



**Memorandum**

To: Technical Advisory Committee Members  
From: Amy Ford-Wagner, Senior Transportation Planner  
Date: September 4, 2018

**OahuMPO Response to Federal Performance Measures Targets –  
Pavement and Bridge Condition and Freight Performance**

**BACKGROUND**

Performance-Based Planning and Programming is a strategic approach that uses performance data to inform decision-making and evaluate outcomes. New federal regulations on transportation performance measures are in effect, and OahuMPO must respond to targets set by the Hawaii Department of Transportation (HDOT) for Pavement and Bridge Condition measures and Freight Performance measures.

The FHWA published the Pavement and Bridge Condition Measures Final Rule on January 18, 2017 with an effective date of May 20, 2017. The Hawaii Department of Transportation (HDOT) established pavement and bridge condition targets based on the planning process that resulted in the *Hawaii Statewide Transportation Asset Management Plan (TAMP)*.

The FHWA published the Freight Movement on the Interstate System Final Rule on January 18, 2017, with an effective date of May 20, 2017. HDOT established freight performance targets based on the planning process that resulted in the *Hawaii Statewide Freight Plan (Draft August 2018)*.

(OahuMPO has previously responded to Safety and Transit Asset Management performance measures. OahuMPO must also respond to the National Highway System performance measures, to be presented in October.)

OahuMPO will present the performance measures and their targets to the OahuMPO Policy Board for action at the September 31, 2018 meeting. At that time, the Policy Board may direct OahuMPO staff to respond to the 2018 safety performance target statement to "Agree to plan and program projects that support and contribute toward the accomplishment of the State's TAMP targets" and integrate the target into OahuMPO's planning process.

**RECOMMENDED ACTION**

Recommend OahuMPO's response to Pavement and Bridge Condition and Freight Performance targets for Policy Board consideration and approval.

**RATIONALE FOR REQUESTED ACTION**

This memorandum recommends adoption of the HDOT targets and agreement to plan and program projects that support and contribute toward the accomplishment of the State's Pavement and Bridge Condition, Performance of the National Highway System, and Freight Performance targets. The reasons for this decision are as follows:

- HDOT has performed extensive and collaborative planning efforts for its TAMP and Freight Plans.
- OahuMPO is constrained in resources to assemble quantitative data and other informational input to calculate, process, and assess independently derived targets.
- Reports from the field indicate that other MPOs have elected to support their respective State safety targets.
- The newness of the Federal target-setting process warrants an initial period of observation and learning while taking an active supporting role.
- OahuMPO can support the HDOT targets through the regional transportation planning process, including a description in the Oahu Regional Transportation Plan (ORTP) and Transportation Improvement Program (TIP) of how safety targets are anticipated to be achieved and linking investment priorities to the safety targets.
- OahuMPO can establish different targets in the future if deemed appropriate.

**PAVEMENT AND BRIDGE CONDITION MEASURES TARGETS**

State DOTs must establish targets for a four-year target for interstate System pavement condition measures and 2-year and 4-year targets for non-Interstate NHS pavement condition measures and NHS Bridge Condition measures for the first Performance Period.

Table 1. Pavement and Bridge Condition Performance Targets

<b>Performance Measure</b>	<b>2016 Conditions</b>	<b>2-year Target</b>	<b>4-year Target</b>	<b>Performance Goal (10-year goal)</b>	<b>Federal minimum (if applicable)</b>
Percentage of NHS bridges classified in good condition	23%	20%	20%	23%	
Percentage of NHS bridges classified in poor condition	2%	2%	2%	2%	< 10% structurally deficient
Percentage of pavements on the Interstate classified in good condition	6%	7%	7%	10%	
Percentage of pavements on the Interstate classified in poor condition	4%	4%	4%	4%	<5%

Performance Measure	2016 Conditions	2-year Target	4-year Target	Performance Goal (10-year goal)	Federal minimum (if applicable)
Percentage of non-Interstate NHS pavements classified in good condition	16%	15%	15%	20%	
Percentage of non-Interstate NHS pavements classified in poor condition	3%	4%	4%	3%	

### FREIGHT PERFORMANCE TARGETS

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index. State DOTs must establish 4-year targets.

