WHAT IS THE ORTP?

The Policy Committee of the Oahu Metropolitan Planning Organization (OahuMPO) approved the Oahu Regional Transportation Plan (ORTP) 2030 in April 2006. The ORTP 2030 is a blueprint that guides us in putting together pieces of the transportation puzzle to address the mobility issues and transportation needs of our community. It is a multifaceted plan that integrates planned growth patterns and reflects available financial resources over the next 25 years. It includes a vision and goals, identifies projects and provides an implementation program for mid- and long-range investment of the available transportation funds across Oahu in a fair and equitable manner.

The development of the plan helps decision-makers understand the options that are available for improving the transportation system and how they address our mobility needs. Any future transportation improvement for Oahu that receives federal transportation funds must be consistent with the ORTP in order to be eligible for these funds.

LOOKING AT THE FUTURE OF OAHU

The Primary Urban Center (PUC) in Honolulu and the Secondary Urban Center in Kapolei have been designated by the City and County of Honolulu as the projected areas where growth in residential development and employment shall occur over the next 25 years. Additional growth is encouraged in Central Oahu to relieve pressure on the rest of the island.

Table 1 graphically shows the amount of future growth in residential development and employment expected in each of the eight development plan areas of Oahu. Of the 240,000 new residents and 130,000 new jobs expected on Oahu by 2030, about 80 percent will be located in the PUC and in Ewa.

This regional planning document is required by a number of state and federal mandates and requirements which include the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). These requirements are mandated by the U.S. Department of Transportation as a means of verifying the eligibility of metropolitan areas for federal funds earmarked for surface transportation systems.

The ORTP is updated at least every five years to ensure that transportation decisions are based on current information and community priorities. As part of each update, future population and employment are projected and corresponding changes in travel patterns, revenue, and construction costs are forecast to validate and test past and new directions for transportation development on Oahu. The ORTP 2025 was adopted in April 2001. The current plan, adopted in April 2006, updates the ORTP to 2030.
The impact of the congested roadways corresponds to increases in travel time for all Oahu residents; some increases are huge, depending upon where they live and work. Figure 3 shows the existing eastbound travel time from the western and northern portions of the island to downtown Honolulu during the AM peak period.

Transportation and New Growth

As we continue to grow, more people and more employment opportunities mean more and more traffic; more clogged roads and more delays getting to work, school, stores, and the beach. As the illustration of how congested the transportation system could become, a “Baseline 2030” analysis was conducted to estimate future traffic conditions if growth is allowed to occur but no new transportation facilities are built. Figure 2 shows significantly congested locations on Oahu during the morning peak hour in the Baseline 2030 analysis.

Challenges Facing Oahu

To solve the transportation puzzle, we must address several challenges that Oahu will face over the next 25 years:

- We will have more people: more people who want to go to work, to school, to shop, and to play, resulting in about 30% more travel.
- Many of our major roadways are congested, especially those within the H-1 travel corridor between Manoa/Waikiki and Kapolei. As a result, residents on the Waianae Coast, in Ewa, and in Central Oahu are experiencing some of the worst morning commute travel times.
- Established communities want additional access for times of emergency as well as congestion relief.
- Many of our existing roadways need to be maintained, repaired, and rehabilitated.
- Our numerous transportation needs are constrained by our limited resources.

Our ultimate challenge is to decide how to allocate our resources to meet our many needs. There is only so much money available to fund transportation projects. How much money should be spent to reduce congestion on our roads, make our streets safer, provide more bikeways, create alternate accesses to communities, and maintain our roadways?

The vision for the ORTP 2030 is:

- In 2030, Oahu is a place where transportation choices are available and the importance of the H-1 travel corridor is recognized.

The first part of our vision focuses on increasing our mobility options. We recognize that we cannot afford to eliminate congestion. To improve mobility, the ORTP 2030 provides a number of strategies and programs to address...
the island's future transportation needs. These include major improvements and projects that add to the system's person-carrying and vehicular capacities, projects that expand on the existing systems and services to optimize their use; increased focus on operational management and preservation strategies, and programs that help integrate the transportation system into the land uses of each community.

