TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2015 – 2018

Oahu MPO

FINAL DRAFT

REVISION 23

AMENDMENT

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2015 - 2018

FINAL DRAFT

Revision 23

Amendments

July 2018

Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200
Honolulu, Hawaii 96813-4623
(808) 587-2015 // www.oahumpo.org

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The City and County of Honolulu is using the OahuMPO TIP public involvement process, as outlined in the Federal Highway Administration/Federal Transit Administration metropolitan transportation planning regulations (23 CFR 450/49 CFR 613), to satisfy the public hearing requirements for the Federal Transit Administration's Urbanized Area Formula Program (49 U.S.C. Section 5307) program-of-projects.

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1 ABBREVIATIONS

1.1 OVERALL INITIALISMS AND ACRONYMS

3-C	Continuing, Cooperative, Comprehensive
ADA	Americans with Disabilities Act
APE	Area of Potential Effects
CAC	Citizen Advisory Committee
CATEX	Categorical Exclusion
CFR	Code of Federal Regulations
CCTV	Closed-circuit television
CMP	OahuMPO Congestion Management Process
DTS	City and County of Honolulu Department of Transportation Services
EJ	Environmental Justice
FAST	Fixing America's Surface Transportation Act [P.L. 114-96, 2015]
FMCSA	USDOT Federal Motor Carrier Safety Administration
FHWA	USDOT Federal Highway Administration
FTA	USDOT Federal Transit Administration
FFY	Federal Fiscal Year (October 1-September 30)
HART	Honolulu Authority for Rapid Transportation
HDOT	Hawaii Department of Transportation
HR	House Report
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21st Century [P.L. 112-141, 2012]
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NTD	National Transit Database
OahuMPO	Oahu Metropolitan Planning Organization
ORTP	Oahu Regional Transportation Plan
OWP	Overall Work Plan
PB	Policy Board (formerly Committee)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users [P.L. 109-59, 2005]
SMP	Special Maintenance Program
SOGR	State of Good Repair
STIC	Small Transit Intensive Cities
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
T6	Title VI of the Civil Rights Act of 1964
U.S.C.	United States Code
UZA	Urbanized Areas

1.2 PROJECT LISTING ABBREVIATIONS

FHWA Funding Categories

Bridge Off	Bridge Off-System
Bridge On	Bridge On-System
CMAQ	Congestion Mitigation and Air Quality Program
Discret	Discretionary Funds
Enhance	Transportation Enhancement Program
FHWA X-fer	FHWA transfer from FTA
IM	Interstate Maintenance
NHPP	National Highway Performance Program
NHS	National Highway System
HSIP	Highway Safety Improvement Program
RTP	Recreational Trails Program
STP (Flex)	Surface Transportation Program (Flexible)
TAP	Transportation Alternatives Program
TAP-U	Transportation Alternatives Program for Urbanized Areas

FTA Funding Categories

§5307	Urbanized Area Formula
§5309 FGM	Fixed Guideway Modernization
§5309 NS	New Starts
§5310	Enhanced Mobility
§5329	Public Transit Safety Program
§5337	State of Good Repair
§5339	Bus and Bus Facilities
§5340	Growing States and High-Density States Formula

Local Funding Category

Local Only	Locally Funded

Project Phases (Chronological Order)

PLN	Planning
PE1	Preliminary Design, including NEPA
DES	Design
PE2	Final Design
EQP	Equipment
PREROW	Pre-Right-of-Way
ROW	Right-of-Way
ADVCON	Advance Construction Reimbursement
REL	Utility Relocation
CON	Construction
OPR	Operations
INSP	Inspection

2 INTRODUCTION

The *Transportation Improvement Program – Federal Fiscal Years 2015 - 2018 (TIP)* was prepared in accordance with the requirements of 23 U.S.C. 134 and 23 CFR 450 Part 300. This legal framework describes and prioritizes the surface transportation programs and projects that the Oahu Metropolitan Planning Organization (OahuMPO) Policy Board has selected for implementation during the program period. OahuMPO's TIP is the adopted, short-term program of public transit, highway, bicycle, and pedestrian projects that will receive federal transportation funds here on Oahu. The TIP needs to 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 FFYs 2015-2018 TIP covers a period of four years (FFYs 2015-2018) and contains two additional years (FFYs 2019 and 2020) for informational purposes ("information only"). The TIP will be updated at least every four years, and revised as needed. Once approved by the Policy Board and Governor (or Governor's designee), the TIP becomes the Oahu element of the Statewide TIP (STIP).

The following types of projects are included in the TIP:

- Surface transportation projects that are proposed to be funded with federal funds;[1]
- Regionally-significant projects that require action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), regardless of if these projects are federally-funded; and
- Regionally-significant projects that are proposed to be funded with non-federal funds or with federal funds other than those administered by the FHWA or the FTA, such as congressional earmarks. These projects are included in the TIP for informational purposes.

The TIP identifies transportation programs and projects totaling approximately $3.6 billion to be implemented during the four-year program period. The projects include those eligible for federal funding assistance, as well as regionally significant locally-funded projects.

2.1 TIP REVISION 23 - AMENDMENTS

The TIP document is revised on an average of two cycles annually. Each cycle divides changes to projects among two distinct modification revisions and one amendment revision. Revision 23 is an amendment, the final part of one revision cycle. The three revision categories are discussed in more detail in section 4 (see also: Table 2).

[1] Under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements, Federal Lands Highway Program projects, safety projects included in the State's Strategic Highway Safety Plan, trails projects, pedestrian walkways, and bicycle facilities).

3 DEVELOPMENT PROCESS

Many of the projects in the TIP are programmed over several years. For example, a highway improvement project consists of right-of-way acquisition, planning, design, and construction phases. Each of these phases may last one or more years. In addition to new projects, the TIP includes many projects that were programmed in previous years.

The TIP development process spans over a year. The process is illustrated in Figure 1 and described below.

3.1 EARLY PUBLIC INPUT

The development of a TIP update begins with early public input. For the FFYs 2015-2018 TIP, the OahuMPO Citizen Advisory Committee and the Freight Task Force developed recommended lists of transportation projects for inclusion into the FFYs 2015-2018 TIP. Their recommendations were presented to the Policy Board for their consideration when selecting projects for the TIP. The Policy Board requested that the recommendations be forwarded to the City and State implementing agencies.

3.2 DEVELOPMENT OF FINANCIAL ESTIMATES

OahuMPO, HDOT, DTS and HART cooperatively formulate estimates of FHWA and FTA funds that are reasonably expected to be available for projects on the island of Oahu. These estimates are usually based on historic data.

3.3 CALL FOR PROJECTS

OahuMPO does a "call for projects" to the implementing agencies. In response, the HDOT, DTS and HART submit projects to be considered for inclusion in the TIP.

3.4 PUBLIC OUTREACH

3.4.1 Visualization

For visualization purposes, project location maps are developed for each project in the draft TIP, as applicable. Additional interactive project location maps are posted onto the OahuMPO website that allow the user to display layers that compare how each proposed project interacts with other plans and programs (e.g., conservation, natural resources, etc.).

3.4.2 Interested Parties

Opportunities are provided for interested parties to review and comment on the draft TIP project listing and financial plan. The draft TIP, as well as the interactive project location maps, are posted on the OahuMPO website during the public comment period. Information on the draft TIP is also distributed to the public via email or direct mail.

3.4.3 Agency Consultations

Details on the draft TIP are also circulated under OahuMPO's intergovernmental review process. A goal of the TIP process is to promote stakeholder relationships that foster cooperative efforts to achieve common transportation goals. Agencies responsible for planning activities that may be affected by the proposed transportation project are consulted for their perspectives on planning issues, needs, and priorities. Stakeholder agencies are provided with details on each TIP project, as well as the interactive project location maps, and are consulted with to ensure compatibility with their respective plans, maps, inventories, and planning documents.

3.4.4 Responses to Comments Received

All comments received, as well as responses to the comments, are provided to the Policy Board for their consideration when selecting projects for the final TIP. All comments made are provided in the comments disposition section (Appendix B).

3.5 TECHNICAL PROJECT EVALUATIONS

Various technical project evaluations are performed on the draft TIP for the purposes of assisting the Policy Board in selecting projects. These technical evaluations include the following:

- Compliance with federal planning factors;
- Detailed project evaluations, including consistency with relevant management system priorities;
- Consistency with the Oahu Regional Transportation Plan (ORTP);
- Consistency with the Oahu Regional Intelligent Transportation System (ITS) Architecture;
- Title VI (T6) and Environmental Justice (EJ) analysis; and
- Congestion Management Process (CMP) analyses.

The Technical Advisory Committee reviews the results of the technical evaluations prior to making a recommendation to the Policy Board.

3.6 PROJECT SELECTION

After reviewing the results of the agency consultations and the technical analyses, the Technical Advisory Committee makes a recommendation to the Policy Board regarding endorsement of the TIP. The Policy Board decides whether to endorse the TIP after considering and discussing the early project recommendations, public comments on the draft TIP, the results of the technical analyses, and the Technical Advisory Committee's recommendation. Following endorsement by the Policy Board, the TIP is also sent to the Governor's designee for approval. On June 17, 2015, Governor David Y. Ige re-designated the HDOT Director as the official responsible for approving the TIP and its amendments.

3.7 INCORPORATION OF THE TIP INTO THE STIP

Upon approval by the Policy Board and the Governor's designee, the TIP is incorporated, without change, as the Oahu element of the STIP.

3.8 FHWA AND FTA ACTION ON THE STIP

The TIP is jointly approved by FHWA and FTA as part of the STIP. The decision-making is dependent on the thoroughness and completion of the statewide transportation planning process used in developing the STIP, as required by federal code and regulation.

