



U.S. Department  
of Transportation

Federal Highway  
Administration

Federal Transit  
Administration

# Transportation Management Area Planning Certification Review

## Oahu MPO Transportation Management Area

**September 2018**

**Summary Report**





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## **1.0 EXECUTIVE SUMMARY**

On May 15 and 16, 2018 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the Certification Review of the transportation planning process for the Oahu Metropolitan Planning Organization (OahuMPO) urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

### **1.1 Previous Findings and Disposition**

The prior certification review for the OahuMPO urbanized area was conducted in 2014. The previous Certification Review findings and their disposition are provided in Appendix B.

### **1.2 Summary of Current Findings**

The current review found that the metropolitan transportation planning process conducted in the OahuMPO area substantially meets, with corrective actions, the Federal planning requirements.

As a result of this review, FHWA and FTA certify the transportation planning process conducted by the Hawaii Department of Transportation (HDOT), Oahu Metropolitan Planning Organization (OahuMPO) and the City and County Department of Transportation Services (DTS) subject to the resolution of noted corrective actions. Also, included in this report are recommendations that warrant close attention and follow-up, as well as commendations that identify areas where the MPO is performing very well and exceeding expectations with regard to efforts to improve the planning process.

A summary of the key review findings is provided below.



<b>Review Area</b>	<b>Current Status</b>	<b>Corrective Actions/ Recommendations/ Commendations</b>	<b>Resolution Due Date</b>
<b>Unified Planning Work Program (UPWP) 23 CFR 450.308</b>	The MPO is funding a wide variety of projects and studies within the UPWP, most of which are focused on local interests and planning needs. However, several MPO activities necessary to support requirements are not included in the UPWP including updates to the TIP, MTP, CMP, PPP, and other MPO planning products.	<b>Recommendation:</b> Develop a project selection process to prioritize projects necessary and reasonable to support the MPO's role and responsibilities for regional planning under 23 CFR 450.300.	Next UPWP approval
<b>Metropolitan Transportation Plan (MTP) 23 U.S.C. 134(c),(h)&amp;(i) 23 CFR 450.324</b>	The current update to the MTP/ORTP does not reference the congestion management process (CMP); did not fully demonstrate financial constraint; and provides a very limited evaluation of environmental justice (EJ) impacts. The plan also did not document the consultation with land management and resource agencies.	<b>Corrective Action:</b> During the next update to the MTP, clarify and document how the updated or new CMP was implemented through the long-range plan development. The OahuMPO, HDOT, and local planning partners must develop a financial plan with realistic assumptions and demonstrate how the projects included in the plan are fiscally constrained. Additionally, the OahuMPO must maintain a documented process for consultation for land management agencies.	Next update of the MTP.



<b>Review Area</b>	<b>Current Status</b>	<b>Corrective Actions/ Recommendations/ Commendations</b>	<b>Resolution Due Date</b>
<b>Continued: Metropolitan Transportation Plan (MTP) 23 U.S.C. 134(c),(h)&amp;(i) 23 CFR 450.324</b>		<b>Unresolved Corrective Actions from 2014:</b> <ul style="list-style-type: none"><li>• Consult with State and local agencies responsible for land management, natural resources, environmental protection, conservation and historic preservation concerning the development of the transportation plan.</li><li>• The ORTP must demonstrate and document implementation of the approved CMP.</li><li>• The Final ORTP must include a documented disposition of public comments received.</li><li>• The ORTP must include documentation of the analysis completed for EJ and Title VI.</li></ul> <b>Unresolved Recommendations from 2014:</b> <ul style="list-style-type: none"><li>• The MPO should research how member agencies estimate project costs to better understand</li></ul>	



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
<p><b>Continued:</b> <b>Metropolitan Transportation Plan (MTP)</b> <b>23 U.S.C. 134(c),(h)&amp;(i)</b> <b>23 CFR 450.324</b></p>		<p>consistencies and inconsistencies between agencies and to improve cost estimation for the ORTP.</p> <ul style="list-style-type: none"> <li>• The MPO should establish procedures to ensure cost estimates meet specific currency standards to improve support for fiscal constraint of the ORTP.</li> </ul>	
<p><b>Transportation Improvement Program</b> <b>23 U.S.C. 134(c)(h)&amp; (j)</b> <b>23 CFR 450.326</b></p>	<p>The TIP is greatly improved over the prior (2014) TMA review. However, the TIP does not demonstrate how the CMP is implemented through the project prioritization and selection processes in the TIP.,</p>	<p><b>Corrective Action:</b> During the next update to the TIP, clarify and document the implementation of the updated or new CMP.</p> <p><b>Unresolved Corrective Actions from 2014:</b></p> <ul style="list-style-type: none"> <li>• The Final TIP must include a documented disposition of public comments received.</li> <li>• The TIP must demonstrate and document implementation of the approved CMP.</li> <li>• The TIP must include documentation of the analysis completed for EJ and Title VI.</li> </ul>	<p>The next TIP.</p>