This vision also acknowledges the importance of the H-1 travel corridor. The projects included in the transportation plan propose numerous ways to address the additional traffic congestion expected to increase along this travel corridor:

- A major component of the ORTP 2030 is a rail transit system between Kapolei and Manoa/Waikiki.
- Also included in the plan are projects to increase the capacity of H-1 itself with new interchanges, additional High Occupancy Vehicle (HOV) lanes, freeway widening, and operational improvements at key locations. These major H-1 travel corridor projects are supplemented with two projects that provide alternatives to H-1: the intra-island commuter ferry from Ewa to downtown Honolulu and the Nimitz flyover HOV facility.
- The ORTP 2030 implements the island's bikeway plan, expands the bus system, includes several second access/emergency access roads and projects to maximize the use of existing facilities, and other measures to reduce the need for auto travel.

GOALS

The ORTP 2030 will advance us toward the vision for addressing future growth and traffic on Oahu. To meet our vision, the island-wide transportation plan for Oahu is defined by three overarching goals.

-**Transportation Services System:** Develop and maintain Oahu's islandwide transportation system to ensure efficient, safe, convenient and economical movement of people and goods.
-**Environment and Quality of Life:** Develop and maintain Oahu's transportation system in a manner that integrates land uses and transportation policies, congestion relief, safety, second access, and bicycling and pedestrian facilities.
-**Land Use and Transportation Integration System:** Develop and maintain Oahu's transportation system in a manner that integrates land uses and transportation policies that support efficient use of transportation systems.

OVERVIEW OF ORTP 2030 PROJECTS

The ORTP 2030 is a financially-constrained plan that provides $6.07 billion for capital projects and $7.47 billion to operate, maintain, and preserve the highway and transit systems. The projects contained in the ORTP 2030 attempt to balance our need for mobility options, congestion relief, safety, second access, and bicycling and pedestrian facilities.

To improve mobility, a number of strategies and programs are proposed. These include new travel options such as rail transit and ferry systems that add to the system's person-carrying capacities; projects that expand upon the existing systems and services to optimize their use; increased focus on operational management and preservation strategies; and programs that help integrate the transportation system into the land uses of each community.

With regard to congestion relief, the technical analysis and public input received during this effort highlighted the need to focus on the H-1 travel corridor and the Ewa and Central Oahu areas. Preliminary analysis indicated that island-wide congestion could be significantly addressed by focusing on the H-1 travel corridor. The need for transportation infrastructure in the Ewa area is already apparent and will increase in the future as population and employment are projected to grow substantially. Additional population and employment increases are also projected in Central Oahu.

The following provides descriptions of specific elements of the plan. Individual projects are listed on pages 15 through 19.

Rail Transit System

A key component of the ORTP 2030 is a rail transit system that will serve the H-1 travel corridor. It is important to note that building a rail system will not eliminate congestion. We will also not be able to eliminate congestion by building more highways, for we do not have resources to keep up with the demand. The rail transit system will give priority to moving people rather than cars, will be a major factor in providing mobility options, and will work together with our land use policies in shaping our city.
Transit System Expansion

While rail transit is the backbone of the transit system in the ORTP 2030, the existing bus system will continue to be an important element of public transportation. Many rail system passengers are expected to access the system using City buses traveling to and from their destination. Expansion of the bus system will be focused primarily in Ewa, with moderate increases in other parts of Oahu, including express bus service to rural areas. Purchasing and replacing new buses to support service increases are included in the plan.

An additional element of future transit service implements an intra-island express ferry service from Ewa to Honolulu Harbor.

Bicycle Facilities

One hallmark of a livable city is that its public spaces are actively used and the outdoors can be enjoyed. Honolulu is a great city for bicycles with its physical beauty, mild year-round climate, relatively flat coastal plain and compact form. Enhancing the appealing qualities of Oahu can be achieved in part by integrating bicycle facilities as a key component of the transportation system. The ORTP 2030 incorporates the Oahu elements of Bike Plan Hawai‘i and the "Priority One" projects identified in the Honolulu Bicycle Master Plan. This provides Honolulu with an integrated network of on-road bike lanes and off-road shared-use paths to link people with their favorite destinations.
Pedestrian Facilities

The majority of us walk to get to our cars, catch a bus, and run errands on our lunch breaks. Some of us walk for exercise as well as to get to work and to shop. In past plans, pedestrian facilities were combined with bicycle facilities. We recognize that the needs of pedestrians are, in many cases, different from those of bicyclists. To address this difference, the ORTP 2030 includes development of a pedestrian plan for Oahu as part of the Enhancement Projects.