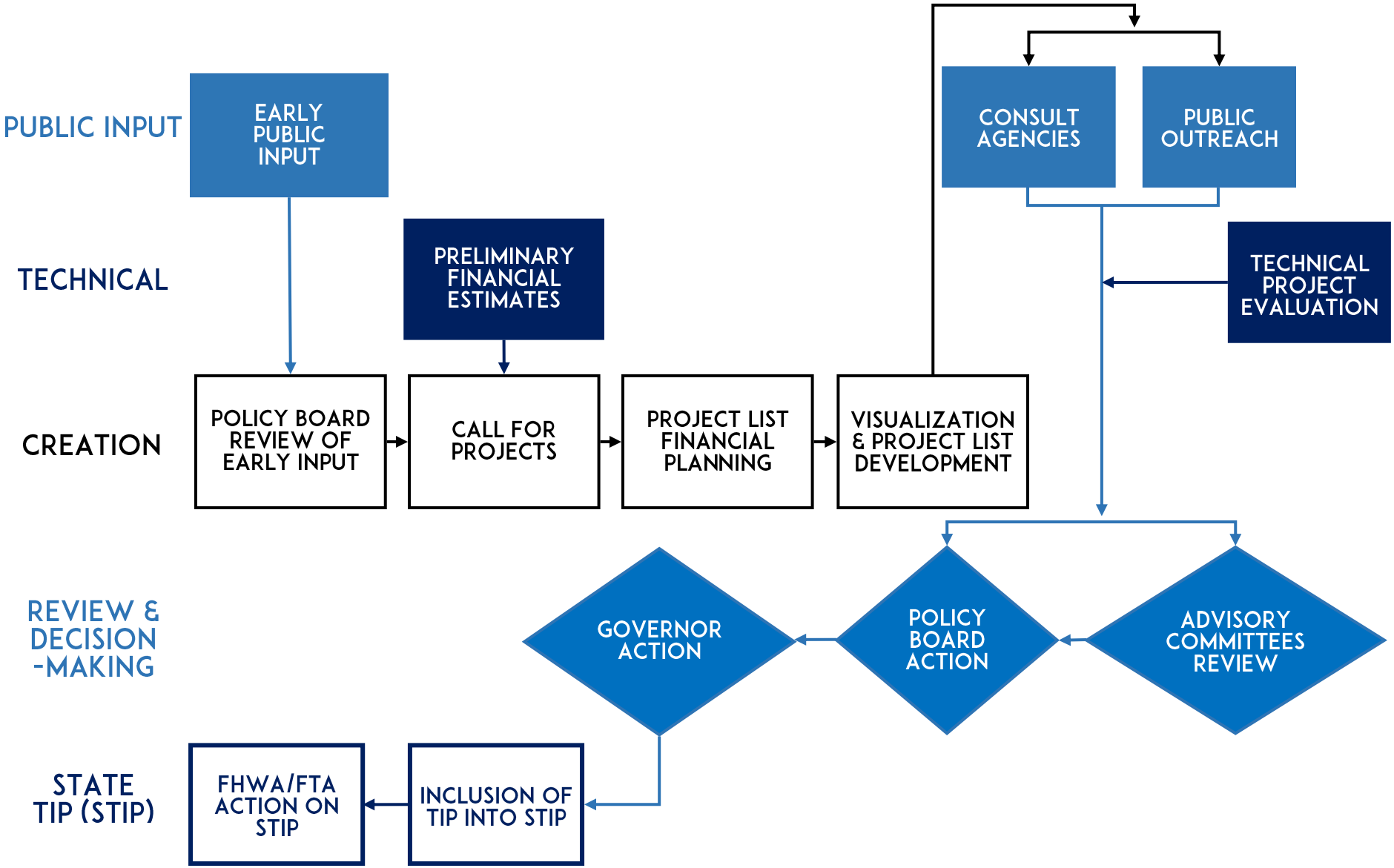


Figure 1. TIP Process.

4 REVISIONS

The TIP covers a period of no more than four year, and a new TIP will be adopted every four years. The TIP is frequently revised to reflect changes in project delivery schedules, changes in cost estimates and/or in scope, and changes in management systems and administrative priorities. These revisions are required to assure the efficient use of the annually-apportioned federal funds.

The following administrative provisions have been established to promote timely implementation and oversight of the TIP. A revision refers to a change to the TIP that occurs between quadrennial updates. A minor revision is an "administrative modification," while a major revision is an "amendment."

4.1 ADMINISTRATIVE MODIFICATIONS

Administrative modifications are minor revisions to the TIP. The Policy Board has identified two types of administrative modifications: pre-approved and expedited. These revisions do not require solicitation of public comment or re-demonstration of financial constraint. However, the following must be true:

- The administrative modifications must not affect the financial constraint of the TIP;
- The administrative modifications must not result in the addition or deletion of another project, including the deferral of a project to a year that is outside of the four-year TIP; and
- The affected project's implementing agency must concur with the actions.

4.1.1 Pre-approved Administrative Modifications

To prevent TIP procedures from becoming overly burdensome, federal regulations allow procedures for administrative modifications to be commensurate with its perceived impact. Recognizing the need to streamline the process for these minor changes, the Policy Board has pre-approved certain administrative modifications under the following circumstances:

- The sum of regular formula FHWA funds programmed for Oahu is not reduced; and
- The administrative modification does not change the design concept or scope of the project, or the prescribed environmental determination under the National Environmental Policy Act (NEPA) process.

The Policy Board is provided with copies of pre-approved administrative modifications.

[2] As defined in 23 CFR 450.104.

4.1.2 Expedited Administrative Modifications

Requests for expedited approval of administrative modifications are submitted directly to the Policy Board without prior review by the Technical Advisory Committee or solicitation of public comment.

4.2 AMENDMENTS

Amendments are revisions to the TIP that involve a major change to a project in the TIP. TIP amendments are submitted to the Technical Advisory Committee, the Policy Board, and the Governor's designee for action. Financial constraint is re-demonstrated, and the technical project analyses are reevaluated. Public comments are also solicited based on the strategies and procedures outlined in the *OahuMPO Participation Plan*.

4.3 REVISION EXAMPLES

Table 1 (Pages 16-17) provides examples of administrative modifications and amendments.

Table 1. Examples of Administrative Modifications and Amendments.

Revision	A. Pre-Approved Administrative Modification	B. Expedited Administrative Modification	C. Amendment*
Project	1. Advancing a project from its programmed year if it is ready-to-go.** 2. Deferring a project to a later year within the current TIP if it is not ready-to-go as originally programmed. 3. Revising, clarifying, or expanding a project's description as long as the project's scope is not modified. 4. Splitting or grouping projects (e.g., guardrail replacement or bridge rehabilitation) as long as the scope remains unchanged, and the funding amounts stay within the guidelines in Table 2, C.8. 5. Adding or deleting projects from grouped listings as long as the funding amounts stay within the guidelines in Table 2, C.8. 6. Revising projects that are included in the TIP for illustrative purposes.	1. Changing the scope of a project to accommodate prescribed actions made under NEPA processes and requirements 2. Changing the size of revenue rolling stock (e.g., vans, 30' buses, 40' buses, 60' buses) if the change results in a change in the total carrying capacity by 20 percent or less. 3. Changing the quantity for revenue rolling stock that exceeds 20 percent (plus or minus) of the original quantity, if the change in quantity results in a change in the total carrying capacity by 20 percent or less.	1. Adding a project to the TIP. 2. Deleting a project from the TIP, including deferring a project to a year that is outside of the four-year TIP. 3. Modifying the design concept or design scope of a programmed project (e.g., changing the project termini or the number of through traffic lanes). 4. For projects programmed with FTA funds, a change in a project's scope is considered "major" if the change materially alters the objective or description of the project, or the size, type, or quantity of items. Examples include: a. Changing from replacement buses to expansion buses (and vice versa); b. Changing the size of revenue rolling stock (e.g., vans, 30' buses, 40' buses, 60' buses) if the change results in a change in the total carrying capacity by more than 20 percent. c. Changing the quantity for revenue rolling stock that exceeds 20 percent (plus or minus) of the original quantity, if the change in quantity results in a change in the total carrying capacity by more than 20 percent.

Revision	A. Pre-Approved Administrative Modification	B. Expedited Administrative Modification	C. Amendment
Project Phase***	7. Deleting or deferring a project phase to a year that is outside of the four-year TIP, as long as another phase of the project remains in the TIP and the project's scope is not modified.	4. Adding a project phase to an existing project, as long as the phase is estimated to be $3 million or less and the project's scope is not modified.	5. Adding a project phase to an existing project, if the phase is estimated to be more than $3 million. 6. Deferring a project phase to a year that is outside of the four-year TIP, when there are no other project phases in the TIP and the project's scope is modified.
Funding Source	8. Revising the source of federal funds designated for a project to reflect a different funding program administered by the same U.S. DOT operating agency (e.g., NHS to STP). 9. Changing a project's funding from federal to local or state funding. 10. Adding additional federal funding, such as congressional earmarks or discretionary funds, to a project currently included in the TIP.	5. Changing a project's funding from local or state funds to federal funds.	7. Switching from FTA to FHWA funds (and vice versa).
Cost Estimates	11. Revising the amount programmed for a project phase to reflect changes in cost estimates, as long as it does not meet the thresholds identified in Table 2, C.8.	6. Reducing the sum of regular formula FHWA funds programmed for Oahu.	8. Revising the amount programmed for a project phase, if all of these thresholds are met: a. The total estimated project cost, after the revision, exceeds $10 million; and b. The amount programmed for the federal portion of the project cost is increased by more than 50%; and c. The total estimated project cost is increased by more than $3 million.

FOOTNOTES

* Amendments include revisions that are not listed as administrative modifications.

** Projects must be "ready-to-go" in the year that they are programmed to be funded, as defined in 23 CFR 450.220(e). Projects must have cleared previous federal requirements, which include:

a. Construction projects must have FHWA-approved Plans, Specifications, and Estimates (PS&E).
b. For projects heading into construction, land for the project must also have already been acquired.
c. Design projects must have cleared all NEPA requirements.
d. Rights-of-Way acquisition cannot occur without clearing NEPA requirements.
e. All projects must also have the appropriate matching local funds in place.

*** For example, design or right-of-way, as defined in 23 CFR 450.324(e). Refer to Section 1.2.4 for a list of project phases.

5 TIP HISTORY

The FFYs 2015-2018 TIP was endorsed by the Policy Board in August 2014.

5.1 REVISION HISTORY

The revision documents are on the OahuMPO TIP webpage: http://www.oahumpo.org/plans-and- programs/transportation-improvement-program-tip/

The FFYs 2015-2018 TIP was revised twenty-two times through June 2018. Table 2 describes the Revisions for the reader's understanding.