Table 2. Freight Reliability targets

Performance Measure	2017 Conditions	4-year Target
Weekday morning peak TTTR (6am - 10am)	1.80	1.80
Weekday mid-day TTTR (10am – 4pm)	1.60	1.60
Weekday Afternoon Peak TTTR (4pm – 8pm)	1.70	1.70
Weekend TTTR (6am – 8pm)	1.40	1.40
Daily Night TTTR (8pm – 6am)	1.30	1.30

### MPO OPTIONS FOR COORDINATION

The MPO has three options regarding response to the pavement/bridge condition and freight performance targets:

1. Agree to plan and program projects that support and contribute toward the accomplishment of the State's targets;
2. Commit to its own quantifiable targets for all performance measures for the metropolitan planning area; or
3. Develop a combination of both.

### CONCLUSIONS

HDOT has engaged in extensive planning, analysis, and consultation to develop numeric safety targets. OahuMPO can effectively support the State targets through performance-based planning and programming of the ORTP and TIP, in which projects that improve bridge and pavement conditions and freight reliability are identified and prioritized.

## **ADDITIONAL SOURCES**

The following resources provide background information and elaboration of material referenced in this memorandum.

Hawaii Department of Transportation Hawaii Statewide Transportation Asset Management Plan: <http://www.hawaiishsp.com/>

FHWA has created multiple Fact Sheets and Informational webinars about performance management:

Pavement and Bridge Condition:

- FAQ: <https://www.fhwa.dot.gov/tpm/pubs/PM2FAQs.pdf>

Freight:

- Freight Performance Measurement:  
[https://ops.fhwa.dot.gov/freight/freight\\_analysis/perform\\_meas/](https://ops.fhwa.dot.gov/freight/freight_analysis/perform_meas/)
- Freight Performance Measure primer:  
<https://ops.fhwa.dot.gov/publications/fhwahop16089/index.htm>
- Hawaii Statewide Transportation asset management Plan  
<https://www.oahumpo.org/HIStatewideTransAssetMgtPlan>
- Hawaii Statewide Freight Plan  
<https://www.oahumpo.org/HIStatewideFreightPlan>



# Smart Transportation Rank Choice (Smart TRAC)

## Section I: Introduction

Transportation needs always outstrip funds available. The Hawaii Department of Transportation (HDOT) and many transportation stakeholder have made the case for more investment in transportation and will continue to do so. However, HDOT also recognizes that with more money will also come a longer list of ideas and projects to improve Hawaii's transportation system. Therefore, it will always be essential to have a system to identify the transportation projects that most effectively move the state's priorities forward. Those priorities are:

- improving safety;
- preserving the transportation system;
- providing access to jobs and necessities;
- reducing traffic congestion, and
- protecting the environment and cultural assets.

To ensure a strong connection between projects selected for funding and our statewide transportation goals, HDOT has developed an evaluation process – called Smart Transportation Rank Choice (Smart TRAC) – to assess the degree to which each project proposed for funding addresses a problem or state priority relative to the requested funding for the project. Without such a system, the process is opaque and always appears to be politically driven, even when it is not. Under Smart TRAC, HDOT and its partners and stakeholders have developed a quantifiable and transparent prioritization process for making funding decisions for limited transportation funds in our Statewide Transportation Improvement Program (STIP). The STIP is a federally required four-year program that identifies the transportation projects (highway, freight, public transit, bicycle and pedestrian) that will utilize federal transportation funding or require approval from either the Federal Highway Administration or the Federal Transit Administration. Aside from the federal requirement, the STIP is where the DOT communicates its project-level priorities and plans to external and internal stakeholders.

Projects seeking federal or state capital improvement program funds within the next STIP and all future STIPs will be evaluated, scored numerically, and ranked based on a uniform set of measures that are applicable statewide. This Technical Guide provides detailed information on the Smart TRAC policy, process, roles and responsibilities, project eligibility, the application process, and the evaluation process.

HDOT plans to take public and stakeholder feedback after each STIP in order to continually improve this process going forward.

## Section II: Funding and Roles

### *Funding Allocation*

The Hawaii Department of Transportation (HDOT) is responsible for constructing, operating and maintaining a transportation system that ensures the mobility of people and goods, and enhances and/or preserves economic prosperity and the quality of life. The State Highway System over the next 20 years has \$5 billion of safety and maintenance needs, and \$10 billion of capacity and congestion needs.

Currently about 70% of the state's transportation funding goes to statewide needs with the other 30% divided amongst the counties based on the number of lane miles of roadway that exist in each county. However, if a large project is needed in one county that overwhelm their allocation, adjustments are made in the allocation to accommodate that need. Adjustments are also made in response to legislative directives, whether at the state or federal level.