Intelligent Transportation Systems

The ORTP 2030 contains an intelligent transportation systems (ITS) line item. ITS is a collection of technologies that enable multiple agencies to work together to manage the transportation network better. ITS can include services for highways, transit services, commercial vehicle operations, and emergency service providers. ITS technologies can be used for emergency response and incident management. They are effective in lessening the amount of time it takes to clear an accident on the freeway as well as providing travelers with information on traffic conditions and transit schedules.

Second Access Highways

While the coastal plains are relatively flat, Oahu’s interior terrain is divided by two primary mountain ranges that can make access between communities difficult. Many of the established communities on the island have only one roadway into and out of the area. Providing a second means of access to these communities serves to increase the capacity to these areas and to provide needed emergency access. Four “second access” projects are included in the ORTP 2030 for Makakilo, Millili, Waialua, and the Waianae Coast.

Operations, Maintenance and System Preservation

The ORTP 2030 recognizes the importance of the existing and future roadways and transit systems from the perspective of operations, maintenance and preservation. The plan includes the allocation of funding for these categories totaling $7.47 billion or approximately 55% of the plan cost. This funding covers both City and State facilities.

City operations and maintenance funding includes operating the public transit system (TheBus, paratransit, the proposed rail system, and the proposed commuter ferry system), transit vehicle replacement, and roadway system maintenance and operations. A total of approximately $5.62 billion is estimated for City operations and maintenance over the 25-year life of the plan, consisting of about $4.675 billion for transit operations and maintenance, $414 million for replacement of the existing bus fleet (identified as part of “Transit Capital: Non-Rail” in Figures 19 and 20), and $552 million for roadway system maintenance and operations.

Maintenance and operation of the State’s existing and future highway operations and routine maintenance includes, but is not limited to, pavement repair, guardrail and shoulder improvements, lighting improvements, drainage improvements, sign upgrades and replacement, traffic signal upgrade and retrofit. About $850 million is allocated in the plan for State maintenance and operations.
The ORTP 2030 allocates $1.0 billion over the life of the plan to preserving the highway system through projects including, but not limited to, bridge replacement and seismic retrofit, pavement preventative maintenance, erosion control, viaduct improvements, and road resurfacing and rehabilitation projects.

Illustrative Projects

The ORTP 2030 planning process identified many potential projects that could prove beneficial as transportation improvements for the island of Oahu, but 2030 revenue projections could not support inclusion of these projects in the ORTP 2030 at this time. As part of the endorsement of the ORTP 2030, the Oahu MPO Policy Committee identified a subset of those projects as “Illustrative projects.”

Illustrative projects are those projects that are considered high-priority for inclusion into the regional transportation plan should additional, firmly-established funding revenue sources become available. Illustrative projects are not considered to be part of the officially endorsed regional transportation plan. Projects considered in the plan development and included on the ORTP 2030 illustrative projects list include the concept of a Pearl Harbor crossing (tunnel or bridge) and elevated reversible high occupancy toll (“HOT”) lanes within the H-1 travel corridor.

HOW THE PROJECTS WORK TOGETHER

Between 2000 and 2030, we project that the number of trips people make will increase by just over 30%. This means about a third more people wanting to go to work, school, stores, beach and other places. Travel forecasting models were used to estimate how projects contained in the ORTP 2030 would collectively handle this demand. To help evaluate the quality of our future transportation system, comparisons were made between the ORTP 2030 and 1) Year 2000 conditions, and 2) Baseline 2030 conditions.

Comparing the ORTP 2030 to the Year 2000 conditions:

- Although we do not expect the percentage of people biking or walking to significantly change, transit ridership is projected to increase. As seen in Figures 5 and 7, the transit mode share is projected to increase from 5.7% to 8.0%, which translates into about 166,000 additional transit trips (170,000 with visitor transit trips as shown in Figure 15). Although the percentage of automobile trips is expected to decrease from 84.0% to 81.0%, there is still projected to be over 600,000 additional automobile trips.

