

# TRANSPORTATION ENHANCEMENT PROGRAM FOR OAHU

Updated May 2007



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OAHU METROPOLITAN PLANNING ORGANIZATION

**TRANSPORTATION ENHANCEMENT PROGRAM  
FOR OAHU**

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## **GLOSSARY OF ABBREVIATIONS**

CAC	Citizen Advisory Committee of the OahuMPO
DTS	City & County of Honolulu Department of Transportation Services
HDOT	State of Hawaii Department of Transportation
OahuMPO	Oahu Metropolitan Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee of the OahuMPO
TE	Transportation Enhancement
TIP	Transportation Improvement Program



## 1.0 INTRODUCTION

Transportation Enhancement (TE) activities are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure. TE projects must be one of twelve eligible activities and must relate to surface transportation.

For example, projects can include the creation of bicycle and pedestrian facilities, streetscape improvements, refurbishment of historic transportation facilities, and other investments that enhance communities and access. The federal government provides funding for TE projects through our nation's surface transportation legislation.

TE activities have been eligible for funding under the Surface Transportation Program since its inception under the Intermodal Surface Transportation Efficiency Act of 1991. This program continued with the enactment of the Transportation Equity Act for the 21st Century in 1998 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. States are required to set aside a portion of their Surface Transportation Program funds (10% or the amount set aside in 2005, whichever is greater) for TE activities.

This report focuses upon the TE program for the Oahu Metropolitan Planning Organization (OahuMPO) and, as such, applies only to TE activities on the island of Oahu. This report will cover the following:

- The eligibility requirements for a project to receive TE funding;
- The OahuMPO process used to prioritize proposed TE projects on Oahu; and
- The programming of TE projects into the Transportation Improvement Program.



## 2.0 PROJECT ELIGIBILITY

TE projects may be enhancements added to larger Federal-aid highway projects, or may be independent projects unrelated to highway projects. TE funds may not substitute for other Federal-aid highway funds for project elements or mitigation that normally would be required in a regular highway project.

### 2.1 ELIGIBLE ACTIVITIES

Based on federal law,<sup>1</sup> each TE project must relate to surface transportation and meet one of the following twelve eligible activities:

- Provision of facilities for pedestrians or bicycles;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities);
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals);
- Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails);
- Inventory, control, and removal of outdoor advertising;
- Archaeological planning and research;
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; or
- Establishment of transportation museums.

As stated earlier, for a project to be eligible for TE funds it must relate to surface transportation. Surface transportation includes transport by both land and water. Transport by water encompasses features such as canals, lighthouses, and docks or piers connecting to ferry operations.

The TE project sponsor must illustrate the project's relationship to surface transportation in the project proposal. Factors that can help establish this relationship include the project's proximity to a highway or a pedestrian/bicycle corridor; whether it enhances the aesthetic, cultural, or

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<sup>1</sup> Title 23 U.S.C. Section 101(a)(35)

historic aspects of the travel experience; and whether it serves a current or past transportation purpose.