These allocations will continue, but the projects funded within them will be determined based on Smart TRAC. In order to recognize and elevate priorities unique to each locality, counties will be given the ability to make adjustments to the performance measures or their emphasis within their allocation, if they so choose. The decision needs to be made about how the counties will proceed in project selection for their allocation by September 1, 2018.

The Smart TRAC process will apply to the following funding programs:

- state capital improvement program or major special maintenance program
- major federal formula programs, including the National Highway Performance Program (NHPP), the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement (CMAQ) Program and the Highway Safety Improvement Program (HSIP).

In each STIP, HDOT may set aside some HSIP funds for education and enforcement programs, which are not subject to scoring under Smart TRAC. That funding will then not be available for the capital projects scored here.

### *Roles and Responsibilities*

#### **Office of the Deputy Highways Director**

The Deputy Highways Director or an appointed program administrator will direct the Smart TRAC program, including the evaluation of applications. The Director will approve the final evaluation scores for each project, make the final evaluation available to the State Transportation Advisory Committee (STAC), the sub-STAC and the public, receive and incorporate feedback from the STAC and develop the funding scenario for the STIP.

#### **Evaluation Team**

An evaluation team is responsible for conducting the measure calculations and rating assessments for each performance area for all projects seeking state and federal funds. This evaluation team comprises technical staff from across HDOT, including from System Planning, Design and District offices. The staff appointed to the technical evaluation team

includes subject matter experts from both the central office and district offices. This team will be in charge of both validating project information and calculating evaluation measures and scores for submitted projects.

#### **STAC and sub-STAC Review**

To ensure the transparency of the Smart TRAC evaluation process, the STAC and sub-STAC is charged with oversight of the process and methodology and will review and comment on the calculated measure values for projects. The concurrence of the STAC and sub-STAC will be necessary to finalize the STIP. The STAC is made up of leaders from HDOT, the counties, Metropolitan Planning Organizations (MPOs) and transit agencies from across the state. The sub-STAC is made up of transportation and planning staff from HDOT, counties, MPOs and transit agencies.

The sub-STAC helped to develop the measures being applied this round. The sub-STAC and STAC will review the results and work with HDOT to make changes to the measures and the application of the measures before the next STIP.

#### **Applicant Responsibilities**

Projects may be submitted by the state, counties, MPOs or transit agencies.

To ensure the submittal of complete applications, it is strongly recommended that applicants complete the following tasks:

- Reach out to HDOT staff early in the process
- Ensure project and applicant eligibility requirements have been met
- Ensure project readiness requirements have been met
- Ensure project is properly defined in terms of scope, schedule, and cost estimate
- Develop projects submitted to Smart TRAC in accordance with all applicable policies and procedures (HDOT, FHWA, FTA, etc.)
- Submit a completed application by September 1, preferably earlier

#### *Stakeholder Input*

Stakeholders should have the opportunity to provide input as to what projects the counties, MPOs, and transit agencies should consider moving forward in the Smart TRAC process. Stakeholders may work with the project sponsor to ensure that projects are defined in sufficient detail for Smart TRAC evaluation. All of the applications will be provided on the Smart TRAC web site and made available for public review prior to scoring.

Stakeholders will also have the chance to express their own preferences through letters of support as applications are submitted or after. Additionally, once evaluations and final funding decisions are made public, HDOT will hold stakeholder and public meetings to receive feedback on how the process worked and how it might be improved going forward.

### **Section III: Project Eligibility and Evaluation Process**

#### *Eligible Applications*

Projects can be submitted for Smart TRAC evaluation by any governmental agency with transportation authority:

- Hawaii DOT;
- Metropolitan Planning Organizations;
- counties; and
- transit agencies.

### *Eligible Projects*

Several types of capital projects can be submitted for Smart TRAC evaluation and funding, including highway, bridge, rail, road, bicycle and pedestrian, operational improvements and transportation demand management projects. Projects with transit benefits (such as first and last mile connections, bus only lanes, signal priority or transit stops) are eligible for funding under this program; however, projects to purchase or maintain rolling stock or to build or maintain rail tracks are excluded.

Projects must be of independent utility, which means that once built the project can be used by the public for transportation purposes. Therefore, for example, a roadway grading would not be eligible. Additionally, if a project is made up of several parts or features then those parts or features need to be related, contiguous or proximate, or of the same improvement type (for example, signal improvements, bus shelters, etc.) to be considered under Smart TRAC. Finally, projects submitted for funding must be able to describe the project or the problem the project addresses to either the state or an MPO long range transportation plan (LRTP).