- The added population growth and roadways in the ORTP 2030 will generate more travel during the day, resulting in a 22% increase in vehicle miles traveled (VMT) and 17% increase in vehicle hours traveled (VHT), as seen in Figures 12 and 13, respectively.
The added transportation improvements in the ORTP 2030 are forecasted to reduce the average travel time per vehicle trip from 11.5 minutes to 10.4 minutes.

Daily vehicle hours of delay decrease from 42,000 to 37,000 hours, as seen in Figure 14.

Indicators for traffic congestion during the AM peak period are mixed.
- From an islandwide perspective, auto drivers can expect more "bottlenecks."
- Average travel times from various areas on Oahu to Downtown improve slightly between the Year 2000 and the ORTP 2030 when comparing Figure 3 with Figure 9, with the differences highlighted in Figure 10. Travel time is projected to decrease from 22.7 minutes to 21.0 minutes.

Comparing the ORTP 2030 to the Baseline 2030 conditions:
- The Baseline 2030 provides limited transit improvements such that transit mode share is reduced from Year 2000, as shown in Figures 6 and 7. Notably, resident transit trips are projected to increase to 8.9% under the ORTP 2030 (3.4% more than the baseline condition), with the percentage of automobile and bike/walk trips decreasing. The increase in transit mode share translates into 123,000 additional transit trips (126,000 with visitor transit trips, as shown in Figure 19).
- Revenue projections are used to estimate the level of transportation “supply” Oahu can reasonably afford and are based on the best available information. The primary purpose of these projections is to ensure the financial viability of the ORTP 2030 from a regional perspective. As projects move from the ORTP 2030 to the development of individual projects, funding assumptions (e.g., source of funds, level of funding, etc.) may be modified. Generally, these modifications should not substantially affect the ORTP 2030 financial plan. Revisions to the ORTP and its financial plan can be made during its regular five-year update cycle or when an action triggers the need for such an adjustment. Amendments to the ORTP 2030 financial plan may be made if major changes are made to the funding assumptions that would affect the plan’s financial viability.

Cost of Plan

The ORTP is a financially balanced plan; the total cost for the 25-year plan is limited to $13.54 billion. The cost estimates for the plan include capital improvement projects, costs to operate and maintain the current and expanded transit system, and costs to maintain and preserve the highway system, as identified in Figure 19.

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The ORTP 2030 includes more than $6.48 billion in capital costs, as seen in Figure 20. $3.28 billion for highway construction, $0.63 billion to implement a ferry system, purchase new buses and construct transit centers, and $2.57 billion to build the rail system.

In order to counter some of the neglect of the past, the plan increases spending for system preservation in the early years, then reduces the amount of spending in later years back to traditional levels, as shown in Figure 21.

The financial plan for the ORTP 2030 is balanced, with projected revenues and estimated costs matched at $13.54 billion over the 25-year period of the plan.

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The plan provides $1.0 billion for highway system preservation. Maintenance and preservation of the transportation system is important because it provides a safe and efficient system for Oahu's roadway users. Without timely maintenance, the life of the transportation system would be shortened, leading to more expensive replacement costs as the system fails prematurely. The plan also sets aside $1.38 billion for highway operations and routine maintenance ($0.85 billion for State and $0.53 billion for City & County), and $4.68 billion to operate the transit system (bus, paratransit, ferry, and rail), of which $144 million is to operate and maintain the commuter ferry.

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PAYING FOR THE PLAN

The ORTP 2030 is a financially balanced plan that optimizes projected costs with anticipated revenues. Sources of Revenue for the ORTP

The primary sources of revenues used to support the surface transportation system for Oahu have been, and will continue to be, the Federal, State, and City and County governments. We estimate that about $13.5 billion will be available over the next 25 years for transportation on Oahu as shown in Figure 17.

**Figures 12, 13, and 14 illustrate that if no new transportation projects are built under Baseline 2030, we can expect congestion to significantly worsen. Improvements contained in the ORTP 2030 work together to reduce this congestion, with a resulting 6% decrease in VMT, 41% decrease in VHT, and 85% decrease in daily vehicle hours of delay.**

- The transit mode share by residents is projected to increase to 8.9% (3.4% more than the baseline condition), with the percentage by automobile and bike/walk trips decreasing. The increase in transit mode share translates into 123,000 additional delays and travel times projected in the Baseline period.

