

APPENDIX G

OMPO

OMPO *

**Oahu*

Metropolitan

Planning

Organization

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WHAT IS OMPO?

OMPO is an advisory organization responsible for coordinating transportation planning on Oahu.

OMPO was created by the State Legislature in 1975. The decision-making body of **OMPO** is its Policy Committee, which consists of six state legislators, five Honolulu City Council members, the Director of the State Department of Transportation, and the Director of the City Department of Transportation Services.

OMPO's function is to coordinate the activities of the "3-C" transportation planning process (comprehensive, continuing, and cooperative planning) on Oahu. The planning itself is done largely by the City and the State planning and transportation departments (City Department of Transportation Services, City Department of Planning and Permitting, State Department of Transportation, and State Department of Business, Economic Development, and Tourism (DTS, DPP, DOT, and DBEDT, respectively)). These "participating agencies" are part of the **OMPO** planning process.

OMPO does not construct projects or implement programs. Rather, **OMPO's** directive focuses upon the development of plans and programs to produce an integrated intermodal transportation system.

HOW IS OMPO ORGANIZED?

OMPO is composed of four parts: a Policy Committee, a Technical Advisory Committee (TAC), a Citizen Advisory Committee (CAC), and a staff (see Figure 1).

WHAT ARE THE ROLES OF EACH PART?

THE POLICY COMMITTEE is the "heart" of the **OMPO** planning process. It determines the direction of the **OMPO** effort, considers and approves transportation planning issues, and makes the final approval for **OMPO** matters.

THE TECHNICAL ADVISORY COMMITTEE provides the technical input to **OMPO's** planning process. The TAC acts as the technical liaison between the Policy Committee and the **OMPO** Executive Director, provides advice to the Policy Committee and the **OMPO** Executive Director on technical matters, and insures the technical competence of the planning process.

THE CITIZEN ADVISORY COMMITTEE was created by the Policy Committee in July 1977 to ensure effective public input into Oahu's transportation planning process. The CAC is a vehicle whereby public