Stand-alone studies will not be scored and should be conducted prior to submission so that the project has sufficient scope and budget to be scored under Smart TRAC. Such studies may be funded through the Statewide Planning and Research Program Part I (SPR Part I) or the MPO's Unified Work Programs. Additionally, projects that are fully funded through other sources such as local funding will not be considered under this program.

Once scored, projects will be ranked and then considered against the funding eligibility requirements of the available program funds. If there is no funding available for a particular type of project then HDOT will move down the list to the next project that is eligible for remaining funds. For example, if the project ranked 20<sup>th</sup> is a highway expansion project and all of available funds from programs that can fund highway expansion have been allocated to projects ranked above #20 then HDOT may move to project 21 to see if it is eligible for remaining funding for other programs such as HSIP or CMAQ. Projects can be funded by multiple programs, if they meet eligibility requirements.

Projects selected for funding may use that funding to conduct environmental reviews and design as well as construction of the project. However, the idea is to fund a project from development to construction and not choose projects for only planning in this process. All projects must include a detailed description for each project feature that focuses on the scope of the project, so that reviewers have a clear understand the specifics of the project the state is being asked to fund.

### *Projects Exempted from Scoring*

As HDOT transitions to the Smart TRAC process, some projects will be too far along to pull back and score. Projects that have fully completed the environmental review process and are expected to advertise for construction by September 30, 2019, will not have to go through Smart TRAC scoring during this STIP development. However, any project that is included in this STIP without being scored will be subject to the same award rules as those scored, including the rule about changes to the budget. If a project increases in cost beyond the limits listed in section V or if it misses the advertisement deadline then the project must be scored under the Smart TRAC program, ranked and the STIP amended to allow it to go forward.

Additionally, projects with an estimated cost of under \$1,000,000 will not be scored through Smart TRAC. \$15 million will be put aside specifically for small projects. If HDOT or the STAC believes projects are being inappropriately segmented to get below this cost threshold and avoid evaluation then either party can require the segmented projects to be put together and scored in order to be included in the STIP. If a project is included in the STIP through this exception and later the cost goes above this threshold then it will have to be scored, ranked and the STIP amended to allow it to go forward.

### *Project Readiness*

In order to reduce risk to changes in project scope or budget and to ensure that a project can advance to construction, projects must demonstrate a certain level of readiness. Applicants are encouraged to coordinate with HDOT for assistance in determining and/or supporting development of project readiness analysis and documentation. If the required level of planning and supporting documentation has not been completed, then the project application will be excluded from consideration in Smart TRAC.

Most projects will require only a planning or feasibility study. However, some projects will require some additional documentation. For example, grade separated interchanges will require an interchange justification report; new traffic signals will require a traffic signal justification report; and new roadways or major widenings must demonstrate that alternatives to improve the existing network have been evaluated and dismissed.

Project sponsors should also demonstrate that a project has the support of key stakeholders and that the public has been afforded the opportunity to provide comments and input. A resolution of support from the relevant governing body or policy board, approved in a public forum with adequate public notice, is required at the time of application. County and transit agency projects located within an MPO area must have a resolution for support from the MPO.

Applicants should provide documentation that the appropriate level of planning, including alternatives analysis, and environmental review (NEPA) have been or will be conducted. If NEPA is complete, the federal approval letter (categorical exclusion, finding of no significant impact, or record of decision) should be provided, where it is required. If NEPA is not

complete, prior to application submission, applicants must coordinate with HDOT to assess the anticipated level of NEPA documentation required and the current status.

### *Application Process*

To evaluate a project under Smart TRAC, HDOT will need the following basic information:

- Project Title
- Project sponsor
- POC Name, phone number and email
- Project description (describing the project details and project type, without the project history or objectives)
- Description of project need and where this need is specified in the relevant LRTP.
- Project sketch
- Project location
- Project readiness (NEPA status, planning study, feasibility study, alternatives analysis, Interchange Justification Report; signal justification, etc.)

This information should be submitted electronically or by email to the Systems Planning Office.

### *STAC and sub-STAC Review*

A list of all projects submitted for Smart TRAC review will be shared with the STAC and sub-STAC for review to identify opportunities to combine projects that are related before scoring.

## Section IV: Evaluation Measures and Scoring

This section summarizes the evaluation measures that are used in the Smart TRAC evaluation process, and the methods by which those evaluation measures will be calculated.