Table 2. Revisions as of June 2018

Revision Number	Description
Pre-Approved Administrative Modifications	
1	January 2015: Deferred projects, refined project phasing, revised cost estimates.
4	May 2015: Deferred projects, revised cost estimates, revised funding categories.
7	February 2016: Deferred projects.
10	May 2016: Deferred projects, revised cost estimates, added funds, renamed phases.
13	January 2017: Redistributed funds, deferred projects, deleted one phase, raised cost estimates.
16	June 2017: Deferred projects, revised cost estimates, deleted project phase.
18	January 2018: Deferred projects, raised cost estimates, revised cost conversions/programming, renamed phases, extended/restructured phases, deleted one phase, withdrew one phase, enhanced one phase, revised project costs.
22	June 2018: Deferred/inflated projects, deferred project phases, cost increase and decrease for phases, refined project's limits, revision for illustrative purposes, changed project's funding source, project added for consistency with the STIP.

Revision Number	Description
Expedited Administrative Modifications	
2	February 2015: Deferred projects, revised funding categories, and revised cost estimates.
5	July 2015: Deleted projects, added projects, revised cost estimates, and removed federal funds for projects.
8	February 2016: Deferred projects, deleted phases, and changed local funds to federal funds.
11	July 2016: Added ADVCON funding for illustrative years, decreased funding for two projects, renamed phases, added federal funds to one project.
14	January 2017: Redistributed funds, deferred projects, deleted one phase, raised cost estimates.
19	January 2018: Renamed phase, revised programming amount, and switched one project from local to federal funds.

Revision Number	Description
Amendments	
3	February 2015: Change of scope, new projects, deferred projects, added phasing.
6	July 2015: Added and deleted phases, revised cost estimates, deleted one existing project, added new projects.
9	February 2016: Added and deleted projects, expanded project scope spatially, deferred projects.
15	July 2016: Added ADVCON funding for illustrative years, decreased funding for two projects, renamed phases, added federal funds to one project.
17	February 2016: Deferred projects and funding, increased project costs, deleted one project, created one project, and changed scope.
20	January 2018: Changed project scope, deferred and inflated funding, deleted one projects.
21	February 2018: One project added, seven deferred and deleted projects, and two project scope/design changed.

6 PROJECTS AMENDED IN REVISION 23

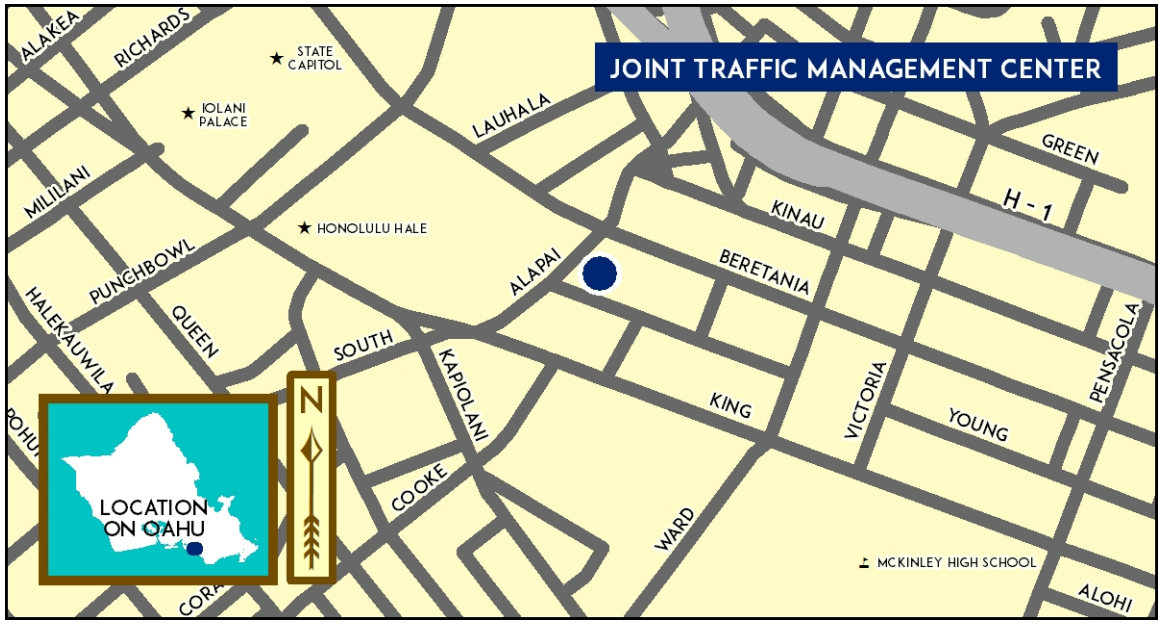
6.1 PROJECT LISTING

This revision is an amendment. Amendments require OahuMPO Policy Board approval, a review by the Technical Advisory Committee, and the solicitation of public comments. Refer to Chapter 4 of the TIP for additional details.

PROJECT NUMBER	PROJECT NAME *(Sorted by Project Name)*	REVISION DETAILS	PAGE
Federal Highway Administration (FHWA) - Funded Projects			
Oahu State (OS) of Hawaii - Sponsored Projects			
OS57	Freeway Management System, Joint Traffic Management Center Operations (State)	Request to delete FFY2018 operational funding; the Joint Management Traffic Center is not operational yet (C.2).	21
OS14	Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue	Request to defer/inflate due to bid protests; this resulted in the deobligation of the project's construction phase funds. The bid protest has since been resolved, with all bids rejected. HDOT is working on repackaging the plans, specifications, and estimation, and redvertising the procurement in early FFY2019 (C.2).	22
OS20	Interstate Route H-1, Safety Improvements, Beginning of H-1 (Palailai Interchange) to Waiawa Overpass	Cost increase from $4.1M to $9.2M, as it was determined that additional topographic surveys were needed. The new survey indentified three new areas that need drainage improvements, in addition to the three improvements already identified. The new estimated total project cost reflects this, with the inclusion of costs associated with the initial low estimate and the added work identified (C.8).	23
OS22	Interstate Route H-3, Seismic Retrofit, Kuou Bridge and Halekou Interchange, Structures 1, 2, and 3	Request to defer/inflate preliminary design and final design phases (PE1 and PE2); the procurement process was delayed, beginning in 2016 and has just begun. There is currently no preliminary design phase contract in place (C.2).	24
OS32	Kamehameha Highway (Route 83), Bridge Replacement, South Kahana Stream Bridge	Request to delete right of way (ROW); Right of way was transferred to HDOT from the Department of Land and Natural Resources. As such, funding is not needed for this phase (C.2).	25
OS36	Kamehameha Highway (Route 83), Bridge Replacement, Waipilopilo Stream Bridge	Request to defer/inflate; there is a delay with the project's environmental clearance, with regard to Section 106 of the National Historic Preservation Act, Section 7 of the Endangered Species Act, and Section 4(f) of the U.S. Department of Transportation Act. Without National Environmental Policy Act clearance, the project may not acquire right of way (C.2).	26
OS41	Kamehameha Highway (Route 83), Wetland Enhancement, Vicinity of Ukoa Pond	Request to defer/inflate; feasible mitigation has not been determined (C.2).	27

NUMBER OF PROJECTS BEING REVISED IN REVISION 23:	PERCENTAGE OF TOTAL TIP PROJECTS REVISED IN REVISION 23:
7	9%

OS57 Freeway Management System, Joint Traffic Management Center Operations



TIP Revision #23 Details:
Request to delete FFY2018 operational funding; the Joint Management Traffic Center is not operational yet (C.2).

Project Description:
These funds will be required for the State share of the annual operating expenses for the JTMC which includes normal building operations and a JTMC Manager. The State share has been calculated based on methodology that involves the estimated square footage that the State will occupy.

Project Website: None

Neighborhood(s): Ala Moana-Kakaako

Estimated Total Project Cost: $1,400,000

(May include project costs outside of the 4-year TIP and 2 informational years.)

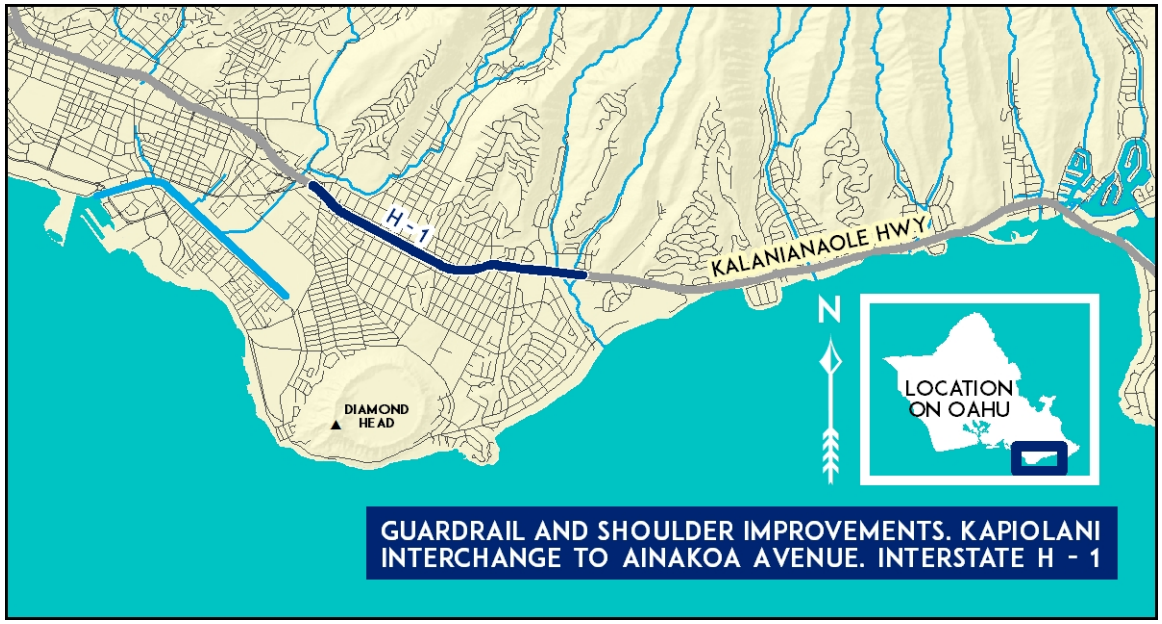
Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000).

	FFY 2015			FFY 2016			FFY 2017			FFY 2018			FOR INFORMATION ONLY FFY 2019			FOR INFORMATION ONLY FFY 2020			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
OPR	0	0	0	0	0	0	0	0	0	0	0	0	350	280	70	350	280	70	NHPP

OS14 Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue



TIP Revision #23 Details:
Request to defer/inflate due to bid protests; this resulted in the deobligation of the project's construction phase funds. The bid protest has since been resolved, with all bids rejected. HDOT is working on repackaging the plans, specifications, and estimation, and redvertising the procurement in early FFY2019 (C.2).