OMPO STRUCTURE

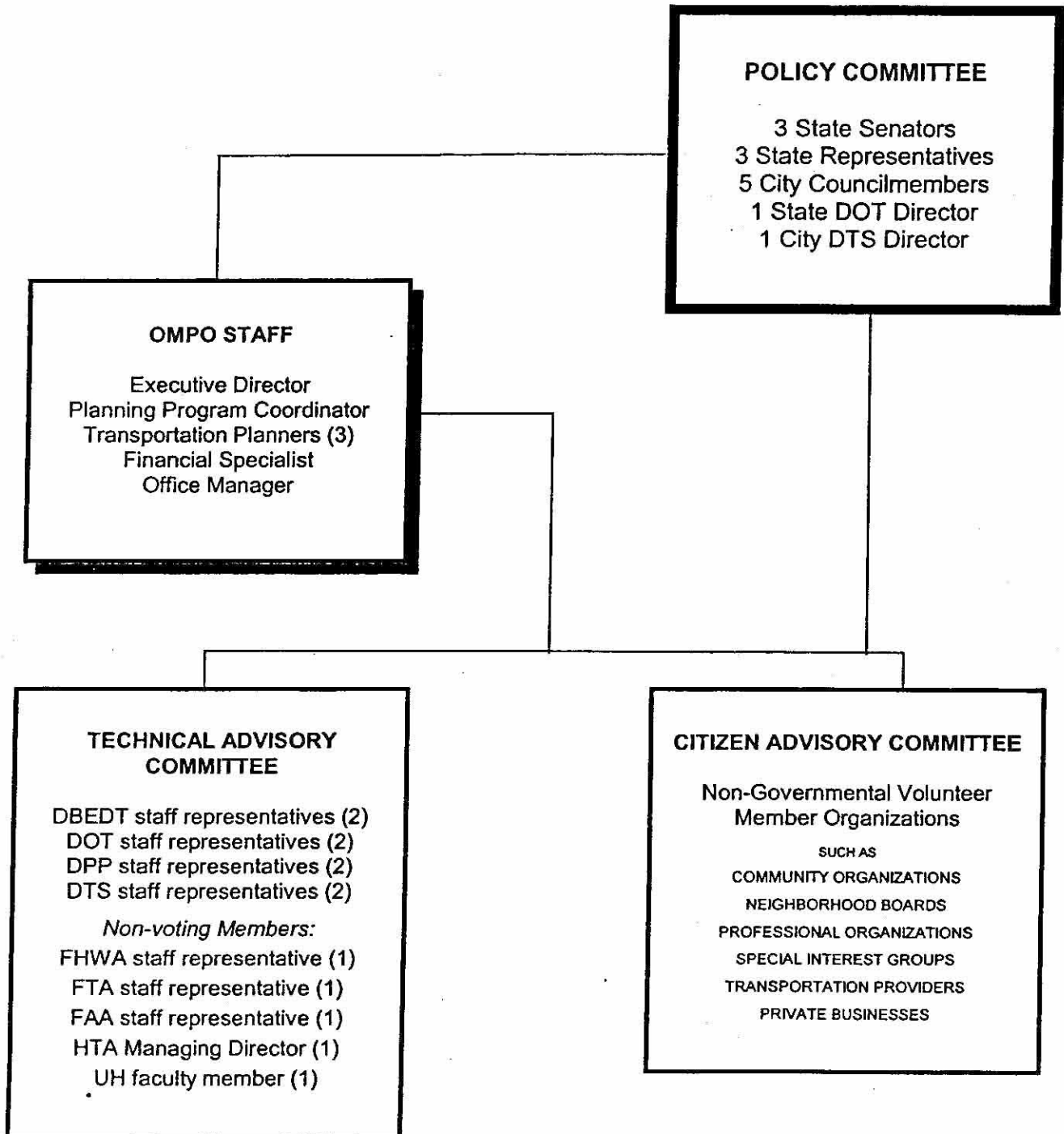


Figure 1

input can be solicited to advise the Policy Committee and the OMPO Executive Director on transportation planning issues. Beside being a vehicle for informing interested citizens of various transportation issues and for face-to-face discussions with key decision-makers and project administrators, the CAC is a valuable source of public input for OMPO-generated plans and programs. The CAC also reviews and develops recommendations to improve the OMPO public involvement program.

WHO ARE THE MEMBERS OF OMPO?

The POLICY COMMITTEE is made up of 13 members. Five members are from the City Council, including the chair of the Council's transportation committee. Three members are State senators, including the chair of the Senate's transportation committee. Three members are State representatives, including the chair of the House's transportation committee. One member is the director of the State DOT and one member is the director of the City DTS.

For FY 2001, the members of the OMPO Policy Committee are:

From the Honolulu City Council:	Duke Bainum (<i>Chair</i>) John DeSoto John Henry Felix Steve Holmes Gary Okino
From the State Senate:	Cal Kawamoto (<i>Vice Chair</i>) Fred Hemmings Brian Kanno
From the House of Representatives:	Willie Espero Mark Moses Joseph Souki
State DOT Director:	Brian Minaai
City DTS Director:	Cheryl Soon

With the revision of the OMPO Comprehensive Agreement (fully executed on February 14, 2001), the TECHNICAL ADVISORY COMMITTEE now consists of two staff representatives from each of the City and the State planning and transportation departments. The staff representatives from the State Department of Business, Economic Development, and Tourism include one staff member from the Office of Planning (OP). In addition, one staff representative each from the Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration; the Managing Director of the Hawaii Transportation Association; and a faculty member of the University of Hawaii (with background in transportation or city planning) attend TAC meetings as non-voting members.

At this time, the members of the TAC are:

City and County of Honolulu

- Department of Transportation Services (2): Toru Hamayasu and Paul Steffens
- Department of Planning and Permitting (2): Kathy Sokugawa and Randolph Hara

State of Hawaii

- Department of Transportation (2): Julia Tsumoto and Glenn Yasui
- Department of Business, Economic Development, & Tourism (2): Dr. Pearl Imada Iboshi and Dick Poirier

U.S. Department of Transportation

- Federal Highway Administration (1, non-voting): Jonathan Young
- Federal Aviation Administration (1, non-voting): David Welhouse
- Federal Transit Administration (1, non-voting): (to be determined)

Hawaii Transportation Association

- Managing Director (1, non-voting): Gareth Sakakida

University of Hawaii

- Faculty Member (1, non-voting): Karl Kim

The CITIZEN ADVISORY COMMITTEE is a volunteer group of non-governmental organizations interested in transportation planning on Oahu. The CAC membership includes community organizations, professional associations, neighborhood boards, special interest groups, and transportation providers. Organizations seeking CAC membership need to have their representatives attend at least four (4) meetings of the CAC within a twelve-month period and submit, to the **OMPO** Policy Committee Chair, a written request for appointment to the CAC. The CAC presently consists of the following 49 member organizations:

