40,000	\$10,000	\$50,000
UH Manoa - Educational Framework Phase II*		\$152,000	\$38,000	\$190,000
Total		\$444,169	\$111,042	\$555,211

*Study carried forward from the OWP FY2024-2025

Budget Summary by Cost Category

Table 11: Budget by Cost Category
OahuMPO - Regular Operations Budget - (80/20)

Cost Category	FHWA-STBG U	CPG	Local Match	Total
Staff Time		\$3,835,888	\$958,971	\$4,794,859
Consultants		\$468,000	\$117,000	\$585,000
Software		\$197,432	\$49,358	\$246,790
Public Outreach Program		\$40,000	\$10,000	\$50,000
Overhead		\$296,000	\$74,000	\$370,000
Total		\$4,837,320	\$1,209,329	\$6,046,649

STBG Funds at 100% Federal Share

Category	FHWA STBG Statewide	FHWA-STBG Urbanized	Total
Project Management Training Program and Internal Workforce Development	\$600,000	\$200,000	\$800,000
Total	\$600,000	\$200,000	\$800,000

Metropolitan Planning Funds at 100% Federal Share for Complete Streets

Category	CPG	Local Match	Total
Multimodal Mobility Hub Planning Study Phase II	\$300,000		\$300,000
Oahu Bike Plan 2026	\$318,208		\$318,208
Complete Streets and Multimodal Planning Program (Planning Only)	\$500,000		\$500,000
Total	\$1,118,208	\$ -	\$1,118,208

Regional Planning Studies/Programs (80/20)

Work Element	PPPP	SS4A	FHWA-STBG U	CPG	Local Match	Total
Transit Rider Survey Interim Opening 2*				\$650,584	\$685,901	\$1,336,486
Active Transportation Monitoring Phase V			\$155,805		\$38,951	\$194,756
Short Range Transit Improvement Program*			\$566,880	\$1,334,788	\$475,417	\$2,377,085
Multimodal TAM Plan Phase II*				\$81,175	\$20,294	\$101,469
Transportation Safety Planning Program			\$421,596	\$218,404	\$160,000	\$800,000
Complete Streets and Multimodal Planning Program (Scope including Design)			\$400,000		\$100,000	\$500,000
Special Studies Planning Program			\$285,252	\$112,000	\$99,313	\$496,565
Oahu Safe Routes to School Comprehensive Action Plan		\$400,000			\$100,000	\$500,000
Oahu Decision Support System (PPPP)	\$1,229,130					\$1,229,130
Educational Framework for Youth Engagement Phase II*				\$152,000	\$38,000	\$190,000
Total	\$1,229,130	\$400,000	\$1,829,533	\$2,548,951	\$1,717,876	\$7,725,491

TOTAL REQUEST \$1,229,130 \$400,000 \$2,629,533 \$8,504,479 \$2,927,205 \$15,690,348

*Carry forward studies

Budget Summary by Task

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

Table 12: Budget Summary by Task

Task	Title	FHWA - PPPP	FHWA - SS4A	FHWA - STBG Urban	CPG	Non-Federal Match Special Studies	Non-Federal Match - Member Dues	Non-Federal Match - Private Funds	Total
1	MPO Management & Program Administration			\$800,000	\$2,035,270		\$508,817		\$3,344,087
2	Data Collection & Maintenance			\$155,805	\$1,083,553	\$724,852	\$108,242		\$2,072,452
3	Short Range Planning		\$400,000	\$1,673,728	\$3,905,147	\$879,353	\$335,814		\$7,194,042
4	Long Range Planning	\$1,229,130			\$1,036,340		\$259,085		\$2,524,555
5	Public Participation				\$444,169	\$38,000	\$63,042	\$10,000	\$555,211
Total		\$1,229,130	\$400,000	\$2,629,533	\$8,504,479	\$1,642,205	\$1,275,000	\$10,000	\$15,690,347

Summary of Funding and Programmed Expenditures

The table below shows the total anticipated funding sources and programmed expenditures for FY2026-2027 OWP. OahuMPO's FY2026-2027 OWP totals ~\$15.6 million; funding is available for the entire program.