## **2.2 PROJECT SPONSOR**

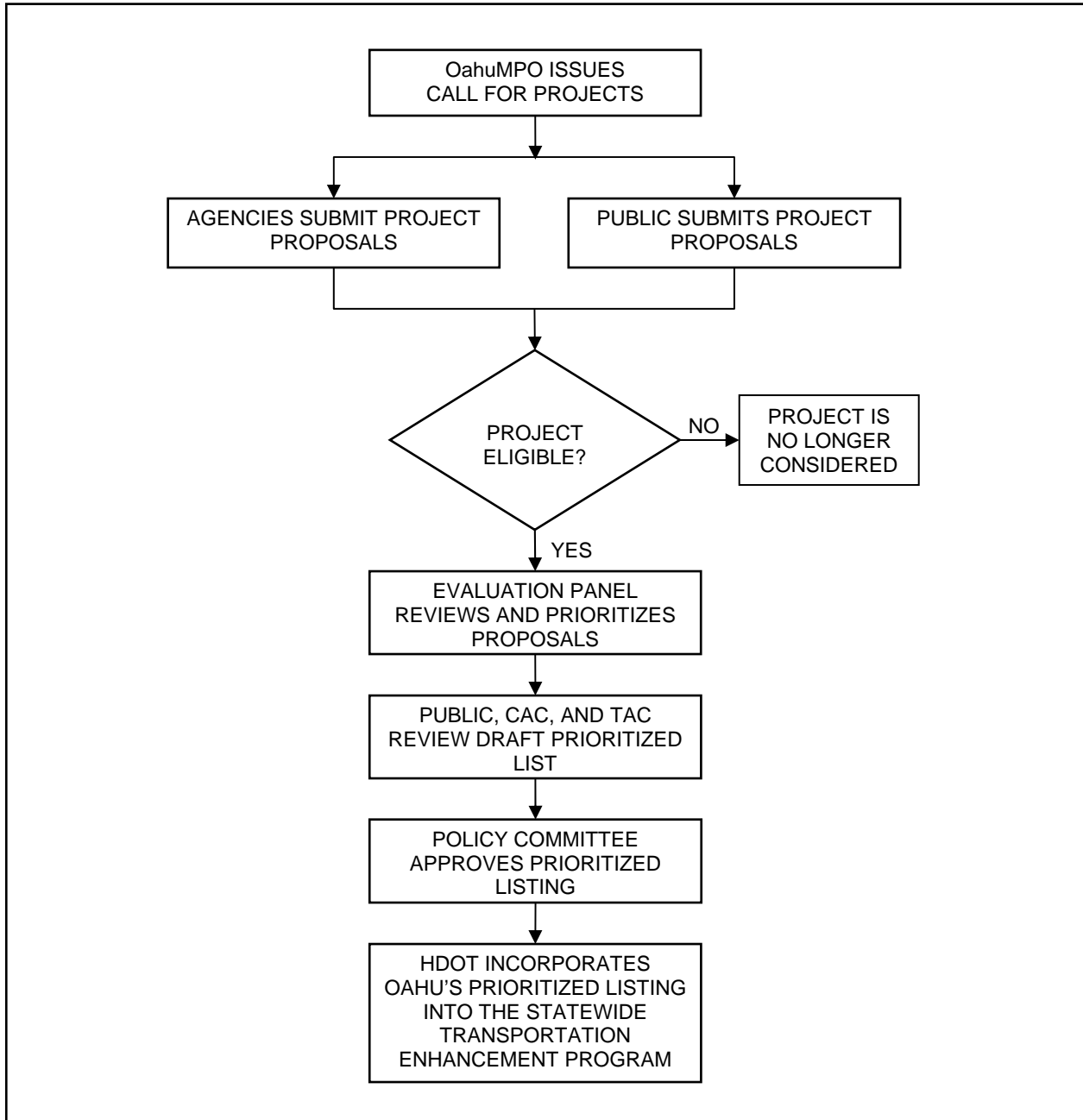
Project applicants are encouraged to work with a qualified State or County government agency as a project sponsor. A sponsor for each project is eventually required for a proposal to be eligible for TE funding and will ultimately be responsible for oversight. The project sponsor must:

- Be either a State or County agency;
- Assure that at least a 20% local match exists;
- Fund all costs of compliance with applicable State and Federal requirements;
- Commit the project management to an agency experienced in the use of federal surface transportation funds; and
- Provide assurances that an agency will maintain the proposed improvement.

### 3.0 TRANSPORTATION ENHANCEMENT PROCESS

The metropolitan and statewide planning processes play a central role in identifying, planning, and funding TE projects. The OahuMPO develops and prioritizes TE projects for the island of Oahu, and submits the list to the Hawaii Department of Transportation (HDOT) to incorporate into the Statewide TE program. Figure 1 illustrates the OahuMPO TE Process.

**FIGURE 1**  
**OahuMPO TRANSPORTATION ENHANCEMENT PROCESS**



## **3.1 PROJECT PROPOSALS**

### **3.1.1 Call for Projects**

The OahuMPO issues a call to government agencies and the public for TE project proposals. Appendix A includes a copy of the *Project Proposal Submittal Form* that was used in the 2007 Call for Projects.

It is the Statewide TE program that dictates the timing and programming of TE projects on the various islands, including Oahu. Due to the involved nature of prioritizing Oahu TE projects and the need to interface with the Statewide TE program, a call for TE projects on Oahu will correspond with the three-year update cycle of the Transportation Improvement Program (TIP)<sup>2</sup>.