Project Description:
Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards.

On Westbound Kalanianaole Highway, just before the Ainakoa Intersection, the shoulder and bike lane tapers off until it disappears at Ainakoa. To the west on H-1, and on the off-ramp to below the viaduct towards Kahala Mall, a shoulder and bike lane reappears. The project will close that gap in the bike lane, by taking space from the median on H-1.

Project Website: None

Neighborhood(s): Diamond Head-Kapahulu-St. Louis Heights, Kaimuki, McCully-Moiliili, Waialae-Kahala

Estimated Total Project Cost: $12,500,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

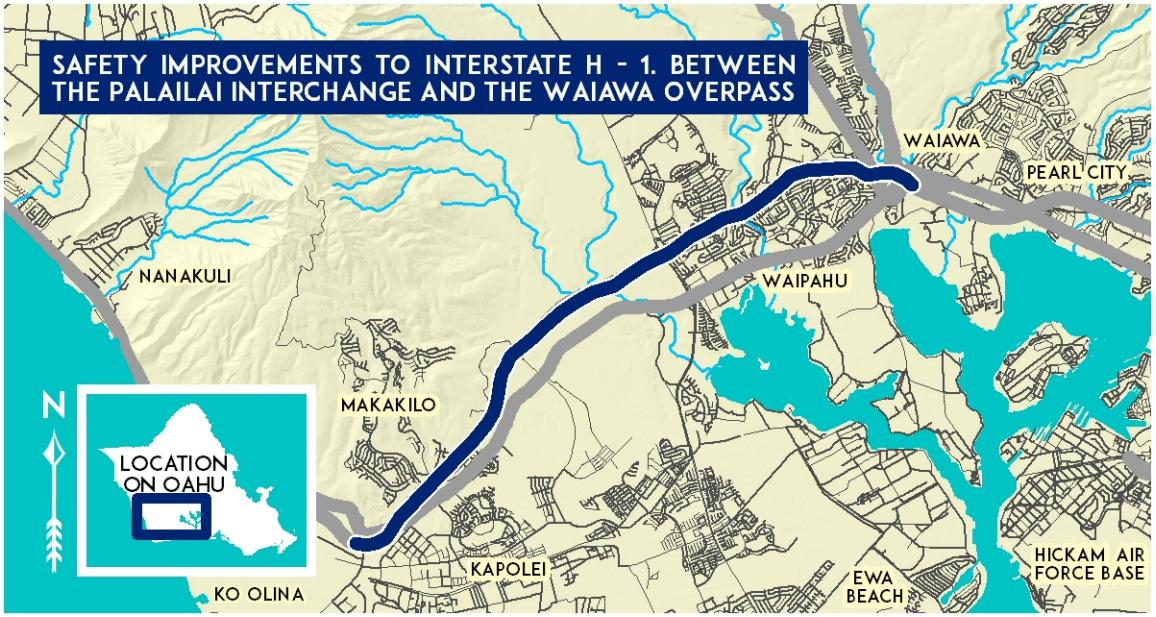
Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000).

	FFY 2015			FFY 2016			FFY 2017			FFY 2018			FOR INFORMATION ONLY FFY 2019			FOR INFORMATION ONLY FFY 2020			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
CON	0	0	0	0	0	0	0	0	0	0	0	0	11,500	500	11,000	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,700	-8,700	NHPP

OS20 Interstate Route H-1 Safety Improvements, Beginning of H-1 (Palailai Interchange) to Waiawa Overpass



TIP Revision #23 Details:
Cost increase from $4.1M to $9.2M, as it was determined that additional topographic surveys were needed. The new survey indentified three new areas that need drainage improvements, in addition to the three improvements already identified. The new estimated total project cost reflects this, with the inclusion of costs associated with the initial low estimate and the added work identified (C.8).

Project Description:
Scope includes, but is not limited to: Installation of milled rumble strips on shoulders; reconstruction of paved shoulders; pavement markings; and signing.

Project Website: None

Neighborhood(s): Makakilo-Kapolei-Honokai Hale, Ewa, Waipahu

Estimated Total Project Cost: $10,000,000

(May include project costs outside of the 4-year TIP and 2 informational years.)

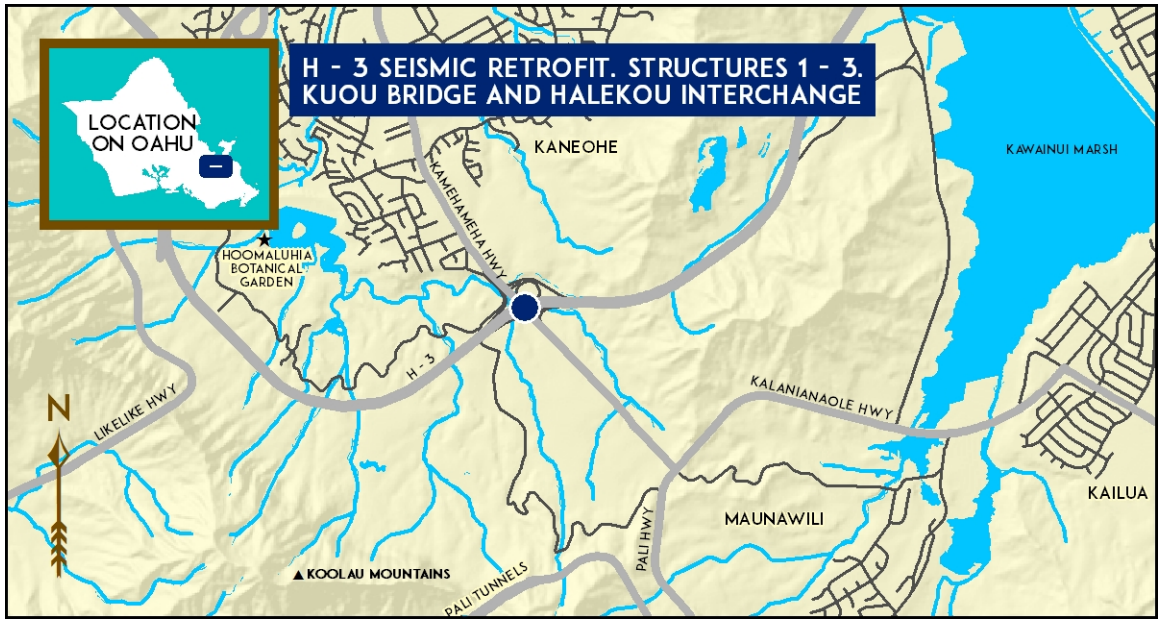
Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000).

	FFY 2015			FFY 2016			FFY 2017			FFY 2018			FOR INFORMATION ONLY FFY 2019			FOR INFORMATION ONLY FFY 2020			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
CON	0	0	0	0	0	0	0	0	0	9,200	4,360	4,840	0	0	0	0	0	0	HSIP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000	-3,000	0	0	0	HSIP

OS22 Interstate Route H-3, Seismic Retrofit, Kuou Bridge and Halekou Interchange, Structures 1, 2, and 3



TIP Revision #23 Details:
Request to defer/inflate preliminary design and final design phases (PE1 and PE2); the procurement process was delayed, beginning in 2016 and has just begun. There is currently no preliminary design phase contract in place (C.2).

Project Description:
Retrofit interchange structures to meet current seismic standards.

Project Website: None

Neighborhood(s): Kaneohe

Estimated Total Project Cost: $7,320,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

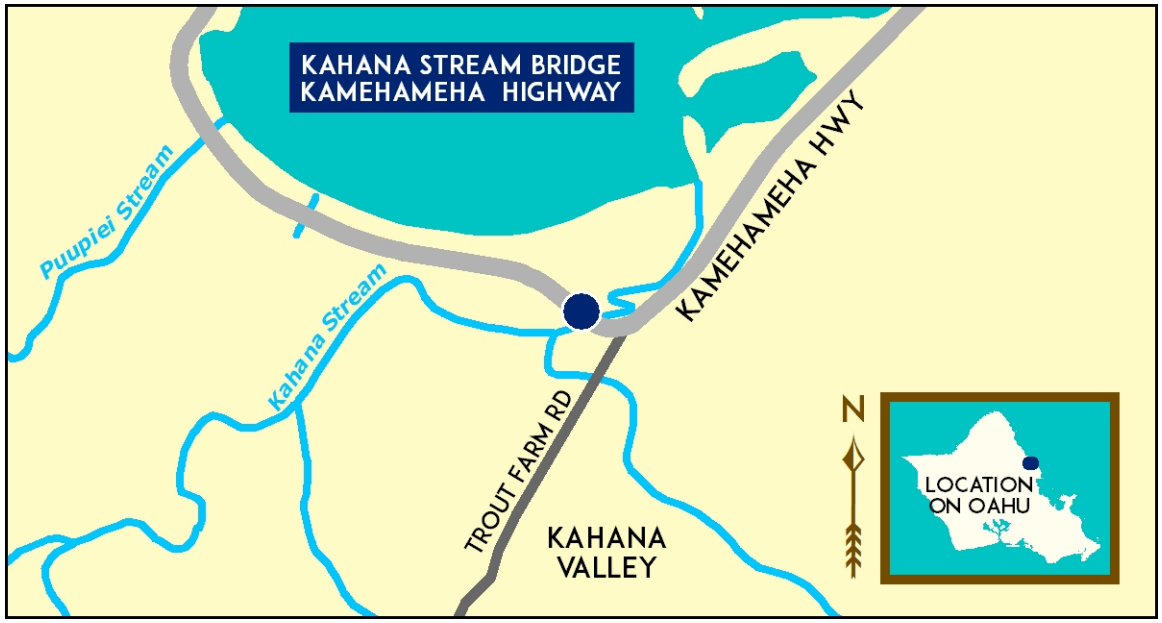
Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000).

													FOR INFORMATION ONLY						
	FFY 2015			FFY 2016			FFY 2017			FFY 2018			FFY 2019			FFY 2020			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
PE1	0	0	0	0	0	0	0	0	0	0	0	0	600	480	120	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	600	480	120	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

OS32 Kamehameha Highway (Route 83), Bridge Replacement, South Kahana Bridge



TIP Revision #23 Details:
Request to delete right of way (ROW); Right of way was transferred to HDOT from the Department of Land and Natural Resources. As such, funding is not needed for this phase (C.2).