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
<p><b>Continued: Transportation Improvement Program 23 U.S.C. 134(c)(h)&amp; (j) 23 CFR 450.326</b></p>		<p><b>Unresolved Recommendations from 2014:</b></p> <ul style="list-style-type: none"> <li>• The MPO should establish cost estimate update procedures as projects move from the ORTP to the TIP.</li> </ul>	
<p><b>Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 &amp; 450.326(b)</b></p>	<p>The Citizen Advisory Committee (CAC) is the primary focus of public involvement for all aspects of the MPO planning processes. In addition, the MPO effectively uses their website to advertise public involvement opportunities and to publish the disposition of public comments received during the planning processes. However, it's unclear within the planning products where members of the public can access both the comments provided during public involvement processes and the MPO's disposition of the comments received.</p>	<p><b>Corrective Action:</b> During the next update to the TIP and MTP, OahuMPO must fully document public comments and the disposition of the comments received and identify, either within the public participation plan or within the final document(s), how the documented comments and responses are made available to the public.</p> <p><b>Unresolved Recommendations from 2014:</b></p> <p>Manage CAC expectations in the decision-making process:</p> <ul style="list-style-type: none"> <li>• The MPO should clarify in the CAC bylaws and in the PPP when in the decision-making process</li> </ul>	<p>The next update to any required document.</p>



<b>Review Area</b>	<b>Current Status</b>	<b>Corrective Actions/ Recommendations/ Commendations</b>	<b>Resolution Due Date</b>
<b>Continued: Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 &amp; 450.326(b)</b>		the CAC will be invited to provide comments, any parameters by which the CAC should focus its comments, and how CAC comments will be considered in the TAC and Policy Committee decision-making processes. <ul style="list-style-type: none"><li>• All OahuMPO documented planning processes (OWP, ORTP, TIP) should clearly define how the CAC will be involved, the parameters of its involvement, and how any comments received will be considered by the TAC and Policy Committee.</li></ul>	
<b>Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act</b>	The MPO has undertaken basic analysis of majority-minority areas in relation to anticipated project locations. However, the MPO has not fully identified the benefits and burdens of transportation investments to the minority and disadvantaged and low-income populations. In addition, while the public involvement processes	<b>Recommendation:</b> OahuMPO should evaluate how to obtain input from minority and disadvantaged communities into the planning process. The public participation plan should outline a strategy for greater involvement from the diverse communities of the Oahu metropolitan planning area into the development	



<b>Review Area</b>	<b>Current Status</b>	<b>Corrective Actions/ Recommendations/ Commendations</b>	<b>Resolution Due Date</b>
<b>Continued: Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act</b>	include CAC members representing minority or low-income residences, there doesn't appear to be focused efforts to engage disadvantaged population in the planning processes.	of the next update of the ORTP and TIP.  During the next update to the ORTP and the TIP, OahuMPO should undertake a more robust analysis of the benefits, and impacts, of the transportation system projects and services on minority and low-income populations.	
<b>Consultation and Coordination 23 U.S.C. 134(g) &amp; (i) 23 CFR 450.316, 23 CFR 450.324(g)</b>	(See MTP Above)		



<b>Review Area</b>	<b>Current Status</b>	<b>Corrective Actions/ Recommendations/ Commendations</b>	<b>Resolution Due Date</b>
<b>Congestion Management Process / Management and Operations</b> <b>23 U.S.C. 134(k)(3)</b> <b>23 CFR 450.322</b>	The CMP has not been implemented since it's last update in 2005.	<b>Corrective Action:</b> The CMP must be evaluated to ensure the process is an input into the MTP and TIP and should be uses as the basis to select projects for inclusion in the MTP and TIP.  <b>Unresolved Corrective Action from 2014:</b> Update and approve the Congestion Management Process. The revised CMP must include procedures to implement CMP outcomes and influence project selection for the ORTP and TIP. The CMP must also include performance measures that demonstrate the effectiveness of congestion reduction strategies.	



<b>Review Area</b>	<b>Current Status</b>	<b>Corrective Actions/ Recommendations/ Commendations</b>	<b>Resolution Due Date</b>
<b>Outstanding Recommendations from the 2014 Review</b>	OahuMPO staff technical capacity enhancements:	<b>Recommendation:</b> Prepare 5-year Strategic Plan - outlining upcoming product deadlines; training interests and needs; technical capacity and professional service needs; administrative procedures, processes and deadlines; and new product and planning opportunities and timelines	
	OahuMPO administrative improvements	<b>Recommendations:</b> <ul style="list-style-type: none"><li>• Establish formal performance reviews and appraisals for the MPO Director and MPO staff to monitor and recognize technical capacity and administrative improvements, needs and successes.</li><li>• The MPO Director should engage in focused training in leadership, management, public relations and working with the media in a public position.</li><li>• A mentorship program for the MPO Director and MPO staff could help support and</li></ul>	



Review Area	Current Status	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
<b>Continued: Outstanding Recommendations from the 2014 Review</b>		improve technical capacities and job satisfaction.	
	Develop Training Curriculum:	<b>Recommendations:</b> <ul style="list-style-type: none"><li>• Outline role and responsibility of the MPO for regional transportation planning and programming and the steps necessary to meet requirements;</li><li>• The MPO decision-making structure and roles and responsibilities for decision-making; how components of the MPO and MPO products relate to the overall multi-modal transportation planning process;</li><li>• How the MPO planning and programming decisions are carried out through and related to member agency decision-making processes and programs.</li></ul>	

Details of the certification findings are contained in this report.