- Indicators for traffic congestion during the AM peak period are positive, suggesting that the ORTP 2030 will alleviate the substantially increased delays and travel times projected in the Baseline 2030 along the H-1 travel corridor.
  - From an islandwide perspective, auto drivers can expect fewer "bottlenecks," as can be seen in comparing Figure 2 with Figure 18.
  - Average travel times from various areas on Oahu to Downtown decrease by 26.0 minutes, from 47.0 minutes to 21.0 minutes. As seen in Figure 11, Waianae Coast and Ewa residents realize the greatest travel time savings. However, it should be noted that there will still be pockets on the Waianae Coast and North Shore where travel times to downtown Honolulu are still expected to exceed 80 minutes during the AM peak period.
FIGURE 16: ORTP 2030 PROJECT LOCATION MAP

Legend
- Project Number
- Illustrative Project Number [a]
- Spot Projects
- Segment Project [b]
- Ferry
- RCW Preservation [c]
- Rail Transit Project

[a] Five colors are used to differentiate illustrative projects.
[b] Ten colors are used to differentiate segment projects.
[c] Four colors are used to differentiate RCW preservation projects.

Disclaimer: The location of second-access projects will be determined by the implementing agency as part of the planning and design stages of the project implementation. Note: Project 1-6 will provide an alternative route through the Pearl Harbor Corridor. Options include a bridge or a tunnel.
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For planning purposes, a portion of the plan is expected to be funded by the private sector to cover some highway project costs and a portion of the TDM element of the ORTP 2030. Although this source is labeled “developer funding,” it is not limited to impact fees and includes other options allowed by state law or county ordinances.

The assumed level of revenues from developer contributions is not intended to establish any developer funding obligations, commitments, or guidelines. Actual funding obligations and commitments will be determined through other planning efforts of the City and County and/or the State.

Revenue Projections

The amount of money that will be available to pay for the capital improvement projects included in the plan and the cost to operate and maintain the system over the 25-year life of the plan were projected using historical trends and future expectations.

Total revenues of approximately $13.54 billion are anticipated over the 25-year life of the plan. The $13.54 billion includes $2.9 billion in Federal funds, $2.7 billion in State funds, $6.2 billion in City & County funds, $1.4 billion in transit fares, and $0.4 billion in developer funding.

For ORTP 2030 planning purposes, the following assumptions were made:

- Recent trends for Federal highway and transit funds allocated to Hawaii will continue.
- The City and County will obtain $456 million in Federal funds (in 2005 dollars) to assist in the construction costs for the rapid transit system.
- 60% of the State’s CIP funds will be spent on Oahu.
- 54% of the federal funds apportioned to the State will be spent on Oahu.

Figures 12, 13, and 14 illustrate that if no new transportation projects are built under Baseline 2030, we can expect congestion to significantly worsen. Improvements contained in the ORTP 2030 work together to reduce this congestion, with a resulting 6% decrease in VMT, 41% decrease in VHT, and 85% decrease in daily vehicle hours of delay.

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<table>
<thead>
<tr>
<th>Project No.</th>
<th>City or State</th>
<th>Facility/Project Title</th>
<th>Project Description</th>
<th>Estimated Cost (Millions of 2030 $)</th>
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<td>1</td>
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<td>Project Title</td>
<td>Construct a multi-modal facility at Ala Moana Center to include a transit center, City Streets transportation management center, and other operations.</td>
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<tr>
<td>3</td>
<td>Oahu</td>
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Transit System Expansion

While rail transit is the backbone of the transit system in the ORTP 2030, the existing bus system will continue to be an important element of public transportation. Many rail system passengers are expected to access the system using City buses traveling to and from their destination. Expansion of the bus system will be focused primarily in Ewa, with moderate increases in other parts of Oahu, including express bus service to rural areas. Purchasing and replacing new buses to support service increases are included in the plan.

An additional element of future transit service implements an inland-island express ferry service from Ewa to Honolulu Harbor.