Project Description:
Replace the existing bridge on Kamehameha Highway.

Project Website: None

Neighborhood(s): Koolauloa

Estimated Total Project Cost: $30,300,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000).

													FOR INFORMATION ONLY						
	FFY 2015			FFY 2016			FFY 2017			FFY 2018			FFY 2019			FFY 2020			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	27,050	11,640	15,410	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000	-10,000	NHPP

OS36 Kamehameha Highway (Route 83), Bridge Replacement, Waipilopilo Stream bridge

TIP Revision #23 Details:
Request to defer/inflate; there is a delay with the project's environmental clearance, with regard to Section 106 of the National Historic Preservation Act, Section 7 of the Endangered Species Act, and Section 4(f) of the U.S. Department of Transportation Act. Without National Environmental Policy Act clearance, the project may not acquire right of way (C.2).

Project Description:
Replace the existing concrete T-bridge on Kamehameha Highway in the vicinity of Hauula.

Project Website: None

Neighborhood(s): Koolauloa

Estimated Total Project Cost: $11,300,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

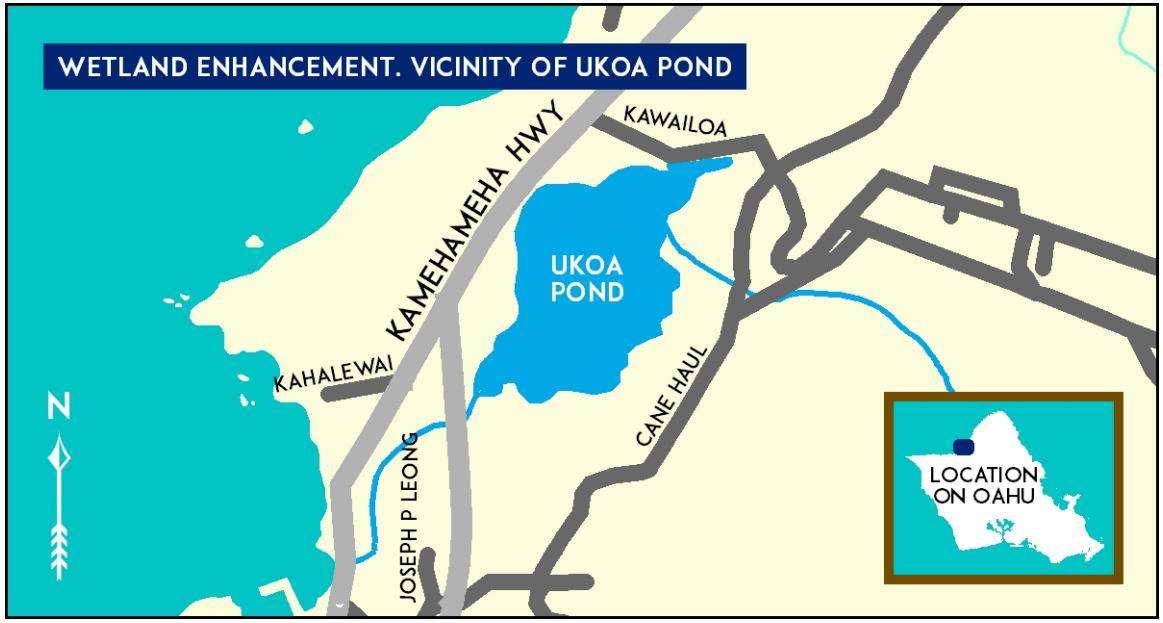
Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000).

	FFY 2015			FFY 2016			FFY 2017			FFY 2018			FOR INFORMATION ONLY FFY 2019			FOR INFORMATION ONLY FFY 2020			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
ROW	0	0	0	0	0	0	0	0	0	0	0	0	1,030	824	206	0	0	0	NHPP

OS41 Kamehameha Highway (Route 83), Wetland Enhancement, Vicinity of Ukoa Pond



TIP Revision #23 Details:
Request to defer/inflate; feasible mitigation has not been determined (C.2).

Project Description:
Enhance wetlands along Kamehameha Highway (Route 83) near Ukoa Pond as a mitigation for previous impacts and wetland banking for future use. This is a wetland mitigation project on the North Shore that is related to the construction of the Haleiwa Bypass Road.

Project Website: None

Neighborhood(s): North Shore

Estimated Total Project Cost: $7,700,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000).

	FFY 2015			FFY 2016			FFY 2017			FFY 2018			FOR INFORMATION ONLY FFY 2019			FOR INFORMATION ONLY FFY 2020			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
CON	0	0	0	0	0	0	0	0	0	0	0	0	6,600	5,280	1,320	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

6.3 FUNDING SUMMARY

	FFYS 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)												ILLUSTRATIVE YEARS FOR INFORMATION ONLY					
	FFY 2015			FFY 2016			FFY 2017			FFY 2018			FFY 2019			FFY 2020		
	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL
FHWA - FUNDED PROJECTS																		
Oahu State (OS)																		
As of Revision 22	158,769	89,719	69,050	99,995	68,680	31,315	281,296	90,884	190,412	114,244	81,006	33,238	154,187	138,084	16,103	146,490	117,214	29,276
Revision 23 Changes	0	0	0	(1,080)	(864)	(216)	(11,000)	0	(11,000)	(3,830)	(964)	(2,866)	14,090	(8,328)	22,418	0	8,700	(8,700)
Total as of Revision 23	158,769	89,719	69,050	98,915	67,816	31,099	270,296	90,884	179,412	110,414	80,042	30,372	168,277	129,756	38,521	146,490	125,914	20,576
Oahu City (OC)																		
As of Revision 22	29,508	17,000	12,508	29,153	19,239	9,914	12,562	6,676	5,886	15,095	8,492	6,603	17,068	8,497	8,571	72,542	12,383	60,159
Revision 23 Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total as of Revision 23	29,508	17,000	12,508	29,153	19,239	9,914	12,562	6,676	5,886	15,095	8,492	6,603	17,068	8,497	8,571	72,542	12,383	60,159
TOTAL FHWA	**188,277**	**106,719**	**81,558**	**128,068**	**87,055**	**41,013**	**282,858**	**97,560**	**185,298**	**125,509**	**88,534**	**36,975**	**185,345**	**138,253**	**47,092**	**219,032**	**138,297**	**80,735**

	FFY 2015			FFY 2016			FFY 2017			FFY 2018			FFY 2019			FFY 2020		
	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL
FTA - FUNDED PROJECTS																		
Oahu State (OS)																		
As of Revision 22	482	385	97	497	397	100	1,387	1,109	278	810	647	163	836	667	169	863	688	175
Revision 23 Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total as of Revision 23	482	385	97	497	397	100	1,387	1,109	278	810	647	163	836	667	169	863	688	175
Oahu City (OC)																		
As of Revision 22	77,125	48,155	28,970	68,163	40,798	27,365	27,210	18,638	8,572	428,942	173,585	255,357	922,532	319,722	602,810	890,592	293,680	596,912
Revision 23 Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total as of Revision 23	77,125	48,155	28,970	68,163	40,798	27,365	27,210	18,638	8,572	428,942	173,585	255,357	922,532	319,722	602,810	890,592	293,680	596,912
TOTAL FTA	**77,607**	**48,540**	**29,067**	**68,660**	**41,195**	**27,465**	**28,597**	**19,747**	**8,850**	**429,752**	**174,232**	**255,520**	**923,368**	**320,389**	**602,979**	**891,455**	**294,368**	**597,087**

All values are in thousands of U.S. dollars (x1000).

6.4 FHWA REGULAR FORMULA FUNDS PROGRAMMED

	TRANSPORTATION IMPROVEMENT PROGRAM				FOR INFORMATION ONLY	
	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020
Oahu State (OS)						
National Highway Performance Program	85,132	60,369	59,857	58,935	116,881	123,431
Earmark High Priority	0	0	0	0	2,200	0
Highway Safety Improvement Program	0	4,160	3,440	5,720	3,000	136
Interstate Maintenance Discretionary	4,300	0	2,300	0	0	0
Recreational Trails Program	287	287	287	287	287	287
Surface Transportation Program - Flexible	0	3,000	23,000	15,000	0	2,060
Re-Purposed Earmarks	0	0	2,000	0	0	0
Transportation Enhancement	0	0	0	100	7,388	0
State - FHWA Total	**89,719**	**67,816**	**90,884**	**80,042**	**129,756**	**125,914**
Oahu City (OC)						
Bridge Off-System	720	720	0	720	800	800
Surface Transportation Program - Flexible	16,280	16,220	3,544	6,572	4,986	10,758
Transportation Alternatives Program - Urban	0	800	3,049	1,200	2,711	800
Transportation Alternatives Program	0	1,499	0	0	0	0
Safe Routes to School Program	0	0	83	0	0	25
City - FHWA Total	**17,000**	**19,239**	**6,676**	**8,492**	**8,497**	**12,383**
FHWA TOTAL	**106,719**	**87,055**	**97,560**	**88,534**	**138,253**	**138,297**

All values are in thousands of U.S. dollars (x1000).

7 FINANCIAL PLANNING

The primary sources of revenue underlying the surface transportation system for Oahu have been, and will continue to be our federal, state, and local governments. Federal funds are provided through the FHWA and the FTA. The FFYs 2015-2018 TIP is financially-constrained; that is, there is a reasonable expectation that projects can be implemented using committed, available, or reasonably available federal and local funding.

An inflation factor was used in the financial assumptions to reflect "year of expenditure" dollars. As of 2017, HDOT sets a compounded inflation rate of 2% for all STIP projects. Therefore, agencies were requested to apply a 2% inflation factor to all project estimates.

7.1 FUNDING SOURCES

7.1.1 FHWA Program

The FHWA funds are appropriated annually by Congress. The Fixing America's Surface Transportation (FAST) Act is the authorization bill that governs federal surface transportation spending. It was signed into law by President Barack Obama on December 4, 2015.

The previous authorization bill for federal surface transportation spending was the Moving Ahead for Progress in the 21st Century (MAP-21) Act. President Barack Obama signed it on July 6, 2012. MAP-21 reformed aspects of the prior authorization bill, SAFETEA-LU. Map-21 consolidated bicycle and pedestrian transportation projects into one program for Transportation Alternatives (TAP).