## **2.0 INTRODUCTION**

### **2.1 Background**

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP, also known as the Overall Work Plan or OWP) approval, the Metropolitan Transportation Plan (MTP, also known as the Oahu Regional Transportation Plan, or ORTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in non-attainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review Report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.



## **2.2 Purpose and Objective**

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process of Transportation Management Areas (TMA), urbanized areas over 200,000 population, to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

The OahuMPO (OahuMPO) is the designated MPO for the Oahu Hawaii urbanized area. The Hawaii Department of Transportation (HDOT) is the responsible State agency and City and County Department of Transportation Services (DTS) is the responsible public transportation operator. Current membership of OahuMPO consists of elected officials and citizens from the political jurisdictions in Oahu, Hawaii including Honolulu, Hawaii as the largest population center.

Certification of the TMA planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The Certification Review is also an opportunity to provide technical assistance and guidance and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

## **3.0 SCOPE AND METHODOLOGY**

### **3.1 Review Process**

This report details the review, which consisted of a formal site visit and a public involvement opportunity, conducted in May of 2018. The previous certification review was conducted in 2014. A summary of the status of findings from the last review is provided in Appendix B.

Participants in the May 2018 review included representatives of FHWA, FTA, HDOT, DTS, and OahuMPO staff. A full list of participants is included in Appendix A.

A desk review of current documents and relevant correspondence was completed prior to the site visit. In addition to the formal review, routine oversight and interactions with OahuMPO provided a major source of information upon which the Certification Review findings are based.



The Certification Review covers the transportation planning process conducted cooperatively by OahuMPO, HDOT, and public transportation operators. Background information, current status, and findings are summarized in the body of the report. The following subject areas were selected by FHWA and FTA staff for targeted in-depth discussion during the on-site review:

- Unified Planning Work Program (UPWP)/Overall Work Program (OWP)
- Metropolitan Transportation Plan (MTP)/Oahu Regional Transportation Plan (ORTP)
- Transit Planning
- Transportation Improvement Program (TIP)
- Public Participation
- Freight Planning
- Travel Demand Forecasting
- Congestion Management Process / Management and Operations

### **3.2 Documents Reviewed**

The following OahuMPO documents were evaluated as part of this planning process review:

- OahuMPO Comprehensive Agreement (2015)
- FY 2018 Overall Work Program (Unified Planning Work Program)
- OahuMPO Regional Transportation Plan 2040
- OahuMPO 2015 – 2018 Transportation Improvement Program
- OahuMPO 2017 – 2020 Transportation Alternatives Program
- OahuMPO Public Participation Plan June 2015
- OahuMPO Congestion Management Process, November 2011



## 4.0 PROGRAM REVIEW

The following regulatory and initiative based topics are found to be in compliance.

<b>Statutory/Regulatory Requirement</b>	<b>Current Status</b>
Metropolitan Planning Area Boundaries 23 U.S.C. 134(e) 23 CFR 450.312(a)	The OahuMPO boundaries encompass the island of Oahu, Hawaii. The population of the region was 953,207 in the 2010 census.
MPO Structure and Agreements 23 U.S.C. 134(d) 23 CFR 450.314(a)	OahuMPO was founded on December 3, 1975. The member jurisdictions include the State of Hawaii, the City of Honolulu and the County of Oahu. The transit agencies include the City Department of Transportation Services (DTS) and the Hawaii Area Rapid Transit (HART).
Transit Planning 49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.314	OahuMPO, DTS, and HART coordinate transit planning and programming for the metropolitan planning area.
List of Obligated Projects 23 U.S.C. 134(j)(7) 23 CFR 450.334	The OahuMPO maintains a list of obligated projects.
Freight 23 U.S.C. 134(h) 23 CFR 450.306	The HDOT and OahuMPO coordinate on freight planning activities.
Environmental Mitigation/Planning Environmental Linkage 23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) 23 U.S.C. 168 Appx. A 23 CFR Part 450	The HDOT and OahuMPO coordinate on planning and environmental linkages.
Transportation Safety 23 U.S.C. 134(h)(1)(B) 23 CFR 450.306(a)(2) 23 CFR 450.306(d) 23 CFR 450.324(h)	The HDOT and OahuMPO coordinate on transportation safety linkages. OahuMPO plays a significant role in advancing pedestrian and bicycle safety activities and works as a conduit between the HDOT and local communities to identify projects that improve pedestrian and bicycle safety.



<p>Transportation Security Planning 23 U.S.C. 134(h)(1)(C) 23 CFR 450.306(a)(3) 23 CFR 450.306(d) 23 CFR 450.324(h)</p>	<p>HDOT and OahuMPO coordinate on transportation security planning and emergency and disaster preparedness. The Hawaii Islands have recently encountered several catastrophic environmental issues including flooding, volcanic activity, and they are very much concerned about sea-level rise and resiliency of the transportation system. Thus, they are actively working together to develop emergency and disaster plans.</p>
<p>Nonmotorized Planning/Livability 23 U.S.C. 134(h) 23 U.S.C. 217(g) 23 CFR 450.306 23 CFR 450.3224f)(2)</p>	<p>OahuMPO actively works with its CAC and local communities to conduct pedestrian and bicycle planning activities throughout the metropolitan planning area.</p>
<p>Integration of Land Use and Transportation 23 U.S.C. 134(g)(3) 23 U.S.C. 134 (h)(1)(E) 23 CFR 450.306(a)(5)</p>	<p>OahuMPO works closely with land planning agencies in Hawaii.</p>
<p>Travel Demand Forecasting 23 CFR 450.324(f)(1)</p>	<p>OahuMPO is updating its travel model as part of the update to the ORTP. O MPO is working to obtain consultant services to update the region’s travel model to support the update to the ORTP.</p>
<p>Air Quality Clean Air Act 42 U.S.C. 7401 40 CFR Part 93 23 CFR 450.324(m)</p>	<p>OahuMPO is an attainment area so this requirement is not applicable.</p>