Table 13. Summary of Funding and Programmed Expenditures

Description	FHWA - PPPP	FHWA - SS4A	FHWA - STBG	CPG	Private Funds	Member Dues	Planning Study Local Match	Total
FY2026-2027 Expected Funding Sources	\$1,229,130.00	\$400,000	\$2,062,654	\$5,285,982	\$10,000	\$1,275,000	\$422,593	\$10,685,359
Prior Year Unobligated				\$999,950				\$999,950
Obligated carry forward funds			\$566,880	\$2,218,547			\$1,219,612	\$4,005,039
Total Available Funding	\$1,229,130.00	\$400,000	\$2,629,534	\$8,504,479	\$10,000	\$1,275,000	\$1,642,205	\$15,690,348
Proposed Expenditure	\$1,229,130.00	\$400,000	\$2,629,533	\$8,504,479	\$10,000	\$1,275,000	\$1,642,205	\$15,690,347
Difference	\$0	\$0	\$1	\$0	\$0	\$0	\$0	\$1

Appendix A: Public and Intergovernmental Review Comments and Dispositions

The public and intergovernmental review period for the FY2026-2027 Overall Work Program began on February 3, 2025 and concluded on February 28, 2025.

Comment #	Section	Commenter	Comment	OahuMPO Response
1	Introduction, Funding, Overview	Dina Wong, City and County of Honolulu DPP	Add EJ (Environmental Justice) to the list of Acronyms. Although it is included under T6/EJ (Title VI and Environmental Justice), it would be helpful to layperson readers to have it listed separately.	We have decided to use only "T6", which stands for "Title VI of the Civil Rights Act of 1964".
2	Program Administration & Management	Dina Wong, City and County of Honolulu DPP	P18, third line: Delete the extra blank space after "modes for people of all..."	That typo has been corrected.
3	Appendix B	Rachel Roper-Noonan, HDOT Highways Planning	The updated State of Hawaii Freight Plan is available at https://hidot.hawaii.gov/highways/files/2024/04/HDOT-Freight-Plan-Final-Report-2024-03-01.pdf	The link has been added.
4	Appendix B	Rachel Roper-Noonan, HDOT Highways Planning	Information on the Bike Plan Hawaii Refresh or the Statewide Pedestrian Master Plan is available online at https://highways.hidot.hawaii.gov/stories/s/h4ss-c6xy	The link has been added.
5	Appendix B	Rachel Roper-Noonan, HDOT Highways Planning	The cost breakdown for the Statewide Pedestrian Master Plan study was \$800,000 OWP + \$200,000 State match AND \$440,000 SPR + \$110,000 State match	The funding amounts have been corrected.
6	Appendix B	Chris Clark, Department of Transportation Services	The funding breakdown for the Transforming Iwilei-Kapalama TOD Pilot Program is \$2,000,000 federal (FTA) and \$0 local.	The funding total has been corrected.

Appendix B: Regional Planning Coordination

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

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

Planning Projects by the Hawaii Department of Transportation (HDOT)

- **Statewide Pedestrian Master Plan and Toolbox:** This community-based plan focuses on improving pedestrian safety and evaluates ways to enhance pedestrian mobility and accessibility to help create a multimodal transportation system. The toolbox, a companion document to the plan, identifies best practices in designing for pedestrian safety, mobility and accessibility.
This project was completed in May 2013.
Funds: \$800,000 (Federal - OWP)
\$200,000 (State match)
\$440,000 (Federal - SPR)
\$110,000 (State match)
- **Hawaii Statewide Transportation Plan (HSTP) 2045 Updates:** The HSTP serves as the Hawaii Department of Transportation's (HDOT) guiding policy document, incorporating related State goals for sustainable growth, economy, environment, as well as modal agency transportation plans and public input. The HSTP establishes implementing principles and priorities to guide decision making and direct the allocation of transportation investments. *This project was completed in December 2024.*
Funds: \$1.6M (Fed)
\$400,000 (State match)
- **The Coordinated Public Transit – Human Services Transportation Plan (CSP):**
 The CSP is required by the Federal Transit Administration (FTA) to identify eligible projects for funding under the [Enhanced Mobility for Seniors and Individuals with Disabilities \(Section 5310\) Program](#). The program provides capital and operating assistance to support transportation services for older adults and individuals with disabilities. The CSP is required to be developed locally and to include an inventory of available transportation services, an evaluation of transportation needs for the target populations, identification of strategies for addressing those needs, and input from older adults, people with disabilities, transportation providers, and other stakeholders.
This project was completed in May 2022.
Funds: \$180,000 (Fed)
\$286,000 (State)
- **Hawaii Carbon Reduction Strategy:** This document responds to the Infrastructure Investments and Jobs Act requirement that States develop a carbon reduction strategy in consultation with MPOs to reduce transportation emissions.
Funds: \$800,000 (Federal - CRP)
\$200,000 (State match)