Aiea Community Association	ILWU Local 142
Aiea Neighborhood Board (NB) #20	Institute of Transportation Engineers
Ala Moana/Kakaako NB #11	Kailua NB #31
American Planning Association	Kalaeloa Community Association
American Society of Civil Engineers	Kalihi/Palama NB #15
American Society of Landscape Architects	Kaneohe NB #30
Barbers Point Community Association	Kuliouou/Kalani-Iki NB #2
Bingham Tract Concerned Citizens Coalition	Land Use Research Foundation, Hawaii
Charley's Taxi	League of Women Voters
Downtown NB #13	Leeward Oahu Transportation Mgmt. Assn.
E Noa Corporation	Life of the Land
Ewa Beach NB #23	Liliha/Kapalama NB #14
Eye of the Pacific	Makakilo/Kapolei/Honokai Hale NB #34
Hawaii Bicycling League	Makiki/Lower Punchbowl/Tantalus NB #10
Hawaii Laborers-Employers Cooperation	McCully Moiliili NB #8
Education Trust	Mililani Mauka/Launani Valley NB #35
Hawaii Local Technical Assistance Program	Mililani/Waipio/Melemanu NB #25
Hawaii Transportation Association	Nuuanu/Punchbowl NB #12
Hawaii's Thousand Friends	Outdoor Circle, The
Honolulu Community Action Program	Pacific Resource Partnership, The

Palolo NB #6
Sierra Club, Hawaii Chapter
Tax Foundation of Hawaii
Teamsters Union Local 996
Waianae Coast NB #24

Waianae Coast Transportation Concerns
Group
Waikiki NB #9
Waikiki Residents Association
Waipahu NB #22

WHY WAS OMPO CREATED?

The Federal Surface Transportation Assistance Act of 1973 required the formation of a metropolitan planning organization (MPO) for any urbanized area with a population greater than 50,000. This mandate was based on the need to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing (3-C) planning process. Federal funding for transportation projects and programs are channeled through this planning process.

In 1975, the State Legislature established the **OMPO** by passing Act 180, Chapter 279E, Hawaii Revised Statutes and identified **OMPO**'s function as serving in an advisory capacity to the State Legislature and the Honolulu City Council in carrying out the 3-C planning process. The responsibilities of **OMPO** and its participating agencies in carrying out the 3-C planning process is identified in a Comprehensive Agreement signed by the Governor, City transit operator (via the Honolulu City Council Chair), and the **OMPO** Chair.

WHAT ARE OMPO'S RESPONSIBILITIES?

OMPO is responsible for identifying Oahu's future transportation needs and programming the federal funds for such projects and programs. This is achieved primarily through the development of the following three documents:

- The Oahu Regional Transportation Plan (ORTP)
- The Overall Work Program (OWP)
- The Transportation Improvement Program (TIP)

THE REGIONAL TRANSPORTATION PLAN is a blueprint for identifying the development of future transportation improvements on Oahu. It should be noted, however, that the inclusion of a project into this plan does not guarantee its construction. Rather, it allows a project to begin a series of more detailed evaluations and to be eligible to seek federal funding. During these more detailed evaluations, a project could be postponed or terminated for any number of reasons, such as environmental impact, cost, or lack of public support.

One of the earlier regional transportation plans was prepared in 1967 by the Oahu Transportation Planning Program. The plan was called the "Oahu Transportation Study" (OTS) and used 1985 as its horizon year. It recommended many of the highway and transit improvements that have since been

completed, including parts of H-1 and H-2, and served as a guide for improvements to major highways such as Likelike, Pali, Farrington, Kamehameha, and Kalaniana'ole.

Federal regulations require Oahu's regional transportation plan to have a minimum twenty-year horizon, be fiscally-constrained, and be updated at least every five years. In order to conform to this requirement, **OMPO** has updated its regional transportation plan to the year 2025.

THE OVERALL WORK PROGRAM (OWP) serves as the key management tool for monitoring State and City transportation activities on Oahu. It describes transportation-related planning studies to be conducted in a given year (see Figure 2). The OWP defines project objectives and tasks and identifies budgetary and staff requirements needed to carry out the projects. In addressing current transportation issues and problems, the OWP responds to local planning requirements, federal transportation priorities, and federal requirements. The OWP also includes land use studies as they relate to transportation needs.

A draft OWP is prepared each winter and submitted for review in March. After considerable review and revision by citizens and Federal and local agencies, a final OWP is adopted in late spring for the next fiscal year.

THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) is a programming document that lists transportation projects that will be undertaken by the State and City and generally funded in part by federal money. Projects identified in the TIP must be consistent with the ORTP (see Figure 3). The TIP is closely related to the State's and the City and County's Capital Improvement Programs and is prepared every other year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. Thus, the TIP is an important reference document of transportation projects.