### 4.3 Unified Planning Work Program

#### 4.3.1 Regulatory Basis

23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP) (also known as the Overall Work Program, or OWP). OahuMPO, in cooperation with the HDOT and public transportation operators, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.



### 4.3.2 Current Status

OahuMPO funds a wide variety of projects and studies within the UPWP, most of which are focused on local interests and planning needs. However, several MPO activities necessary to support requirements are not included in the UPWP including updates to the TIP, ORTP, CMP, PPP, and other MPO planning products and activities in support of the development of these products.

### 4.3.3 Findings

**Commendation:** Since the 2014 review, OahuMPO has improved its management of prior years PL funds, by funding local agency planning studies and activities. A notable example is the Bicycle and Pedestrian plan undertaken in conjunction with DTS. The plan supports OahuMPO's regional vision for improvements to multi-modal transportation planning.

**Recommendation:** OahuMPO should develop UPWP/OWP project selection process to prioritize planning activities necessary and reasonable to support the MPO's role and responsibilities for regional planning under 23 CFR 450.300 MPO planning activities could include technical planning activities such as data collection and analysis necessary to support the update to the ORTP, the TIP, the CMP, implementation of Performance-Based Planning and Transportation Performance Measures (TPM), the Public Participate Plan, GIS mapping, travel demand modeling and forecasts, and other tasks to support the functions of the MPO.

**Schedule for Process Improvement:** A process for prioritizing the OWP projects should be implemented with the next update to the OWP.

**Proposed FHWA/FTA Technical Assistance:** The following National Highway Institute ([NHI](#)) courses are available as web-based training:

- [151057 FHWA Planning and Research Grants: Program Administration \(23 CFR Part 420\)](#);
- [151058 FHWA Planning and Research Grants: The Uniform Guidance \(2 CFR Part 200\) - Part 1](#);
- [151059 FHWA Planning and Research Grants: The Uniform Guidance \(2 CFR Part 200\) - Part 2](#)

In addition, The FHWA [Transportation Planning Capacity Building program](#) (TPCB) offers several resources to support MPOs in their planning and programming processes including:

- [Peer Learning](#)
- [Transportation Planning Process Briefing Book](#)



## **4.4 Metropolitan Transportation Plan**

### **4.4.1 Regulatory Basis**

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP, in Oahu referred to as the Oahu Regional Transportation Plan, or ORTP). The ORTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. Among the requirements, the ORTP must address at least a 20-year planning horizon and include both long and short range strategies that lead to the development of an integrated and multi-modal transportation system. In addition, the plan should support the safe and efficient movement of people and goods while addressing both current and future transportation demand.

23 CFR 450.324(c) requires the MPO to review and update the ORTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the ORTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan that demonstrates fiscal constraint

### **4.4.2 Current Status**

The 2016 update to the ORTP was improved over previous ORTP planning documents. However, key elements of the plan are not yet fully developed or compliant with federal requirements. These include:



- Fiscal constraint: the financial plan did not provide realistic assumptions about the funding sources needed and the revenue expected to be available to fully construct, operate and maintain the current and proposed transportation system.
- CMP: the plan didn't clearly demonstrate how the process influenced or provided insight into planning process and the prioritization of projects identified to address congestion.
- Consultation with land management agencies: the plan does identify potential mitigation strategies, but it fails to clarify how those strategies address key issues identified by land management agencies.
- Plan did not implement the CMP and did not fully demonstrate financial constraint. In addition, the plan also did not document the consultation with land management and resource agencies.

The 2016 update also did not fully address some Corrective Actions and Recommendations documented in the 2014 TMA Certification Review.

#### **4.4.3 Findings**

**Corrective Action:** During the next update to the ORTP, OahuMPO and local planning partners must clearly demonstrate the implementation of the congestion management process and how that process influenced the prioritization and selection of projects. In addition, OahuMPO, HDOT, and local planning partners must develop a financial plan with realistic assumptions that clearly demonstrates all funding sources for construction, operation, maintenance, and recapitalization are reasonably expected to be available to support a fiscally constrained plan. Finally, the ORTP must document the consultation process with land management agencies and other resource agencies.

**Unresolved Corrective Action from 2014:** Required ORTP Preparation and Content Improvements:

- Consult with State and local agencies responsible for land management, natural resources, environmental protection, conservation and historic preservation concerning the development of the transportation plan.
- The ORTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities.
- The Final ORTP must include a documented disposition of public comments received.
- The ORTP must include documentation of the analysis completed for EJ and Title VI.