### **3.1.2 Initial Screening**

The OahuMPO screens the proposals received to verify that the each submittal includes the necessary information. Incomplete proposals are not considered. All complete proposals will be subject to an eligibility determination.

### **3.1.3 Eligibility Determination**

In order for a project to be eligible for TE funds, it must relate to surface transportation and qualify as one of the twelve eligible activities, as discussed in Chapter 2. The eligibility of proposals is determined in a collaborative effort by the OahuMPO, the HDOT, and the City and County of Honolulu Department of Transportation Services (DTS), in consultation with the Federal Highway Administration.

## **3.2 EVALUATION PANEL**

### **3.2.1 Membership**

The Evaluation Panel is comprised of members of the Citizen Advisory Committee (CAC) Subcommittee for the TE Program and staff representatives of the OahuMPO participating agencies. These agencies include the HDOT, DTS, City Department of Planning and Permitting, and State Department of Business, Economic Development and Tourism.

### **3.2.2 Evaluation Criteria**

The Evaluation Panel reviews the completed Project Proposal Submittal Forms received for each eligible TE activity. For purposes of this review, the twelve categories of TE activities are divided into four enhancement groups, as shown in Table 1. The Panel also uses sub-criteria, as identified in Table 2, to further evaluate each proposal.

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<sup>2</sup> For information on the TIP process or on projects programmed in the TIP, refer to the latest update of the TIP document.

**TABLE 1**  
**ENHANCEMENT GROUPS AND CORRESPONDING U.S. DOT CATEGORIES**

	<b>Non-Motorized Transportation</b>	<b>Scenic Beautification and Land Acquisition</b>	<b>Historic Preservation and Operations</b>	<b>Highway Runoff Mitigation</b>
<b>U.S. DOT Categories</b>	<ul style="list-style-type: none"> <li>• <b><i>Pedestrian and bicycle facilities</i></b> New or reconstructed sidewalks, walkways, or curb ramps; bike lane striping, wide paved shoulders, bike parking, and bus racks; off-road trails; bike and pedestrian bridges and underpasses.</li> <li>• <b><i>Pedestrian and bicycle safety and education activities</i></b> A new activity under TEA-21, generally expected to include programs designed to encourage walking and bicycling.</li> <li>• <b><i>Conversion of abandoned railway corridors to trails</i></b> Acquiring railroad rights-of-way; planning, designing, and constructing multi-use trails; developing rail-with-trail projects; purchasing unused railroad property for reuse.</li> </ul>	<ul style="list-style-type: none"> <li>• <b><i>Acquisition of scenic or historic easements and sites</i></b> Acquisition of scenic land easements, vistas, and landscapes; purchase of buildings in historic districts or historic properties; preservation of farmland.</li> <li>• <b><i>Scenic or historic highway programs including tourist and welcome centers</i></b> Construction of turnouts and overlooks; visitor centers and viewing areas; designation signs and markers.</li> <li>• <b><i>Landscaping and scenic beautification</i></b> Improvements such as street furniture, lighting, public art, and landscaping along streets, historic highways, trails, interstates, waterfronts, and gateways.</li> <li>• <b><i>Control and removal of outdoor advertising</i></b> Billboard inventories or removal of illegal and nonconforming billboards.</li> </ul>	<ul style="list-style-type: none"> <li>• <b><i>Historic Preservation</i></b> Preservation of buildings in historic districts; restoration and reuse of historic buildings for transportation-related purposes.</li> <li>• <b><i>Rehabilitation and operation of historic transportation buildings, structures, or facilities</i></b> Restoration of railroad depots, bus stations, and lighthouses; rehabilitation of rail trestles, tunnels, and bridges.</li> <li>• <b><i>Archaeological planning and research</i></b> Research, preservation planning, and interpretation.</li> <li>• <b><i>Establishment of transportation museums</i></b> Construction of new museums or additions may include the conversion of railroad stations or historic properties to museums with transportation themes.</li> </ul>	<ul style="list-style-type: none"> <li>• <b><i>Environmental mitigation of runoff pollution and provision of wildlife connectivity</i></b> Soil erosion controls; detention and sediment basins; river clean-ups; wildlife underpasses.</li> </ul>