- **Farrington Highway Corridor Study:** This study determined the long-term vision and management for Farrington Highway Corridor between Nanakuli and Makaha. The study will analyze and identify short term (6 months – 2 years) and long term (2 to 20 or more years) multimodal solutions that address safety, traffic congestion, and resilience, including options for secondary access to Westside communities.

This project was completed in March 2021.

Funds:

\$400,590 (FHWA Repurposed Earmark)

\$69,735 (STBG)

\$117,581 (HDOT CIP)

Total: \$587,907

- **Hawaii Strategic Highway Safety Plan**
The Hawaii Strategic Highway Safety Plan (SHSP) is focused on eliminating highway fatalities and serious injuries on all public roads in Hawai'i. This 2025 – 2029 update of the plan identifies key highway safety needs, strategies, and actions to improve safety on our roadways.

This project was completed in November 2024.

Funds: \$533,460 (Highway Safety Improvement Program)

Planning Projects by the City and County of Honolulu

- **Transforming Iwilei-Kapalama: Connecting People and Places** This study will create a coordinated TOD development program in the Iwilei-Kapalama corridor that emphasizes multimodal connectivity, climate resiliency, displacement prevention, and the production of higher density affordable housing. The discretionary funds for this project were awarded in October 2024.
The anticipated date of completion is the end of calendar year 2027.
Funds: \$2,000,000 Federal
- **Oahu Pedestrian Master Plan:** This document is a long-term action plan to create vibrant, safe, and accessible streetscapes that serve as a model for the nation. This study will inventory existing conditions, propose pedestrian improvement projects and programs, and prioritize those improvements facilitating multimodal travel consistent with the CITY's Complete Streets Ordinance. This study was completed in
Funds: \$500,000 in local funds
- **Complete Streets Planning (DTS):** The Complete Streets Program collaborates and coordinates with various City agencies to deliver Complete Streets projects, including the Department of Transportation Services, Department of Planning and Permitting, Department of Facility Maintenance, Department of Design and Construction, and Department of Parks and Recreation. Each department manages different aspects of the roadway, and several plans and initiatives guide their efforts to develop Complete Streets from concept to construction.
- **Safety Improvements at High-Injury Locations Demonstration Project (DTS):** This planning and demonstration grant will be used to install safety demonstration improvements at uncontrolled crosswalks and signalized intersections. The award will also be used to analyze findings of the demonstration activities and to update the Oahu Vision Zero Action Plan.
Funds: \$3,450,000 Federal (SS4A), \$862,500 Local
- **City and County of Honolulu Planning and Demonstration Activities (DTS):** This award will be used to plan solutions for significant ped/bike safety improvements for seven corridors in the downtown Honolulu area.
Funds: \$1,670,400 Federal (SS4A), \$417,600 Local

Planning Projects Funded by Non-Federal Sources

Planning Projects by the Hawaii Department of Transportation (HDOT)