**Unresolved Recommendations from 2014:** To address the ORTP Cost Estimation Process, the MPO should:



- The MPO should research how member agencies estimate project costs to better understand consistencies and inconsistencies between agencies and to improve cost estimation for the ORTP.
- The MPO should establish procedures to ensure cost estimates meet specific currency standards to improve support for fiscal constraint of the ORTP.

The MPO should establish cost estimate update procedures as projects move from the ORTP to the TIP.

**Schedule for Process Improvement:**

Corrective actions must be addressed with the next update of the ORTP required by 2021.

**Proposed FHWA/FTA Technical Assistance:** The following [NHI](#) courses are available to support improvements to the ORTP:

- [151053 Transportation Planning Process](#);
- [138007 Performance-based Planning and Programming](#)

In addition, the FHWA TPCB program offers several resources to support MPOs in their long-range plan development processes including:

- [Best Planning Practices: Metropolitan Transportation Plans](#)
- [The TMIP Transportation Modeling and Analysis Toolbox](#)
- [Congestion and Transportation Demand Management](#)

## **4.6 Transportation Improvement Program**

### **4.6.1 Regulatory Basis**

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.



- List project description, total project cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted ORTP.
- Must be fiscally constrained by source and by year.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

#### **4.6.2 Current Status**

The OahuMPO TIP is updated every two years. The 2017 TIP is much improved over the TIP reviewed in 2014. However, the TIP project costs, timeframes, and schedules did not align with the same projects listed in the ORTP. Additionally, there is no evidence that the CMP was implemented through the TIP. Finally, the procedures for amendments and administrative modifications to the TIP are not clearly documented.

The 2017 TIP also failed to fully address some Corrective Actions documented in the 2014 TMA Certification Review.

#### **4.6.3 Findings**

**Corrective Action:** During the next update to the OahuMPO TIP, OahuMPO must demonstrate how the CMP is implemented through the TIP including how projects are prioritized for funding as a result of the CMP. In addition, only projects consistent with the ORTP may be included in the TIP. Therefore, the amendment and administrative modification processes should be clearly documented in the TIP and demonstrated in the TIP processes.

**Unresolved Corrective Action from 2014:** Required TIP Preparation and Content Improvements:

- The Final TIP must include a documented disposition of public comments received.
- The TIP must include documentation of the analysis completed for EJ and Title VI.

**Schedule for Process Improvement:** The corrective actions identified must be addressed with the next scheduled TIP update anticipated in 2019.

**Proposed FHWA/FTA Technical Assistance:** The FHWA TPCB program offers several resources to support MPOs in their TIP development processes including:

- [Peer Learning](#)



- [Transportation Planning Process Briefing Book](#)
- [Congestion and Transportation Demand Management](#)

## **4.7 Public Participation**

### **4.7.1 Regulatory Basis**

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented public participation plan (PPP) that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues, processes and documents, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the public participation plan.

### **4.7.2 Current Status**

The MPO has an active Citizen Advisory Committee (CAC) which serves as the primary basis for public involvement as outlined in the MPO's public participation plan. In addition, the MPO maintains a strong website that provides public access to MPO products and processes and provides continuous notification of upcoming public involvement opportunities. However, the disposition of public comments on the ORTP and TIP and other metropolitan planning products is not fully demonstrated. As a result, the public commenters do not always know what resulted from their input into OahuMPO's planning processes.

The MPO also did not fully address some of the Corrective Actions and Recommendations documented in the 2014 TMA Certification Review.



### 4.7.3 Findings

**Commendation:** The CAC is fully involved in the MPO process and is an informed group that understands the MPOs role and responsibility for regional planning.

**Recommendations:** The CAC should be used to provide one level of input into the planning process. Other groups and individuals should also be given the opportunity to provide input into the overall planning processes. The PPP should be expanded beyond just the use of the CAC for public input.

The PPP should document the role of the CAC in the OahuMPO planning, programming and decision-making processes. It should clearly articulate what the expectations are for the CAC member participation in the planning process and what they can expect from the MPO.

**Unresolved Recommendation from the 2014 TMA Certification Review:** Manage CAC expectations in the decision-making process:

- The MPO should clarify in the CAC bylaws and in the PPP when in the decision-making process the CAC will be invited to provide comments, any parameters by which the CAC should focus its comments, and how CAC comments will be considered in the TAC and Policy Committee decision-making processes.
- All OahuMPO documented planning processes (OWP, ORTP, TIP) should clearly define how the CAC will be involved, the parameters of its involvement, and how any comments received will be considered by the TAC and Policy Committee.

**Corrective Actions:** During the next update to the TIP and ORTP, OahuMPO must fully demonstrate the disposition of public comments received and the responses to those comments. OahuMPO needs to be clear on how the public can access the disposition.

**Unresolved Corrective Actions from the 2014 TMA Certification Review:** Required Public Participation Plan improvements:

The documentation of the disposition of public comments in the final ORTP and TIP

**Schedule for Process Improvement:**

- Corrective Actions specific to the PPP must be addressed with the next update to the PPP.
- Corrective Actions specific to the ORTP and TIP must be resolve with their respective updates.