HDOT has identified five statewide surface transportation priorities against which projects should be evaluated under Smart TRAC:

- improving safety;
- preserving the transportation system;
- providing access to jobs and necessities;
- reducing traffic congestion, and
- protecting the environment and cultural assets.

HDOT worked with the sub-STAC to develop the measures for Smart TRAC. HDOT researched best practices from across the country to establish these measures and sought metrics that have a meaningful impact on our statewide priorities; minimize overlap between measures; are transparent and understandable; work in areas of all kinds (urban, suburban and rural); work for all modes of transportation.

Projects can receive up to a total of 80 points allocated as follows.

Safety Measures

<b>1. IMPROVE TRANSPORTATION SAFETY</b>				
	High	Medium	Low	Comments
1a. Reduce Crashes	10 Projects included in or referred to in the HSIP that are anticipated to reduce crashes at a high crash location using crash modification factors listed in the Crash Modification Factors Clearinghouse. <sup>1</sup> .	5 Projects that use crash modification factors listed in the Crash Modification Factors Clearinghouse.	0 Does not use crash modification factors listed in the Crash Modification Factors Clearinghouse.	
1b. Improves safety for vulnerable users	10 Deploys safety treatment for non-motorized user included in the Crash Modification Factors Clearinghouse on corridor with non-motorized fatalities or low non-motorized mode share due to dangerous conditions.	5 Deploys safety treatment for non-motorized user included in the Crash Modification Factors Clearinghouse. .	0 Not anticipated improve safety for non-motorized travelers.	
<b>Maximum Safety Score:</b>			<b>20</b>	

Asset Management Measures

<b>2. PRESERVE THE TRANSPORTATION SYSTEM</b>				
	High	Medium	Low	Comments
2a. System Preservation -- roads	10 Addresses pavement rated "poor" based on Overall Condition Index (OCI) and project has been designed using the pavement optimization software.	5 Addresses pavement rated "fair" based on Overall Condition Index (OCI) and project has been designed using the pavement optimization software.	0 Does not address pavement rated poor or fair.	Change this to rated highly in the asset management plan?
	10	5	0	

<sup>1</sup> <http://www.cmfclearinghouse.org/>

2b. System Preservation -- bridges	Addresses bridge rated "poor" based on National Bridge Inspection Standards (NBIS) or is a project that comes from the bridge management system.	Addresses bridge rated "fair" based on NBIS or improves bridge state of repair, excluding signage.	Does not address bridge rated poor or fair.	Change this to rated highly in the asset management plan?
	4 bonus points if project scores a high or medium and serves a low-income community with a high or medium rating on 2a or 2b.			
	4 bonus points for project on a high priority freight route or transit route with high or medium rating on 2a or 2b.			
<b>Maximum System Preservation Score:</b>			<b>28</b>	

*Community Accessibility Measures*

<b>3. PROVIDE ACCESS TO JOBS AND NECESSITIES</b>		
	Score	Comments
3. Access to jobs and necessities	Pre-and post-project accessibility scores are computed then weighted to indicate likelihood of driving non-auto travel. The top project will score 12, and the others will be prorated.	Modes: transit, bike, pedestrian. HDOT is acquiring Sugar Access to support scoring.
	4 bonus points if project scores a high or medium and serves a low-income community.	
<b>Maximum Access Score:</b>		<b>16</b>

*Traffic Congestion Measures*

<b>4. REDUCE TRAFFIC CONGESTION</b>				
	High	Medium	Low	Comments
4. Delay	8	4	0	
	Anticipated to significantly reduce person hours of delay or increase roadway capacity.	Anticipated to moderately improve person hours of delay or increase roadway capacity.	Not anticipated to improve person hours of delay or increase roadway capacity.	Need to define significant and moderate. Is this double counting? If improve auto accessibility, delay is already captured.
	4 bonus points for project on a high priority freight route with high or medium rating on 4a.			
	4 bonus points for a project on a corridor that accommodates transit with high or medium rating on 4a.			
<b>Maximum Traffic Congestion Score:</b>			<b>16</b>	

*Environment and Cultural Assets Measures*

<b>5. PROTECT THE ENVIRONMENT AND CULTURAL ASSETS</b>				
	High	Medium	Low	Comments

5a. Emissions	4	2	0	
	Likely to significantly reduce long-term carbon emissions.	Likely to moderately reduce long-term carbon emissions.	Not likely to reduce long term carbon emissions.	Need to define significant, moderate and long-term.
5b. Sensitive lands	4	0	-4	
	Likely to improve cultural or environmental resources	Unlikely to impact cultural or environmental resources	Likely to have a negative impact on cultural or environmental resources	
5c. Resilience	4	0	-4	
	Improves asset's resilience to natural weather events or sea level rise.	Project is not vulnerable to natural weather events of sea level rise.	Asset will be or will remain vulnerable to natural weather events or sea level rise.	
<b>Maximum Environmental and Cultural Impacts Score:</b>			<b>12</b>	

Bonus project readiness points: Projects that can demonstrate a high likelihood that they will be in construction before the next STIP update in 3 years get an additional 8 bonus points.