Bicycle Facilities

One hallmark of a livable city is that its public spaces are actively used and the outdoors can be enjoyed. Honolulu is a great city for bicycles with its physical beauty, mild year-round climate, relatively flat coastal plain and compact form. Enhancing the appealing qualities of Oahu can be achieved in part by integrating bicycle facilities as a key component of the transportation system. The ORTP 2030 incorporates the Oahu elements of Bike Plan Hawai'i and the "Priority One" projects identified in the Honolulu Bicycle Master Plan. This provides Honolulu with an integrated network of on-road bike lanes and off-road shared-use paths to link people with their favorite destinations.
The island's future transportation needs. These include major capital improvement projects that add to the system's person-carrying and vehicular capacities, projects that expand on existing systems and services to optimize their use, increased focus on operational and preservation strategies, and programs that help integrate the transportation system into the land uses of each community.

This vision also acknowledges the importance of the H-1 travel corridor. The projects included in the transportation plan propose numerous ways to address the additional traffic congestion expected to increase along this travel corridor:

- A major component of the ORTP 2030 is a rail transit system between Kapolei and Manoa/Waialae.
- Also included in the plan are projects to increase the capacity of H-1 itself with new interchanges, additional High Occupancy Vehicle (HOV) lanes, freeway widening, and operational improvements at key locations. These major H-1 travel corridor projects are supplemented with two projects that provide alternatives to H-1: the intra-island ferry from Ewa to downtown Honolulu and the Nimitz flyover HOV facility.

The ORTP 2030 implements the island's bikeway plan, expands the bus system, includes several second access/emergency access roadways and projects to maximize the use of existing facilities, and other measures to reduce the need for auto travel.

**GOALS**

The ORTP 2030 will advance us toward the vision for addressing future growth and traffic on Oahu. To meet our vision, the island-wide transportation plan for Oahu is defined by three overarching goals.

**Transportation Services System:** Develop and maintain Oahu's island-wide transportation system to ensure efficient, safe, convenient and economical movement of people and goods.

**Environment and Quality of Life:** Develop and maintain Oahu's island-wide transportation system in a manner that maintains environmental quality and community cohesiveness.

**Land Use and Transportation Integration System Goal:** Develop and maintain Oahu's transportation system in a manner that integrates land uses and transportation.

The objectives that support this goal reinforce planned population distribution and land use development policies, encourage innovation, and encourage implementation of land use policies that support efficient use of transportation systems.

**OVERVIEW OF ORTP 2030 PROJECTS**

The ORTP 2030 is a financially-constrained plan that provides $6.07 billion for capital projects and $7.47 billion to operate, maintain, and preserve the highway and transit systems. The projects contained in the ORTP 2030 attempt to balance our need for mobility options, congestion relief, safety, second access, and bicycling and pedestrian facilities.

To improve mobility, a number of strategies and programs are proposed. These include new travel options such as rail transit and ferry systems that add to the system's person-carrying capacities; projects that expand upon the existing systems and services to optimize their use; increased focus on operational, management and preservation strategies; and programs that help integrate the transportation system into the land uses of each community.

With regard to congestion relief, the technical analysis and public input received during this effort highlighted the need to focus on the H-1 travel corridor and the Ewa and Central Oahu areas. Preliminary analysis indicated that island-wide congestion could be significantly addressed by focusing on the H-1 travel corridor. The need for transportation infrastructure in the Ewa area is already apparent and will increase in the future as population and employment are projected to grow substantially. Additional population and employment increases are also projected in Central Oahu.

The following provides descriptions of specific elements of the plan. Individual projects are listed on pages 15 through 19.

**Rail Transit System**

A key component of the ORTP 2030 is a rail transit system that will serve the H-1 travel corridor. It is important to note that building a rail system will not eliminate congestion. We will also not be able to eliminate congestion by building more highways, for we do not have the resources to keep up with the demand. The rail transit system will give priority to moving people rather than cars, will be a major factor in providing mobility options, and will work together with our land use policies in shaping our city.
The impact of the congested roadways corresponds to increases in travel time for all Oahu residents; some increases are huge, depending upon where they live and work. Figure 3 shows significantly congested locations on Oahu during the morning peak hour in the Baseline 2030 analysis.

VISION FOR OAHU IN 2030

The vision for the ORTP 2030 is:

In 2030, Oahu is a place where transportation choices are available and the importance of the H-1 travel corridor is recognized.