**Proposed FHWA/FTA Technical Assistance:** The National Transit Institute (NTI) offers the following course to support improvements to the PPP and public involvement processes:

- Public Involvement in Transportation Decision-making

The following [NHI](#) courses are also available to support improvements to the PPP and public involvement processes:

- [142036 Public Involvement in the Transportation Decision making Process](#)

In addition, the FHWA TPCB program offers several resources to support MPOs in their public involvement processes including:

- [Public Engagement](#)
- [Working with Community-Based Organizations on Transportation Planning](#)

## **4.8 Civil Rights (Title VI, EJ, LEP, ADA)**

### **4.8.1 Regulatory Basis**

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing



transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

#### **4.8.2 Current Status**

The Oahu metropolitan planning area has a diverse population with a variety of ethnic groups representing Polynesian, Asian, Caucasian, and other cultures from around the world. In this diverse environment, OahuMPO is challenged to implement a proactive public involvement plan and undertake analysis of plans and projects on communities with minority and disadvantaged populations and with limited English proficiency. While the MPO has undertaken some basic analysis of the locations majority-minority populations with respect to potential project locations, OahuMPO has not assessed the benefits and burdens of transportation investments to minority, disadvantaged and low-income populations.

The MPO also did not fully address the Corrective Action documented in the 2014 TMA Certification Review.

#### **4.8.3 Findings**

##### **Recommendations:**

During the next update to the ORTP and the TIP, OahuMPO should analyze the benefits and burdens, of the transportation system projects and services on minority and low-income populations. OahuMPO should also avoid assertions or determinations that all transit projects are a de facto benefit. There are a variety of ways to assess access to jobs, mobility, travel time, and other criteria using Geographic Information Systems and travel models to consider outcomes from investments in transit, highway, and multimodal transportation projects proposed in the next update to the ORTP and TIP.

##### **Unresolved Corrective Action from the 2014 TMA Certification Review:**

- Document explicit outreach techniques to engage traditionally underserved populations (EJ and Title VI).

**Schedule for Process Improvement:** The next update of the ORTP (by 2021) and TIP (by 2019).



**Proposed FHWA/FTA Technical Assistance:** The following [NHI](#) course is available to support improvements to Civil Rights processes:

- [142074 Fundamentals of Environmental Justice](#)

In addition, the FHWA web site and TPCB program offers several resources to support MPOs in their Civil Rights processes including:

- [How to Engage Low-Literacy and Limited-English-Proficiency Populations in Transportation Decision-making](#)
- [Environmental Justice Reference Guide](#)
- [Americans with Disabilities Act \(ADA\)/Section 504 of the Rehabilitation Act of 1973 \(504\)](#)
- [Limited English Proficiency](#)

## 4.9 Consultation and Coordination

### 4.9.1 Regulatory Basis

23 U.S.C. 134(g) & (i)(5)(6) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the ORTP and TIP. Consultation is also addressed specifically in connection with the ORTP in 23 CFR 450.324(g)(1-2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the ORTP and TIP, OahuMPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies



## 4.9.2 Current Status

The federal review team could not identify any documentation that there was a consultation process with federal land management agencies during the development of the TIP or the ORTP.

The MPO also did not fully address the Corrective Action documented in the 2014 TMA Certification Review.

## 4.9.3 Findings

**Corrective Action:** During the next update to the ORTP and the TIP, the MPO must document and implement a process for obtaining input from cooperating agencies and consulting parties, including federal, state and local land management agencies.

**Unresolved Corrective Action from the 2014 TMA Certification Review:** Required ORTP Preparation and Content Improvements:

- Consult with State and local agencies responsible for land management, natural resources, environmental protection, conservation and historic preservation concerning the development of the transportation plan.

**Schedule for Process Improvement:** The consultation and coordination corrective action must be resolved with the update of the ORTP (by 2021).

**Proposed FHWA/FTA Technical Assistance:** FHWA's TPCB program offers a section specific to [Public Lands Planning](#). FHWA and Hawaii DOT are establishing a Transportation Environmental Resources Council (TERC) in which OahuMPO is encouraged to participate.

## 4.19 Congestion Management Process

### 4.19.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also



provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

#### **4.19.2 Current Status**

The Congestion Management Plan has not been updated since 2011 and has not been implemented through the ORTP or TIP.

The MPO also did not fully address the Corrective Action documented in the 2014 TMA Certification Review.

#### **4.19.3 Findings**

**Corrective Action:** Prior to the next update to the TIP and the ORTP, OahuMPO must update the Congestion Management Process to identify strategies to address congestion in the region. The CMP must then be implemented through the ORTP and the TIP to identify and assess projects prior to selection.

**Unresolved Corrective Action from the 2014 TMA Certification Review:** Update and approve the Congestion Management Process. The revised CMP must include procedures to implement CMP outcomes and influence project selection for the ORTP and TIP. The CMP must also include performance measures that demonstrate the effectiveness of congestion reduction strategies.

**Schedule for Process Improvement:** The CMP corrective actions must be resolved with the update of the next ORTP (by 2021) and TIP (by 2019).

**Proposed FHWA/FTA Technical Assistance:** The following [NHI](#) courses are available to support improvements to the CMP:

- [138007 Performance-based Planning and Programming](#)
- [138005 Transportation Performance Management Overview for the MAP-21 and FAST Acts](#)
- [138011 The Role of Data in Transportation Performance Management](#)

FHWA's TPCB program offers a section on [Congestion and Transportation Demand Management](#) that includes a variety of resources and websites to support improvements to the CMP.