Prior to Map-21, SAFETEA-LU had been signed into law by President George W. Bush on August 10, 2005, and extended through 2010 by the Continuing Appropriations Resolution, 2010 (Public Law 111-68), as amended.

Currently, FAST has established about $170-$190 million in obligation authority, estimated to be available for the entire *State of Hawaii* each fiscal year. Detailed information on the revenues estimated to be available for the State of Hawaii is available in HDOT's FFYs 2015-2018 STIP. OahuMPO's TIP focuses on transportation programs and projects for the *island of Oahu* only.

In developing the FFYs 2015-2018 TIP, OahuMPO, HDOT, and DTS cooperatively formulated estimates of FHWA funds that were reasonably expected to be available for projects on the island of Oahu. Statewide funding distribution estimates were developed based on a combination of historic data, vehicle miles travelled (VMT) and public

needs. It was estimated that about $78 million would be available annually for projects sponsored by the State of Hawaii, and about $17 million would be available for projects sponsored by the City and County of Honolulu, for a total of about $95 million for the island of Oahu.

Under FAST Act, HDOT may transfer apportionments from one program to another (with associated repercussions). For example, HDOT may transfer up to 50% of its National Highway System apportionment to the Statewide Transportation Program apportionment. Therefore, the total amount of FHWA funds programmed is key. However, although this provides more immediate flexibility, transferring from one fund type to another reduces the ability to follow through with the intent of the fund and temporarily eliminates the possibility of applying for certain discretionary funds.

FHWA funding sources include:

- Congestion Mitigation Air Quality Improvement Program;
- Discretionary;
- Highway Safety Improvement Program;
- National Highway Performance Program;
- Recreational Trails Program;
- Surface Transportation Program (flexible);
- Transportation Alternatives; and
- Transportation Enhancement Program (residual).

Each of the funding sources is described below.

Congestion Mitigation & Air Quality Improvement Program

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides funding for transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter. Because Oahu is an air quality attainment area, CMAQ funds provide a flexible funding source for transportation projects. The FAST Act emphasizes diesel engine retrofits and alternative fuel infrastructure.

Discretionary

Discretionary funds are additional funds (not formula funds) that the federal government may decide to award to the region. Examples include Corridor Planning, Ferry Boats, System Preservation funding; Public Lands Highways funding; and congressional allocations.

Highway Safety Improvement Program

The purpose of the Highway Safety Improvement Program (HSIP) is to reduce traffic fatalities and serious injuries on all public roads. Projects must be consistent with the State's Safety Highway Safety Program, and must be identified on

the basis of crash experience, potential, rate, and/or other data-driven means.[3]

National Highway Performance Program

The National Highway Performance Program (NHPP) allows for the realization of varied functions including but not limited to support for its maintenance and performance, construction of new facilities, prevention of infrastructure-failure, and performance measure-based, asset management planning by individual state governments.

Residual sources of funding within NHPP include the National Highway System (NHS), which provided funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals, because these roads are important to the nation's economy, defense, and mobility.

Another residual funding source is the Interstate Maintenance Program, which provided funding for resurfacing, restoring, rehabilitating, and reconstructing routes on the Interstate System.

Lastly, the Highway Bridge Program provided funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance. Bridge On-System funds were those for use on the Federal-aid highway system. Bridge Off-System funds were those for use not on the Federal-aid highway system.

Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Nationwide, federal transportation funds benefit recreation uses such as hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Surface Transportation Program

The Surface Transportation Program (STP) provides flexible funding that may be used for projects on any Federal-aid highway, including the NHPP, bridge projects on any public road, transit capital projects, and public bus terminals and facilities.

Transportation Alternatives

Transportation Alternatives (TA) is funded by set-aside Surface Transportation Block Grants. These include pedestrian and bicycle facilities, recreational trails, safe routes to school projects, historic preservation, vegetation management, and certain environmental mitigation.

[3] 23 U.S.C. 148(c)(2)(B)

Transportation Enhancement Program

The Transportation Enhancement (TE) Program funded activities or projects are those that add community or environmental value to any active or completed transportation project, and are over and above what is requried for normal environmental mitigation for transportation improvements. Funding ceased in 2013, but residual funds exist for some states if said funds were remained within their period of eligibility.

7.1.2 FTA Program

For financial constraint purposes, FTA formula apportionments, as estimated for FFYs 2015 and 2016 https://www.transit.dot.gov/), were used. For FFYs 2017 to 2018, the nationwide funding level is assumed to grow at an annual rate of 2.1%, consistent with the Congressional Budget Office forecast of the Highway Trust Fund revenues.

FTA funds include:

- §5307 Urbanized Area Formula;
- §5309 Fixed Guideway Modernization;
- §5309 New Starts;
- §5310 Enhanced Mobility;
- §5329 State Safety Oversight Program;
- §5337 State of Good Repair;
- §5339 Bus and Bus Facilities; and
- §5340 Growing States and High-Density States.

The following sections describe the various funding sources for FTA programs.

Urbanized Area Formula Program, 49 U.S.C. §5307

Section 5307 may be used for federal capital, operating, and planning assistance for transit in Urbanized Areas (UZAs), although operating assistance is generally not an eligible expense for UZAs with populations of 200,000 or more. A UZA is an area with a population of 50,000 or more that has been defined and designated as such in the most recent decennial census by the U.S. Census Bureau.

The City and County of Honolulu (City) is the designated recipient of funds apportioned to the Kailua-Kaneohe and Honolulu UZAs. The funds are apportioned based on legislative formulas, with different formulas applying to UZAs with populations less than 200,000 and UZAs with populations of 200,000 or more. The Kailua-Kaneohe UZA apportionment formula is based on population and population density statistics from the most recent decennial census. The Honolulu UZA apportionment formula is based on a combination of population and population density statistics, and validated mileage and transit service data in FTA's National Transit Database (NTD).

One percent of funds appropriated for Section 5307 is set aside for Small Transit Intensive Cities (STIC). FTA apportions these funds to UZAs under 200,000 in population that operate at a level of service equal to or

above the industry average level of service for all UZAs with a population of at least 200,000, but not more than 999,999, in one or more of six performance categories. FTA also apportions funds to urbanized areas under Section 5340 Growing States and High-Density States formula factors based on State population forecasts for 15 years beyond the most recent Census. Based on language in the SAFETEA-LU conference report, FTA consolidates the Section 5307, STIC, and Section 5340 amounts and identifies a single apportionment amount for each UZA. Section 5307 funds are available during the year of apportionment plus an additional three years, for a total of four years. The allocation of STIC will increase in FY 2019.

Section 5307 funds are programmed for transit vehicles and facilities, and preventive maintenance. FTA allows all maintenance costs as reported to the NTD to be eligible for capital assistance under "preventive maintenance."

Capital Investment Program, 49 U.S.C. §5309 – Fixed Guideway Modernization

Fixed Guideway Modernization (FGM) funds are apportioned by a statutory tiered formula to fixed guideway systems at least seven years old. In the City's case, the term "fixed guideway system" refers to facilities on which bus service operates on exclusive or controlled rights-of-way (e.g., Hotel Street), and high-occupancy vehicle lanes. Like the Section 5307 funds, NTD data is used to apportion FGM funds; the funds are available during the year of apportionment plus an additional three years, for a total of four years. Transit vehicles are the only programmed use for these funds.

Capital Investment Program, 49 U.S.C. §5309 – New Starts

New Starts funds are discretionary and are usually allocated by Congress. The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a "people mover"), or a busway/high-occupancy vehicle facility, Bus Rapid Transit that is fixed guideway, or an extension of any of these.

The financial plan identifies three types of New Starts funds:

- Pre-FFY 2005 allocation that was extended until expended by the Conference Report on House Report 418, Consolidated Appropriations Act, 2005 (H.R. 108-792). These funds can be used for replacement, rehabilitation, and purchase of buses and related equipment and construction of bus-related facilities. The programmed use of these funds is to purchase transit vehicles.
- Post-FFY 2005 allocation for new fixed guideway systems or extensions to existing fixed guideway systems. These funds are programmed for the Honolulu Rail Transit Project.

The Post-FFY 2005 allocation was available during the year of allocation plus two additional years, for a total of three years dependent on availability of local matching funds.

Capital Investment Program, 49 U.S.C. §5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

The TIP identifies specific types of transit-human services transportation projects that are statutorily-required, coordinated and public.

Enhanced Mobility is a pilot program which allows states and localities furnishing transit services to be direct recipients of program funds. To qualify, transportation services must link seniors and individuals with disabilities with non-emergency medical services.

State Safety Oversight Program, 49 U.S.C. §5329

The State Safety Oversight Program provides monies for the safety compliance of federally-funded public transit projects, and facilitates safety improvements for said projects. This program ensures compliance by separating Safety Oversight from the rail agencies that are being reviewed.

State of Good Repair Program, 49 U.S.C. §5337

The State of Good Repair (SOGR) funds exist to upkeep bus and rail transit systems. State of Good Repair currently funds maintenance of the Bus and Handi-van on Oahu. The FAST Act increased available SOGR funds.

Bus & Bus-Related Facilities, 49 U.S.C. §5339

Funds for Bus and Bus-Related Facilities (Bus Capital) funds are discretionary and are allocated for specific uses. Transit vehicles and facilities are programmed with these funds.

The TIP identifies specific types of transit-human services transportation projects that are statutorily-required, coordinated and public.

Growing States and High-Density States Formula, 49 U.S.C. §5340

Growing States and High--Density States Formula funding was established by SAFETEA-LU to supplement Urban Area Formula, pursuant to certain thresholds established by the FTA.

7.1.3 "Flexible" Funds

The Federal Highway and Transit Laws authorize certain funds to be "flexible." For example, FHWA Surface Transportation Program funds can be transferred from FHWA to FTA for use in transit projects, while FTA Urbanized Area Formula funds may be available for highway projects to the extent that OahuMPO is able to certify that:

7.1.4 Advance Construction

Advanced construction is a technique that allows a state to initiate a project using non-federal funds in the absence of sufficient Federal-aid obligation authority for the Federal match of funding[4]. This heightened eligibility means that FHWA has greatened the ability of transportation agencies to undertake concurrent projects. After an advance construction project is authorized, the State may convert the project to regular federal-aid funding, provided federal funds are made available for the project.