- **2023 Hawaii Statewide Freight Plan:** The document identifies opportunities to improve the freight network and proactively plan for future challenges and aligns with HDOT's mission to "provide a safe, efficient, accessible and sustainable inter-modal transportation system that ensures the mobility of people and goods and enhances and/or preserves economic prosperity and quality of life".
This update was completed in March 2024 and is available here:
<https://hidot.hawaii.gov/highways/files/2024/04/HDOT-Freight-Plan-Final-Report-2024-03-01.pdf>
Funds: \$260,753 (State)
- **State of Hawaii Statewide Coastal Highway Program Report:** The objective of this project was to develop a scientifically rigorous methodology to assess and rank the susceptibility of State of Hawaii coastal roads to erosion and structural degradation due to ocean hazards such as waves, currents, tides and sea level rise.
This project was completed in August 2019
- **Federal-Aid Functional Classification and Urban Boundary:** This document updates the functional classifications of Statewide highways to reflect changes in population and employment growth and travel patterns that have occurred since the last update in 2012. The urban boundary update by the HDOT ensures that Census-designated Urban Area boundaries are free of irregularities, and include relevant areas of residential, commercial, industrial, defense and transportation importance.
This project was completed in November 2024.
Funds: \$165,986 (State)
- **Transportation Asset Management Plan 2022:** This document outlines a 10-year investment strategy for preserving existing assets. This plan facilitates the documentation of current system conditions, condition targets, risk evaluation, and guidance for transportation investment decision-making.
This project was completed in July 2022.
[HDOT Statewide Transportation Asset Management Plan](#)
Funds: \$127,880 (State)
- **Hawaii Highways Climate Adaptation Action Plan:** The Action Plan focuses on potential risks and impacts to state roads and bridges from severe weather hazards including landslides, lava flow, floods, wildfires, and sea level rise. The plan also offers strategies for a more resilient highway system going forward.
This project was completed in May 2021.
- **Bike Plan Hawaii Refresh 2022:** In 2020, the HDOT refreshed the data, cost estimates, feasibility, and prioritization for all HDOT proposed projects in the 2003 Bike Plan Hawai'i. The outcome of this process was to maintain current data for the proposed projects, understand current bicycle facility. This work was primarily completed in-house by HDOT staff. The funding total listed below was for consultant work. Click here to review: <https://highways.hidot.hawaii.gov/stories/s/h4ss-c6xy>
Funds: \$77,033 (State)

Planning Projects Funded by Non-Federal Sources

Planning Projects by the City and County of Honolulu

- **Oahu Pedestrian Master Plan (DTS):** This document is a long-term action plan to create vibrant, safe, and accessible streetscapes that serve as a model for the nation. This study will inventory existing conditions, propose pedestrian improvement projects and programs, and prioritize those improvements facilitating multimodal travel consistent with the CITY's Complete Streets Ordinance. This study was completed in 2022
Funds: \$500,000 in local funds
- **Complete Streets Program (DTS):** The Complete Streets Program collaborates and coordinates with various City agencies to deliver Complete Streets projects, including the Department of Transportation Services, Department of Planning and Permitting, Department of Facility Maintenance, Department of Design and Construction, and Department of Parks and Recreation. Each department manages different aspects of the roadway, and a number of plans and initiatives guide their efforts to develop Complete Streets from concept to construction.
- **Oahu General Plan (DPP):** The Oahu General Plan sets forth the City's objectives and broad policies for the long-range development of the island. It contains statements of the general social, economic, environmental, and design objectives to be achieved for the general welfare and prosperity of the people of Oahu and the most desirable population distribution and regional development pattern. The most recent Oahu General Plan was adopted by the City Council on 12/1/2021 and signed by the Mayor on 1/14/2022.
- **Development Plans and Sustainable Communities Plan (DPP):** Required by the City Charter; these community-based long-range plans share the vision for each region and guide its land use planning and development. These plans support the City's Departments and Agencies in developing functional plans and programs that move our island towards the objectives and policies found in the General Plan.
- **Climate Action Plan (OCCSR):** The CAP is a science-based, community-driven strategy for Oahu to combat climate change and eliminate fossil fuel emissions—the root cause of global warming. The CAP lays out a detailed list of programs, policies, and actions that our island can take, alongside state and federal actions, to reduce greenhouse gas (GHG) emissions by 45 percent over the next five years and put us on the path to carbon neutrality by 2045. Starting in summer 2024, the City will be updating its 2020-2025 CAP to cover 2025-2030.
- **Transit-Oriented Development Planning (DPP):**
The City and County of Honolulu's TOD program engages with citizens, landowners, businesses and community organizations to develop TOD plans for each station area. Infrastructure projects, new land use regulations, affordable housing policies, and development incentives are now being developed and implemented to ensure each community

is able to develop according to those visions.

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

Funds: \$700,000 in State funds awarded by the TOD Council

For additional information, please contact us:

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