## **5.0 CONCLUSION**

The FHWA and FTA TMA Certification review found that the metropolitan transportation planning process conducted in the Oahu urbanized area substantially meets, with corrective actions, the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450.



## APPENDIX A - PARTICIPANTS

The following individuals were involved in the OahuMPO urbanized area on-site review:

- Ralph Rizzo, FHWA Hawaii Division Office, Division Administrator  
Richelle Takara, FHWA Hawaii Division Office, Assistant Division Administrator  
Adriana Windham, FHWA Hawaii Division Office, Civil Rights Program Manager  
Theresa Hutchins, FHWA Headquarters, Community Planner  
Michael Morris, FHWA California State Division Office, Community Planner
- Ted Matley, FTA Region IX, Planning Director  
Dwayne Weeks, FTA Headquarters, Planning Director  
Dominique Kraft, FTA Region IX, Community Planner
- Alvin Au, OahuMPO, Executive Director  
Amy Ford-Wagner, OahuMPO, Senior Transportation Planner  
Taylor Ellis, OahuMPO, Community Planner  
Kiana Otsuka, OahuMPO, Transportation Planner  
Joel Vincent, OahuMPO, Accountant
- Ryan Fujii, Hawaii State Department of Transportation  
Robert Miyasaki, Hawaii State Department of Transportation  
Ken Tatsuguchi, Hawaii State Department of Transportation
- Ryan Tam, Honolulu Authority for Rapid Transportation, Assistant Deputy Planning Director
- Marian Yasuda, City and County of Honolulu, Transportation Planner



## APPENDIX B - STATUS OF FINDINGS FROM LAST REVIEW

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the corrective actions and recommendations from the previous certification and summarizes discussions of how they have been addressed.

2014 Status	Finding	Corrective Actions/ Recommendations	Disposition
<b>Agreements:</b> Outdated Agreements and contracts	Corrective Action	Approve and sign a revision to the 2008 Comprehensive Agreement to reflect a continuing, cooperative, and comprehensive, multimodal transportation planning process	Corrected
<b>Agreements:</b> Outdated Agreements and contracts	Corrective Action	Develop and sign supplemental agreements with individual MPO member agencies or groups of member agencies to specify roles and responsibilities	Corrected
<b>Agreements:</b> Out-dated and non-compliant by-laws and roles and responsibilities.	Corrective Action	Develop and approve by-laws for the Policy, Executive and Technical Advisory Committees.	Corrected
<b>Agreements:</b> Non-Existent procedures for development of planning products.	Corrective Action	Identify and document procedures for the development and approval of key planning products, e.g. ORTP, OWP, and TIP.	Corrected
<b>Agreements:</b> Non-Existent agreements for data sharing	Corrective Action	Develop and document a listing of available planning data among partner agencies, and the protocols for interagency transportation planning data collection, maintenance and sharing	Corrected



<b>2014 Status</b>	<b>Finding</b>	<b>Corrective Actions/ Recommendations</b>	<b>Disposition</b>
<b>CMP:</b> Out-dated CMP (2005)	Corrective Action	Update and approve the Congestion Management Process. The revised CMP must include procedures to implement CMP outcomes and influence project selection for the ORTP and TIP. The CMP must also include performance measures that demonstrate the effectiveness of congestion reduction strategies.	Not fully addressed
<b>OWP:</b> The OWP did not reflect all projects, including carry-over projects.	Corrective Action	The OWP must document all planning studies, processes and programs funded through the MPO with federal funds regardless if they are current or on-going projects. The same level of information should be provided to ensure funding is available and to provide a full outline of the MPO's planning program.	Corrected
<b>ORTP:</b> The prior 2011 RTP did not meet requirements.	Corrective Action	Required ORTP Preparation and Content Improvements: <ul style="list-style-type: none"><li>• Consult with State and local agencies responsible for land management, natural resources, environmental protection, conservation and historic preservation concerning the development of the transportation plan.</li><li>• The ORTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities.</li><li>• The ORTP must demonstrate and document implementation of the approved CMP.</li><li>• The Final ORTP must include a documented disposition of public comments received.</li><li>• The ORTP must include documentation of the analysis completed for EJ and Title VI.</li></ul>	Not fully addressed



2014 Status	Finding	Corrective Actions/ Recommendations	Disposition
<b>TIP:</b> The prior TIP did not meet requirements.	Corrective Action	Required TIP Preparation and Content Improvements: <ul style="list-style-type: none"> <li>• The Final TIP must include a documented disposition of public comments received.</li> <li>• The TIP must demonstrate and document implementation of the approved CMP.</li> <li>• The TIP must include documentation of the analysis completed for EJ and Title VI.</li> </ul>	Not fully addressed
<b>PPP:</b> The prior public participated plan did not meet requirements	Corrective Action	Required Public Participation Plan improvements: <ul style="list-style-type: none"> <li>• The documentation of the disposition of public comments in the final ORTP and TIP</li> <li>• Document explicit outreach techniques to engage traditionally underserved populations (EJ and Title VI).</li> </ul>	Corrected
<b>MPO Administration</b>	Recommendation	OahuMPO staff technical capacity enhancements: <ul style="list-style-type: none"> <li>• Prepare 5-year Strategic Plan - outlining upcoming product deadlines; training interests and needs; technical capacity and professional service needs; administrative procedures, processes and deadlines; and new product and planning opportunities and timelines</li> </ul>	Not Addressed
<b>MPO Administration</b>	Recommendation	OahuMPO administrative improvements: <ul style="list-style-type: none"> <li>• Establish formal performance reviews and appraisals for the MPO Director and MPO staff to monitor and recognize technical capacity and administrative improvements, needs and successes.</li> <li>• The MPO Director should engage in focused training in leadership, management, public relations and working with the media in a public position.</li> <li>• A mentorship program for the MPO Director and MPO staff could help support and improve technical capacities and job satisfaction.</li> </ul>	Not Addressed