7.1.5 Local Funds

State of Hawaii Funds

The State of Hawaii imposes taxes, fees, and charges relating to the operation and use of motor vehicles on the public highways of the State. These funds are deposited into the State Highway Fund, established under Section 248-8 Hawaii Revised Statutes. Monies deposited in the State Highway Fund are used for acquisition, planning, design, construction, repair, and maintenance of the State Highway System.

The current taxes, fees, and charges deposited into the State Highway Fund consist of:

- Highway fuel taxes;
- Vehicle registration and licensing fees;
- Vehicle weight tax;
- Motor vehicle rental and tour vehicle surcharge taxes.

Other miscellaneous sources of revenue include interest earnings on monies previously credited to the State Highway Fund, vehicle weight tax penalties, certain rental income from State Highway System properties, passenger motor vehicle inspection charges, overweight permits, sales of surplus lands, commercial license fees, and other miscellaneous revenues.

Every other year, the Governor submits to the State Legislature the Administration's biennium budget. The Legislature reviews the biennium budget in detail and authorizes all or a portion of the biennium budget and the individual capital improvement projects.

Authorization of the operating and capital improvement budgets by the Legislature, as part of the biennium budget, includes the appropriation of monies from designated sources. These appropriations authorize the funding for the local match for the State's federal-aid projects in the TIP.

[4] 23 U.S.C. 115

City and County of Honolulu Funds

Where local funding is identified in the FFYs 2015-2018 TIP for City projects, City funds from existing revenue sources are programmed. The City exercises independent authority under the Hawaii State Constitution to assess, levy, and collect real property taxes. The Hawaii Revised Statutes authorizes the City to fix the fees and charges for all public services not otherwise provided for by the State and to issue general obligation bonds to finance its public improvement projects.

Under its Revised Charter, the City enacts balanced operating and capital budgets annually. The City operates on a 12-month fiscal year that begins on July 1st and ends on June 30th of the succeeding year. Appropriations authorized in the executive capital budget ordinance or any supplementary appropriation is valid for the fiscal year for which appropriation is made and twelve months thereafter; e.g., funds appropriated by the FFY 2017 capital budget ordinance are valid from July 1, 2016 until June 30, 2018 (Federal Fiscal Year 2017, quarter 3).

The City's bus preventive maintenance costs are funded by the City's annual operating budget. The Federal share of preventive maintenance costs are programmed on a reimbursable basis; i.e., funds appropriated for the City's FFY 2017 operating budget paid for preventive maintenance costs, and the Federal reimbursement was applied for and received in FFY 2017.

While it is anticipated that local funding will be available at the levels programmed in this document, enactment of the City's annual budget ordinances are still required.

Honolulu Authority for Rapid Transportation Funds

The Honolulu Authority for Rapid Transportation (HART) is a semi-autonomous public agency that is building the Honolulu Rail Transit Project. The local share of project costs is currently funded through a dedicated ½-percent surcharge on the-State General Excise and Use Tax (GET) and a 1 percent surcharge on the Transient Accommodation Tax (TAX) until 2030.

7.2 ANNUAL FINANCIAL PLANS FOR MAJOR PROJECTS

Title 23 United States Code Section 106 requires recipients of Federal financial assistance for projects to develop an annual Financial Plan for those projects that fall into either of the following two tiers:

- Projects with an estimated total project cost of $500 million or more (Major Projects: 23 U.S.C. 106(h)); or
- Projects with an estimated total project cost between $100 million and $500 million (Major Projects Other - 23 USC 106(i)).

At the FHWA Hawaii Division Administrator's discretion, projects within the State of Hawaii that fall in the range of

$90-$100 million may also be required to prepare a Financial Plan.

Projects meeting these thresholds shall have Financial Plans and Annual Updates prepared by the Project Owner. The Project Owner can determine the effective date of the Annual Update submission. It could be on the anniversary of the initial financial plan or coincide with the State's fiscal year.

The FHWA Hawaii Division may provide assistance in developing Financial Plans and obtaining a Financial Plan template for Major Projects. For more information about Major Project requirements and Major Project financial plans, see the following FHWA websites:

- http://www.fhwa.dot.gov/programadmin/mega/; and
- http://www.fhwa.dot.gov/programadmin/mega/fplans.cfm.

7.3 FINANCIAL CONSTRAINT TABLES

The tables demonstrate the financial constraint of each of the funding sources for each fiscal year.

7.3.1 FHWA Financial Constraint

The FHWA program is financially constrained, as demonstrated in the following financial constraint tables. As discussed earlier, the amount of FHWA funds estimated to be available for projects on Oahu is determined through a cooperative agreement between OahuMPO, HDOT, and DTS. Information on the revenues estimated to be available for the entire State of Hawaii is available in the HDOT's FFYs 2015-2018 STIP.

FHWA Financial Constraint – FFY 2015

FFY 2015	Federal Funds Available for Oahu (x$1000)	Local Funds (x$1000)	Total Sources (x$1000)	Total Funds Programmed (x$1000)	Funds Balance (x$1000)
Bridge Off-System	720	180	900	900	-
Earmark High Priority	-	-	-	-	-
Transportation Enhancement	-	-	-	-	-
Highway Safety Improvement Program	-	-	-	-	-
Interstate Maintenance Discretionary	4,300	500	4,800	4,800	-
Locally Funded	-	36,400	36,400	36,400	-
National Highway Performance Program	85,132	32,078	117,210	117,210	-
Recreational Trails Program	287	72	359	359	-
Re-Purposed Earmarks	-	-	-	-	-
STP Flexible, CMAQ, TE	16,280	12,328	28,608	28,608	-
Transportation Alternatives Program - Urban	-	-	-	-	-
Transportation Alternatives Program	-	-	-	-	-
STP Enhancement	-	-	-	-	-
Safe Routes to School Program	-	-	-	-	-
De-Obligations	46,886	-	46,886	-	46,886
LESS Off-STIP Obligations	(30,404)	-	(30,404)	-	(30,404)
Total	**123,201**	**81,558**	**204,759**	**188,277**	**16,482**

FHWA Financial Constraint – FFY 2016

FFY 2016	Federal Funds Available for Oahu (x$1000)	Local Funds (x$1000)	Total Sources (x$1000)	Total Funds Programmed (x$1000)	Funds Balance (x$1000)
Bridge Off-System	720	180	900	900	-
Earmark High Priority	-	-	-	-	-
Transportation Enhancement	-	-	-	-	-
Highway Safety Improvement Program	1,782	446	2,228	2,228	-
Interstate Maintenance Discretionary	-	-	-	-	-
Locally Funded	-	27,300	27,300	27,300	-
National Highway Performance Program	61,313	2,441	63,754	63,754	-
Recreational Trails Program	287	72	359	359	-
Re-Purposed Earmarks	-	-	-	-	-
STP Flexible, CMAQ, TE	19,220	9,884	29,104	29,104	-
Transportation Alternatives Program - Urban	800	200	1,000	1,000	-
Transportation Alternatives Program	1,499	400	1,899	1,899	-
STP Enhancement	-	-	-	-	-
Safe Routes to School Program					
De-Obligations	14,800	-	14,800	-	14,800
LESS Off-STIP Obligations	(12,781)	-	(12,781)	-	(12,781)
FFY 2015 Balance	16,482	-	16,482	-	16,482
Total	**104,122**	**40,923**	**145,045**	**126,544**	**18,501**

FHWA Financial Constraint – FFY 2017

FFY 2017	Federal Funds Available for Oahu (x$1000)	Local Funds (x$1000)	Total Sources (x$1000)	Total Funds Programmed (x$1000)	Funds Balance (x$1000)
Bridge Off-System	-	526	526	526	-
Earmark High Priority	-	-	-	-	-
Transportation Enhancement	-	-	-	-	-
Highway Safety Improvement Program	3,440	860	4,300	4,300	-
Interstate Maintenance Discretionary	2,300	1,862	4,162	4,162	-
Locally Funded	-	35,100	35,100	35,100	-
National Highway Performance Program	59,857	148,268	208,125	208,125	-
Recreational Trails Program	287	72	359	359	-
Re-Purposed Earmarks	1,600	400	2,000	2,000	-
STP Flexible, CMAQ, TE	18,544	4,898	23,442	23,442	-
Transportation Alternatives Program - Urban	3,049	762	3,811	3,811	-
Transportation Alternatives Program	-	-	-	-	-
STP Enhancement	-	-	-	-	-
Safe Routes to School Program	83	-	83	83	-
De-Obligations	13,200	-	13,200	-	13,200
LESS Off-STIP Obligations	(5,917)	-	(5,917)	-	(5,917)
FFY 2016 Balance	18,501	-	18,501	-	18,501
Total	**114,944**	**192,748**	**307,692**	**281,908**	**25,784**

FHWA Financial Constraint – FFY 2018

FFY 2018	Federal Funds Available for Oahu (x$1000)	Local Funds (x$1000)	Total Sources (x$1000)	Total Funds Programmed (x$1000)	Funds Balance (x$1000)
Bridge Off-System			-	-	-
Earmark High Priority	-	-	-	-	-
Transportation Enhancement	-		-	-	-
Highway Safety Improvement Program	5,720	5,180	10,900	10,900	-
Interstate Maintenance Discretionary		-	-	-	-
Locally Funded		32,500	32,500	32,500	-
National Highway Performance Program	63,003	(7,924)	55,079	55,079	-
Recreational Trails Program	287	72	359	359	-
Re-Purposed Earmarks	-	-	-	-	-
STP Flexible, CMAQ, TE	21,572	5,400	26,972	26,972	-
Transportation Alternatives Program - Urban	1,200	300	1,500	1,500	-
Transportation Alternatives Program	-	-	-	-	-
STP Enhancement	100	9,260	9,360	9,360	-
Safe Routes to School Program	-	-	-	-	-
De-Obligations	16,500	-	16,500	-	16,500
LESS Off-STIP Obligations	(1,500)	-	(1,500)	-	(1,500)
FFY 2017 Balance	25,784	-	25,784	-	25,784
Total	**132,666**	**44,788**	**177,454**	**136,670**	**40,784**

7.3.2 FTA Financial

The FTA program is likewise financially constrained, as demonstrated in these financial constraint tables. The amount of FTA funds estimated to be available for projects on Oahu is determined through a cooperative agreement between OahuMPO, HDOT, DTS, and HART. Information on the revenues estimated to be available for the entire State of Hawaii is available in the HDOT's FFYs 2015-2018 STIP.

