

TRANSPORTATION ENHANCEMENT PROGRAM FOR OAHU

Updated August 2009



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OAHU METROPOLITAN PLANNING ORGANIZATION

**TRANSPORTATION ENHANCEMENT PROGRAM
FOR OAHU**

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TABLE OF CONTENTS

Glossary of Abbreviations.....	v
1.0 Introduction.....	1
2.0 Project Eligibility	2
2.1 Eligible Activities	2
2.2 Project Sponsor	3
3.0 Transportation Enhancement Process.....	4
3.1 Call for Projects	4
3.2 Initial Screening.....	4
3.3 Eligibility Determination	4
4.0 Programming Enhancement Funds	6
Appendix A	A-1

GLOSSARY OF ABBREVIATIONS

CAC	OahuMPO Citizen Advisory Committee
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
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;
- OahuMPO's process to solicit and select 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,¹ 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

¹ 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. OahuMPO develops a list of eligible 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 OahuMPO's TE Process.

3.1 CALL FOR PROJECTS

OahuMPO solicits recommendations on enhancement projects from the OahuMPO Citizen Advisory Committee (CAC) every four years, prior to the development of each Transportation Improvement Program update. Input by members of the CAC, the general public, or government agencies on possible transportation enhancement projects is welcome at any time. To provide a recommendation, an individual or organization is asked to fill out the *Project Proposal Submittal Form* and submit it to the OahuMPO office. All eligible projects will be considered when enhancement funds are available.

3.2 INITIAL SCREENING

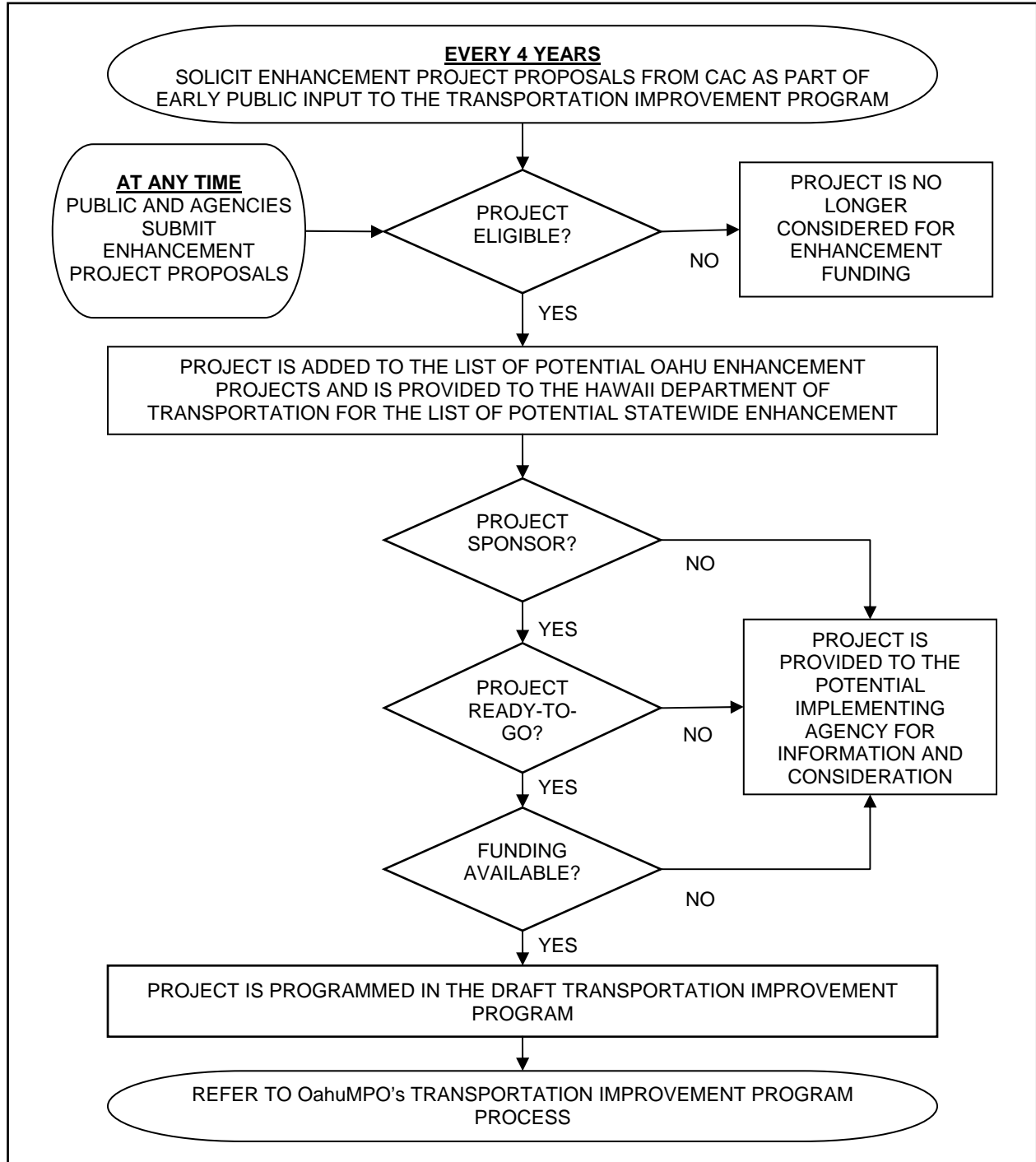
OahuMPO screens the proposals received to verify that each submittal includes the necessary information. Incomplete proposals are not considered. All complete proposals will be subject to an eligibility determination.

3.3 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.

If a project is determined to be eligible for TE funds, it is added to the *Eligible Oahu Proposals Requesting Transportation Enhancement Funds* list and is provided to the Hawaii Department of Transportation for the list of potential statewide enhancement projects. The project is also provided to the potential implementing agency for information and consideration.

FIGURE 1
OahuMPO TRANSPORTATION ENHANCEMENT PROCESS



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.

OahuMPO, in cooperation with the HDOT and DTS, develops an estimate of funds, including TE funds, available for Oahu. TE projects on the *Eligible Oahu Proposals Requesting Transportation Enhancement Funds* list are programmed in the TIP once they have a project sponsor, are “ready-to-go,” and have sufficient funding.

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

OahuMPO TRANSPORTATION ENHANCEMENT PROGRAM PROJECT PROPOSAL SUBMITTAL FORM

OahuMPO solicits recommendations on enhancement projects from the OahuMPO Citizen Advisory Committee (CAC) every four years, prior to the development of each Transportation Improvement Program update. Input by members of the CAC, the general public, or government agencies on possible transportation enhancement projects is welcome at any time. To provide a recommendation, an individual or organization is asked to fill out this form and submit it to the OahuMPO office. All eligible projects will be considered when enhancement funds are available.

Submit transportation enhancement proposals for the island of Oahu to the address below:

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

fax: 587-2018
email: OahuMPO@OahuMPO.org

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

1. Project name: _____

2. Project description:

3. Contact person's name, mailing address, email address, telephone number, and fax number:

Name: _____

Mailing address: _____

E-mail address: _____

Telephone number: _____

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.*):

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

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:

8. Explain any time constraints on project implementation:

9. In total, what would be 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.*):

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.

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