**TABLE 2  
ENHANCEMENT GROUPS AND CRITERIA**

<b>Non-Motorized Transportation</b>	<b>Scenic Beautification and Land Acquisition</b>	<b>Historic Preservation and Operations</b>	<b>Highway Runoff Mitigation</b>
<p><i>Contribution of Project</i></p> <ul style="list-style-type: none"> <li>• In existing plan</li> <li>• Corrects safety problem</li> <li>• Resolves barriers</li> <li>• Lack of facility</li> <li>• Importance of proposed link</li> <li>• Necessity of proposed link to serve the system</li> <li>• Proximity to popular centers</li> <li>• Projected usage</li> </ul>	<p><i>Contribution of Project</i></p> <ul style="list-style-type: none"> <li>• Current degree of visual blight</li> <li>• Degree to which project would preserve, rehabilitate, or develop scenic or aesthetic resource</li> <li>• Potential loss of view to development</li> <li>• Control of vegetation</li> <li>• Estimated number of people benefiting from project</li> </ul>	<p><i>Contribution of Project</i></p> <ul style="list-style-type: none"> <li>• Historic significance of site/project</li> <li>• Potential loss of or damage to site/project</li> <li>• Use of the site/project</li> <li>• Public access to site/project</li> <li>• Estimated number of people benefiting from project</li> </ul>	<p><i>Contribution of Project</i></p> <ul style="list-style-type: none"> <li>• Severity of problem (e.g., sediment loads, heavy metals, inorganic salts, fish kills, algae growth)</li> <li>• Evidence that mitigation measure will work</li> <li>• Estimated number of people benefiting from project</li> </ul>
<p><i>Quality of Project</i></p> <ul style="list-style-type: none"> <li>• Innovation in concept or design</li> <li>• Traffic generators served</li> <li>• Transportation emphasis rather than recreation emphasis</li> <li>• Ability to accommodate multiple users</li> </ul>	<p><i>Quality of Project</i></p> <ul style="list-style-type: none"> <li>• Innovation in concept or design</li> <li>• Degree to which scenic or aesthetic resources are rare, unique, significant</li> <li>• Impact on surrounding area</li> <li>• Improvement to transportation corridor</li> <li>• Includes or promotes native species</li> <li>• Degree visible from transportation facility</li> </ul>	<p><i>Quality of Project</i></p> <ul style="list-style-type: none"> <li>• Innovation in concept or design</li> <li>• Project exposure or visibility</li> <li>• Permanence of project</li> <li>• Current recognized level of historic significance</li> <li>• Degree project will enhance, preserve, or protect the resource</li> </ul>	<p><i>Quality of Project</i></p> <ul style="list-style-type: none"> <li>• Innovation in concept or design</li> <li>• Permanence of project</li> <li>• Degree project will enhance, preserve, or protect the environment</li> </ul>

The following criteria and point system is used to rank each of the projects:

- Project Contribution (see Table 2 for sub-criteria)
  - 1 point = low benefit
  - 5 points = high benefit
- Project Quality (see Table 2 for sub-criteria)
  - 1 point = low quality
  - 5 points = high quality

- Project Sponsorship
  - 0 points = no sponsor
  - 1 point = sponsor likely
  - 5 points = sponsor identified
- Project Status
  - 0 points = no work begun
  - 3 points = planning begun
  - 5 points = project underway

Each project can receive a maximum of twenty points. A prioritized list of proposed TE projects is achieved by sorting the projects by the total number of points that each project receives. The Evaluation Panel develops a *Public Review Draft of the Prioritized List of Eligible Oahu Proposals Requesting Transportation Enhancement Funds (Draft TE List)*, with “1” identifying the top-ranked project; and subsequent numbers identifying their rank below it.

### **3.3 PUBLIC REVIEW**

The procedures for public review follow those outlined in the *OahuMPO Participation Plan*. In summary, comments on the *Draft TE List* are solicited from the following:

- OahuMPO CAC
- OahuMPO Technical Advisory Committee (TAC)
- OahuMPO Policy Committee
- All others interested in transportation (on the OahuMPO mailing list)

The *Draft TE List* is posted on the OahuMPO website for public review and comment.

#### **3.3.1 Role of the CAC**

The *Draft TE List* is placed on the agenda of the CAC. The CAC reviews and comments on the list. Comments are summarized and presented to the OahuMPO Policy Committee for their consideration when taking action on the ranked list of projects.