FTA Fiscal Constraint - FFY 2015

FTA Section Funds	Issue Year	FTA Apportionments and Allocations (x$000)	FTA Funds Carryover (x$000)	Total Available FTA Funds (X$000)	Total Funds Available (x$000)	Local Match (x$000)	Total Uses (x$000)	FTA Carryover (x$000)
§5307 Urbanized Area Formula*	2015	28,120	-	28,120	43,782	15,662	28,120	-
	2014	-	15,338	15,338	21,408	6,070	15,338	-
	2013	-	2,257	2,257	4,304	2,047	2,257	-
§5309 Bus and Bus Facilities	2012	-	1,923	1,923	2,403	480	1,923	-
§5310	2015	306	-	306	-	-	-	306
	2014	-	632	632	-	-	-	632
	2013	-	325	325	604	279	325	-
§5337	2015	1,060	-	1,060	1,051	250	801	259
	2014	-	1,111	1,111	1,376	265	1,111	-
	2013	-	1,047	1,047	1,297	250	1,047	-
§5339	2015	3,073	-	3,073	3,465	693	2,772	301
	2013	-	3,492	3,492	4,365	873	3,492	-
Local Funds Only		-	-	-	1,376	1,376	-	-
Totals		32,559	26,125	58,684	85,431	28,245	57,186	1,498

*Includes §5340 Growing States and High Density States Formula Program apportionment

FTA Fiscal Constraint - FFY 2016

FTA Section Funds	Issue Year	FTA Apportionments and Allocations (x$000)	FTA Funds Carryover (x$000)	Total Available FTA Funds (X$000)	Total Funds Available (x$000)	Local Match (x$000)	Total Uses (x$000)	FTA Carryover (x$000)
§5307 Urbanized Area Formula*	2016	28,921	-	28,921	20,691	4,138	16,553	12,368
	2015	-	-	-	-	-	-	-
§5310	2016	311	-	311	-	-	-	311
	2015	-	306	306	-	-	-	306
	2014	-	632	632	1,129	497	632	-
§5337	2016	1,389	-	1,389	308	50	258	1,131
	2015	-	259	259	-	-	-	259
§5339	2016	2,862	-	2,862	-	-	-	2,862
	2015	-	301	301	-	-	-	301
Local Funds Only		-	-	-	1,490	1,490	-	-
Totals		33,483	1,498	34,981	23,618	6,175	17,443	17,538

*Includes §5340 Growing States and High Density States Formula Program apportionment

FTA Fiscal Constraint - FFY 2017

FTA Section Funds	Issue Year	FTA Apportionments and Allocations (x$000)	FTA Funds Carryover (x$000)	Total Available FTA Funds (X$000)	Total Funds Available (x$000)	Local Match (x$000)	Total Uses (x$000)	FTA Carryover (x$000)
§5307 Urbanized Area Formula*	2017	29,195	-	29,195	-	-	-	29,195
	2016	-	12,368	12,368	-	-	-	12,368
§5307/§5340	2017	18,000	-	18,000	18,827	827	18,000	-
§5310	2017	319	-	319	-	-	-	319
	2016	-	311	311	388	77	311	-
	2015	-	306	306	383	77	306	-
§5337	2017	1,404	-	1,404	-		-	1,404
	2016	-	1,131	1,131	-	-	-	1,131
	2015	-	259	259	-	-	-	259
§5339	2017	2,931	-	2,931	-	-	-	2,931
	2016	-	2,863	2,863	-	-	-	2,863
	2015	-	300	300	-	-	-	300
Local Funds Only		-	-	-	2,917	2,917	-	-
Totals		51,849	17,538	69,387	22,515	3,898	18,617	50,770

*Includes §5340 Growing States and High Density States Formula Program apportionment

FTA Fiscal Constraint - FFY 2018

FTA Section Funds	Issue Year	FTA Apportionments and Allocations (x$1000)	FTA Funds Carryover (x$1000)	Total Available FTA Funds (x$1000)	Total Project Costs (x$1000)	Local Match (x$1000)	Total Uses (x$1000)	FTA Carryover (x$1000)
§5307 Urbanized Area Forumula*	2018	27,882	-	27,882	17,797	3,559	14,238	13,644
	2017	-	29,195	29,195	36,494	7,299	29,195	-
	2016	-	12,368	12,368	15,460	3,092	12,368	-
§5307/§5340	2018	11,000	-	11,000	13,550	2,550	11,000	
§5309 HRTP New Starts	2018	100,000	-	100,000	333,333	233,333	100,000	-
§5310	2018	301	-	301	-	-	-	301
	2017	-	319	319	-	-	-	319
§5337	2018	1,368	-	1,368	617	123	494	874
	2017	-	1,404	1,404	1,755	351	1,404	-
	2016	-	1,131	1,131	1,414	283	1,131	-
	2015	-	259	259	334	75	259	-
§5339	2018	2,843	-	2,843	-	-	-	2,843
	2017	-	2,931	2,931	415	83	332	2,599
	2016	-	2,863	2,863	3,578	715	2,863	-
	2015	-	300	300	372	72	300	-
Local Funds Only	2018	-	-	-	3,773	3,773	-	-
Totals		143,394	50,770	194,164	428,892	255,308	173,584	20,580

*Includes §5340 Growing States and High Density States Formula Program apportionment

APPENDIX A

CURRENT PLANNING FACTORS AS STATED IN THE CODE OF FEDERAL REGULATIONS (CFR)

From 23 CFR §450.306(b)

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following 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.

ACCESSED DECEMBER 16, 2016

APPENDIX B

INTERGOVERNMENTAL REVIEW & PUBLIC COMMENT
FOR THE DRAFT FFYS 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) - REVISION 23

The intergovernmental review and public comment period for the Draft FFY 2015-2018 Transportation Improvement Program Revision 23 began on June 8, 2018 and concluded on June 26, 2018. The Draft Revision 23 document was mailed and emailed to one hundred agencies and organizations for their review.

INTERSTATE ROUTE H-1 SAFETY IMPROVEMENTS, BEGINNING OF H-1 (PALAILAI INTERCHANGE TO WAIAWA OVERPASS (OS20)	
SUMMARY OF COMMENT	RESPONSE
James Burke: Having a hard time understanding how 6 areas of drainage improvements and "installation of milled rumble strips on shoulders; reconstruction of paved shoulders; pavement markings; and signing" is $9.2 million. It would be interesting to see the areas that need drainage improvements and additional topographical surveys.	Hawaii Department of Transportation (HDOT): Ultimately, the project's limits stretch about 9 miles. In addition to the rumble strips, striping and drainage improvements, part of the scope of work is to improve some of the pavement and do some structural work within the limits. Since it is work on the H-1 freeway, traffic control is relatively costly.

KAMEHAMEHA HIGHWAY (ROUTE 83), BRIDGE REPLACEMENT, WAIPILOPILO STREAM BRIDGE (OS36)	
SUMMARY OF COMMENT	RESPONSE
James Burke: This bridge needs to be replaced and/or upgraded. It should be "next in line" as soon as environmental measures are identified, if any.	**Hawaii Department of Transportation (HDOT):** The Waipilopilo Bridge Replacement remains a priority for HDOT. We are proceeding with it as quickly as the project can be developed. Our next phase, acquisition of ROW, is dependent on clearing NEPA, which is projected to only be delayed about 3 months (12/18) which, however, does move the acquisition into FFY 2019.
Board of Water Supply (BWS): The Board of Water Supply has two existing water mains, a 12-inch and a 16-inch running parallel to the Waipilopilo Stream Bridge underneath the stream that will be affected. The DEA had included plans to create a temporary bypass, remove old mains under the stream, and construct/reconnect new mains along the sides of the new bridge. The service switchovers were expected to last less than one day, with prior notification to residents and business, as well as establishing water trailers, if needed. Please apprise BWS once this project has obtained clearances and will be proceeding as planned.	**Hawaii Department of Transportation (HDOT):** Thank you for your comment regarding coordination with BWS for the Waipilopilo Bridge Replacement. We have notified our project manager of your comment.

KAMEHAMEHA HIGHWAY (ROUTE 83), WETLAND ENHANCEMENT, VICINITY OF UKOA POND (OS41)	
SUMMARY OF COMMENT	RESPONSE
James Burke: Do not understand what is meant by feasible mitigation for Wetland Enhancement.	**Hawaii Department of Transportation (HDOT):** "Feasible mitigation" (what will be acceptable to mitigate the loss or use of wetlands in a previous project) will be determined by the Army Corp of Engineers, but recent ACOE staff turnover has delayed this determination.

GENERAL COMMENTS	
SUMMARY OF COMMENT	RESPONSE
Larry Veray and Ted Tsuruma (Neighborhood Board #21): OahuMPO CAC Neighborhood Board #21 representatives are in support of the Draft FFYs 2015-2018 Transportation Improvement Program Revision #23.	**OahuMPO:** Thank you for your comment.
Department of Budget and Fiscal Services (DBFS): Document should be reviewed by the Department of Transportation Services for possible impact on future Department of Transportation Services or Honolulu Authority for Rapid Transportation projects.	**OahuMPO:** Thank you for your comment. The document has been reviewed by both the Department of Transportation Services and the Honolulu Authority for Rapid Transportation.
Department of Transportation Services (DTS): On page 8, the revision number should be changed to "23" in the heading for section 2.1 TIP Revision.	**OahuMPO:** Thank you for your comment. The correction has been made.
Department of Transportation Services (DTS): On page 18, it is suggested that Chapter 5's title be changed from "Previous TIP" to "TIP History," as the FFYs 2015-2018 TIP remains the current TIP.	**OahuMPO:** Thank you for your comment. The correction has been made.

THE FOLLOWING AGENCIES RESPONDED WITH NO COMMENT

- ◊ Oceanic Time Warner Cable
- ◊ Department of Education
- ◊ University of Hawaii - West Oahu
- ◊ Division of Aquatic Resources (DLNR)
- ◊ Department of Design and Construction

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

The City and County of Honolulu is using the OahuMPO TIP public involvement process, as outlined in the Federal Highway Administration/Federal Transit Administration metropolitan transportation planning regulations (23 CFR 450/49 CFR 613), to satisfy the public hearing requirements for the Federal Transit Administration's Urbanized Area Formula Program (49 U.S.C. Section 5307) program-of-projects.