The Oahu TIP is the short-term three-year implementation program for federally-assisted surface transportation projects that support the Oahu Regional Transportation Plan. The TIP describes and prioritizes federally-assisted and major locally-funded transportation programs and projects selected by the **OMPO** Policy Committee for implementation during the program period. An annual review and a major biennial update of the TIP are scheduled, with off-schedule amendments considered as needed.

The TIP is adopted by the **OMPO** Policy Committee and sent to the Governor for approval. Upon his approval, the TIP is incorporated as the Oahu element of the Statewide TIP (STIP). The STIP is the official document the U.S. DOT uses to authorize federal funds for projects in Hawaii.

HOW DOES THE PUBLIC GET INVOLVED?

OMPO has developed "The **OMPO** Guide to Public Involvement" (**OMPO** GPI) handbook that describes how **OMPO** communicates with the public prior to and during the development of transportation plans and programs. The **OMPO** GPI has been prepared to help members of the public understand 1) the planning process for Oahu's major surface transportation efforts and 2) how to participate effectively in that process. It focuses on those aspects and areas of transportation planning

that fall within **OMPO**'s purview. This includes both long- and short-range conceptual planning of facilities and programs.

OMPO's Overall Work Program (OWP)

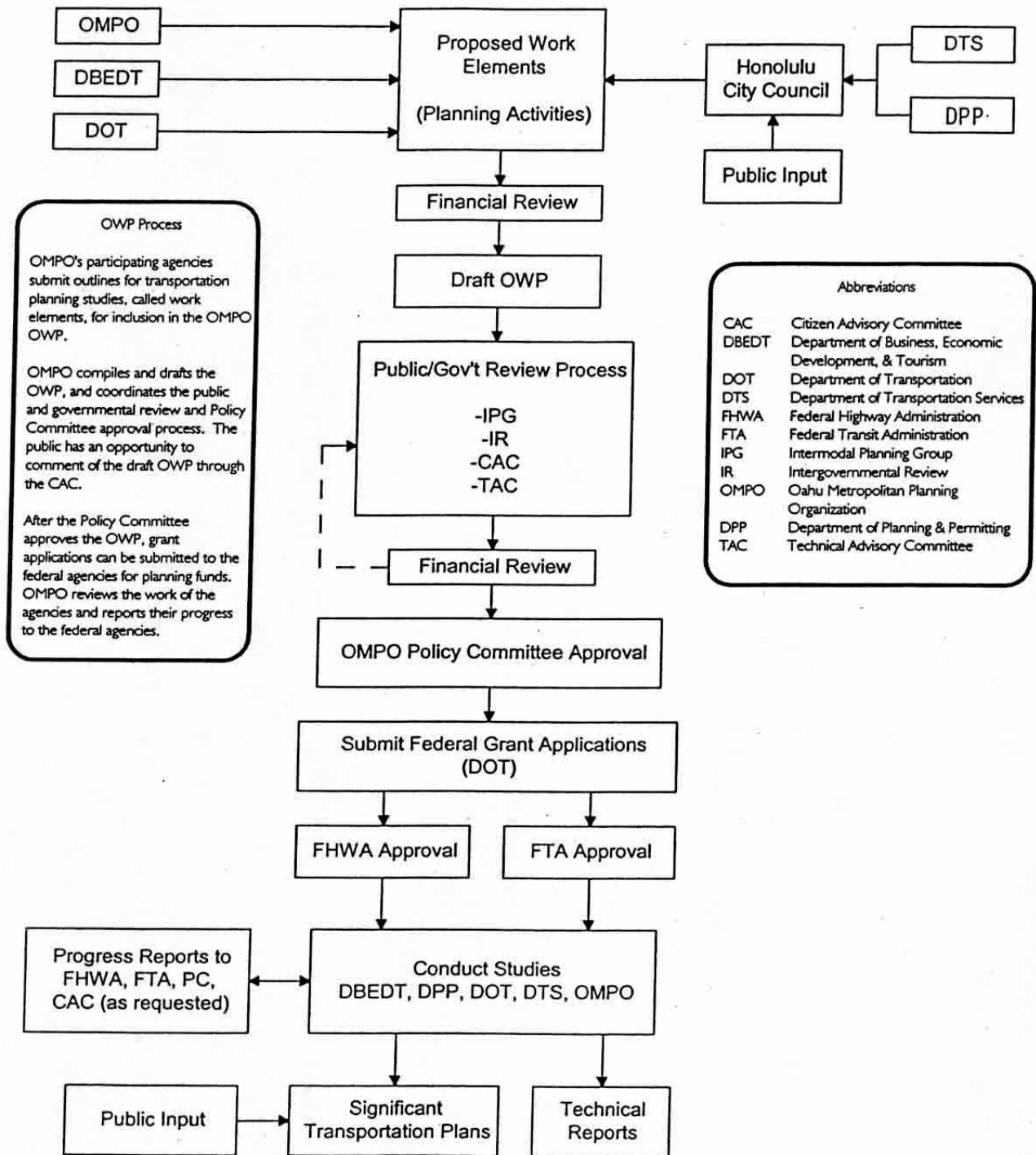


Figure 2

THE TRANSPORTATION IMPROVEMENT PROGRAM AND ITS RELATIONSHIPS

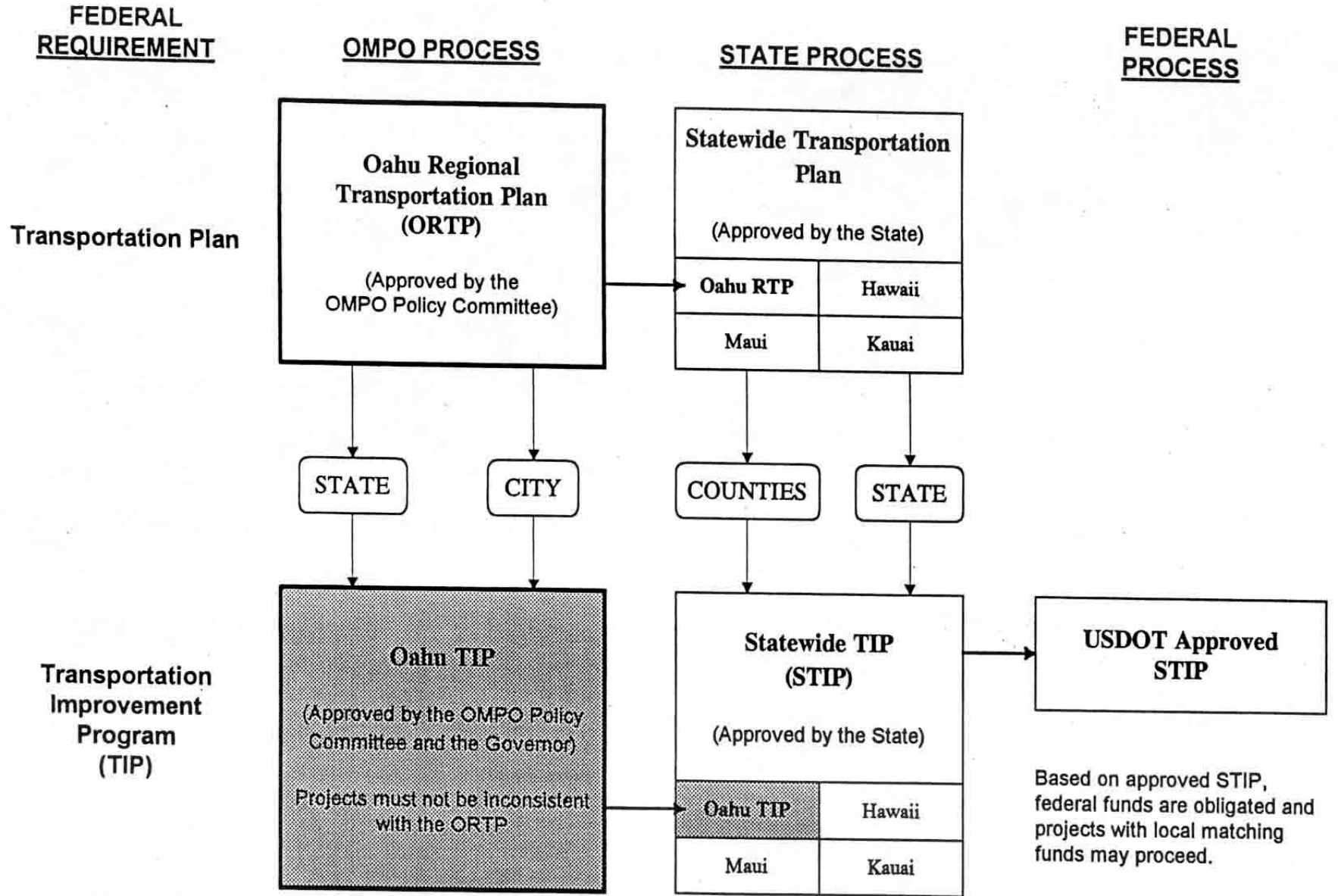


FIGURE 3