#### **3.3.2 Role of the TAC**

The *Draft TE List* is placed on the agenda of the TAC. The TAC reviews and comments on the list. The TAC is asked for a recommendation to the OahuMPO Policy Committee for their consideration when taking action on the ranked list of projects.

### **3.4 POLICY COMMITTEE APPROVAL**

The *Draft TE List* is placed on the agenda of the Policy Committee. The Policy Committee finalizes the prioritized listing; it may or may not be identical to the draft.

### **3.5 HDOT ENHANCEMENT LIST**

The Policy Committee-approved *Prioritized List of Eligible Oahu Proposals Requesting Transportation Enhancement Funds* is transmitted to the HDOT. This list represents the Oahu TE projects. It is incorporated, as approved, into the Statewide TE program administered by the HDOT.

## 4.0 PROGRAMMING ENHANCEMENT FUNDS

The TIP is the adopted list of public transit, highway, bicycle, and pedestrian projects that will receive federal transportation funds in the near future. The TIP must be financially constrained; that is, there must be a reasonable expectation that projects that are identified will have the necessary federal and local funding.

The OahuMPO, in cooperation with the HDOT and DTS, develops an estimate of funds, including TE funds, available for Oahu. TE projects are programmed in the TIP based on the approved *Prioritized List of Eligible Oahu Proposals Requesting Transportation Enhancement Funds* and on the amount of TE funds available for Oahu. TE projects, if they are “ready-to-go” and sufficient funds are available, are programmed in the TIP in the order in which they are ranked.

The draft TIP is circulated for public and agency review based on the procedures outlined in the *OahuMPO Participation Plan*. The Policy Committee is the body that ultimately selects projects for the TIP. Based on comments received, the Policy Committee may modify the draft TIP – which could mean a change in programmed TE project(s). Any change to the TIP must still meet the requirement that the program is financially constrained.

Once the TIP is approved by the Policy Committee and Governor, it is included, without modification, into the Statewide TIP (STIP). TE program sponsors then go through HDOT to obligate enhancement funds and receive federal reimbursements.



## **APPENDIX A**

### **PROJECT PROPOSAL SUBMITTAL FORM**



# Transportation Enhancement Program

## PROJECT PROPOSAL SUBMITTAL FORM

Transportation enhancement proposals for the island of Oahu **must be submitted to the OahuMPO via mail, fax, or e-mail no later than Friday, March 2, 2007** to the address below:

Oahu Metropolitan Planning Organization  
Ocean View Center  
707 Richards Street, , Suite 200  
Honolulu, HI 96813-4623

fax: 587-2018

email: ompo001@hawaii.rr.com

The OahuMPO will initially screen proposals to verify that the submittal includes the necessary information. Incomplete proposals will not be considered. In a collaborative process with the Hawaii Department of Transportation and the City & County of Honolulu's Department of Transportation Services, the OahuMPO will determine eligibility of proposals provided. The listing of eligible projects will be prioritized by the OahuMPO.

A transportation enhancement project proposal should be concise and include the following information:

1. Project name: \_\_\_\_\_

2. Project description:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. Contact person and their email address, telephone number, fax number:

Name: \_\_\_\_\_

Mailing address: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Fax number: \_\_\_\_\_

4. Describe the proposed project and its relationship to the State's surface transportation system (be mindful that maintenance of a project is not eligible for transportation enhancement funds):

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5. Describe the project's purpose, benefits, contribution, and quality in terms of how it relates to the community, region, and/or island :

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6. Indicate which transportation enhancement activities are the primary components of the proposed project (*check all that apply*):

- Provision of facilities for pedestrians and bicycles
- Provision of safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields)
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails)
- Inventory, control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

7. If applicable, describe any significant components of the proposed project which are not transportation enhancement activities but may be eligible for those funds:

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8. Explain any time constraints on project implementation:

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9. In total, what is the amount of transportation enhancement funds being requested for this project (Be mindful that about \$3.7 million/year must be shared between transportation enhancement projects throughout the State and that this proposal is competing with other desirable proposals for transportation enhancement funds.):

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10. From the following list, indicate the remaining requirements for project implementation:

- State or County appropriation
- Project planning, environmental documentation, and/or permits
- Acquisition of right-of-way, including easements
- Utility agreements
- Plans, specifications, and estimates ready for advertising

11. Attach a map clearly showing the project location and identifying nearby public roads.