The first part of our vision focuses on increasing our mobility options. We recognize that we cannot afford to eliminate congestion. To improve mobility, the ORTP 2030 provides a number of strategies and programs to address.
WHAT IS THE ORTP?

The Policy Committee of the Oahu Metropolitan Planning Organization (OahuMPO) approved the Oahu Regional Transportation Plan (ORTP) 2030 in April 2006.

The ORTP 2030 is a blueprint that guides us in putting together pieces of the transportation puzzle to address the mobility issues and transportation needs of our community. It is a multifaceted plan that integrates planned growth patterns and reflects available financial resources over the next 25 years. It includes a vision and goals, identifies projects and provides an implementation program for mid- and long-range investment of the available transportation funds across Oahu in a fair and equitable manner.

The development of the plan helps decision-makers understand the options that are available for improving the transportation system and how they address our mobility needs. Any future transportation improvement for Oahu that receives federal transportation funds must be consistent with the ORTP in order to be eligible for these funds.

LOOKING AT THE FUTURE OF OAHU

The Primary Urban Center (PUC) in Honolulu and the Secondary Urban Center in Kapolei have been designated by the City and County of Honolulu as the projected areas where growth in residential development and employment shall occur over the next 25 years. Additional growth is encouraged in Central Oahu to relieve pressure on the rest of the island.

Figure 1 graphically shows the amount of future growth in residential development and employment expected in each of the eight development plan areas of Oahu. Of the 240,000 new residents and 130,000 new jobs expected on Oahu by 2030, about 80 percent will be located in the PUC and in Ewa.

This regional planning document is required by a number of state and federal mandates and requirements which include the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (“SAFETEA-UU”). These requirements are mandated by the U.S. Department of Transportation as a means of verifying the eligibility of metropolitan areas for federal funds earmarked for surface transportation systems.

The ORTP is updated at least every five years to ensure that transportation decisions are based on current information and community priorities. As part of each update, future population and employment are projected and corresponding changes in travel patterns, revenue, and construction costs are forecast to validate and test past and new directions for transportation development on Oahu. The ORTP 2025 was adopted in April 2001. The current plan, adopted in April 2006, updates the ORTP to 2030.

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**TABLE 1**

**OAHU REGIONAL TRANSPORTATION PLAN 2030 MID-RANGE PLAN AND LONG-RANGE PLAN PROJECT LIST**

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<td>Honolulu</td>
<td>Roads : 1-180</td>
<td>Improve roadway</td>
<td>$4,800.3</td>
</tr>
<tr>
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<td>Waikiki</td>
<td>Roads : 1-180</td>
<td>Improve roadway</td>
<td>$4,800.3</td>
</tr>
</tbody>
</table>

**ORTP 2030 COST TOTALS: 2006-2030**

- Subtotal by Category:
  - Subtotal: Islandwide Projects: $807.2
  - Subtotal: Safety & Operational Improvement Projects: $244.2
  - Subtotal: Congestion Relief Projects: $1,675.2
  - Subtotal: Second Access Projects: $681.3
  - Subtotal: Transit Projects: $2,176.1
  - Subtotal: Operations, Maintenance, & System Preservation: $7,179.2
  - Total: All Project Categories: $13,132.6

**Notes:**
- Costs for projects shared by City and State (C/S) allocated equally between the two jurisdictions. The designation is done for no reasons of financial balancing the projected revenues with the order of magnitude cost estimates.
Oahu Regional Transportation Plan 2030

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What is the ORTP?
Looking at the Future of Oahu
Vision for Oahu in 2030
Goals
Overview of ORTP 2030 Projects
How the Projects Work Together
ORTP 2030 Project Location Map
Paying for the Plan
Summary
ORTP 2030 Project List

The Policy Committee of the Oahu Metropolitan Planning Organization approved the Oahu Regional Transportation Plan 2030 in April 2006.

The preparation of this document was financed in part through grants from the U.S. Department of Transportation, Federal Transit Administration and Federal Highway Administration, under Chapter 53 of 49 U.S.C. and 23 U.S.C. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

Additional copies of this document can be downloaded from www.OahuMPO.org/ortp.
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Email: ompo001@hawaii.rr.com