Total overall point potential: 100 points.

### *Scoring and Project Selection*

The technical evaluation team collects and calculates measures listed above to determine a benefit score for each project. This is an open process that involves state agency collaboration and support from the project sponsor and stakeholders to ensure accuracy and transparency.

The counties will lead the scoring of the projects in collaboration with HDOT within their designated funds, if they have made changes to the performance measures to address their specific priorities.

Once the benefit scores for all the projects are calculated, they will be divided by the dollar amount requested from state and HDOT-controlled federal funds. The resulting benefit-cost scores will be used to rank projects. In this way, small projects with proportionately large benefits can compete with large projects. Any local match will not be considered a cost to the state for this purpose. If a community is willing to put its own funds into a project, the project will score better.

Once all benefit-cost scores are calculated, projects will be placed in rank order. If projects received the same score, they will be listed in order of project cost with the less expensive project listed first. From this, HDOT will go down the list and assign each project to a funding program until all funding is exhausted. If HDOT reaches a project for which there is not enough funding available to fully fund that project, HDOT will skip that project and move down the list.

### *STAC and sub-STAC Review*

The final scores and evaluations will be provided to the STAC and sub-STAC for review and comment. HDOT will consider those comments and make any changes to its project selection, documenting any necessary changes made and why.

### *State Legislature*

The final scores and evaluations will also be provided to the Senate Committee on Transportation and Energy and the House Committee on Transportation for review and comment. HDOT will consider those comments and make any necessary changes to its project selection, documenting any changes made and why.

### *Timeline for project submittal, scoring, and funding award*

Projects submitted for scoring	September 4, 2018
STAC/sub-STAC review	September 10, 2018
County scoring determination	September 10, 2018
HDOT and County scoring	November 2, 2018
STAC/sub-STAC review	November 9, 2018
Development of final funding plan	November 30, 2018
Public Announcement	December 5, 2018

## Section V: Awarded Projects

### *Awarded Projects*

Projects selected for funding will be fully funded, including the cost to engineer, design, permit and build the project.

### *Changes in Project Scope/Schedule/Cost*

Once a project has been screened, evaluated, and selected for funding, it will remain in the STIP as a funding priority. However, changes to the scope or cost of the project could change the SMART TRAC score and the ranking of the project. Certain circumstances may warrant a reevaluation of the SMART TRAC score.

If a project requires more state or federal funding than requested through the Smart TRAC process either because of a change to the scope or an increase in the cost estimate prior to project advertisement or contract, HDOT is required to approve the budget increase. This applies to projects with:

- a total estimated cost when evaluated under Smart TRAC of under \$5 million and a 20% increase in funding requested;
- a total estimated cost when evaluated under Smart TRAC of \$5 million-\$10 million with an increase of funding requested of \$1 million or more; or
- a total estimated cost when evaluated under Smart TRAC of over \$10 million and a 10% increase in funding requested.

To approve the funding change, HDOT must rescore the project under Smart TRAC to determine if the cost change makes any change to the final score, comparing costs to benefits. If there is no change to the score then the project change should be approved. If there is a change in score and that score is lower than the lowest project funded, then the change should not be approved and the project can be resubmitted with the new cost estimate for a future STIP. This reevaluation and the result will be made publicly available.

### *Funding Changes*

In order to cover cost increases, funds will be reprogrammed from projects with surplus allocations due to estimate decreases, contract award savings or schedule changes, etc.

HDOT may adjust the timing of funds programmed to projects selected through Smart TRAC to meet the cash flow needs of the individual projects. Those adjustments will not (1) reduce the total amount of state and federal funding committed to an individual project unless it is no longer needed for the delivery of the project or the project sponsor is unable to secure permits and environmental clearances for the project. It also will not (2) increase the total amount of state and federal funding committed to an individual project beyond the thresholds requiring HDOT action.

Surplus projects funded with county allocated funds will remain with the county.