<b>2014 Status</b>	<b>Finding</b>	<b>Corrective Actions/ Recommendations</b>	<b>Disposition</b>
<b>MPO Administration</b>	Recommendation	Develop Training Curriculum: <ul style="list-style-type: none"><li>• Outlining role and responsibility of the MPO for regional transportation planning and programming and the steps necessary to meet requirements; the MPO decision-making structure and roles and responsibilities for decision-making; how components of the MPO and MPO products relate to the overall multi-modal transportation planning process; how the MPO planning and programming decisions are carried out through and related to member agency decision-making processes and programs.</li></ul>	Not Addressed
<b>TIP and ORTP</b>	Recommendation	ORTP Cost Estimation Process: <ul style="list-style-type: none"><li>• The MPO should research how member agencies estimate project costs to better understand consistencies and inconsistencies between agencies and to improve cost estimation for the ORTP.</li><li>• The MPO should establish procedures to ensure cost estimates meet specific currency standards to improve support for fiscal constraint of the ORTP.</li><li>• The MPO should establish cost estimate update procedures as projects move from the ORTP to the TIP.</li></ul>	Not Addressed



2014 Status	Finding	Corrective Actions/ Recommendations	Disposition
PPP	Recommendation	Manage CAC expectations in the decision-making process: • The MPO should clarify in the CAC bylaws and in the PPP when in the decision-making process the CAC will be invited to provide comments, any parameters by which the CAC should focus its comments, and how CAC comments will be considered in the TAC and Policy Committee decision-making processes. • All OahuMPO documented planning processes (OWP, ORTP, TIP) should clearly define how the CAC will be involved, the parameters of its involvement, and how any comments received will be considered by the TAC and Policy Committee.	Not addressed



## **APPENDIX C – PUBLIC COMMENTS**

N/A



## **APPENDIX D - LIST OF ACRONYMS**

**ADA:** Americans with Disabilities Act  
**AMPO:** Association of Metropolitan Planning Organizations  
**CAA:** Clean Air Act  
**CFR:** Code of Federal Regulations  
**CMP:** Congestion Management Process  
**CO:** Carbon Monoxide  
**DOT:** Department of Transportation  
**EJ:** Environmental Justice  
**FAST:** Fixing America's Surface Transportation Act  
**FHWA:** Federal Highway Administration  
**FTA:** Federal Transit Administration  
**FY:** Fiscal Year  
**HSIP:** Highway Safety Improvement Program  
**ITS:** Intelligent Transportation Systems  
**LEP:** Limited-English-Proficiency  
**M&O:** Management and Operations  
**MAP-21:** Moving Ahead for Progress in the 21<sup>st</sup> Century  
**MPA:** Metropolitan Planning Area  
**MPO:** Metropolitan Planning Organization  
**MTP:** Metropolitan Transportation Plan  
**NAAQS:** National Ambient Air Quality Standards  
**NO<sub>2</sub>:** Nitrogen Dioxide  
**O<sub>3</sub>:** Ozone  
**ORTP:** Oahu Regional Transportation Plan  
**OWP:** Overall Work Plan  
**PM<sub>10</sub> and PM<sub>2.5</sub>:** Particulate Matter  
**SHSP:** Strategic Highway Safety Plan  
**STIP:** State Transportation Improvement Program  
**TDM:** Travel Demand Management  
**TIP:** Transportation Improvement Program  
**TMA:** Transportation Management Area  
**U.S.C.:** United States Code  
**UPWP:** Unified Planning Work Program  
**USDOT:** United States Department of Transportation





Report prepared by:

FHWA Hawaii Division Office

FTA Region IX Office

# TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 201 - - 20&&



*Oahu* MPO

**DRAFT**  
**REVISION 03**  
**AMENDMENT**



# TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 - 2022

Draft  
Revision 03  
Amendment  
January 2019



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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.



# 1 ABBREVIATIONS

## 1.1 OVERALL INITIALISMS AND ACRONYMS

3-C	Continuing, Cooperative, Comprehensive	MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century [P.L. 112-141, 2012]
ADA	Americans with Disabilities Act	MOA	Memorandum of Agreement
APE	Area of Potential Effects	NEPA	National Environmental Policy Act
CAC	Citizen Advisory Committee	NHPA	National Historic Preservation Act
CATEX	Categorical Exclusion	NTD	National Transit Database
CFR	Code of Federal Regulations	OahuMPO	Oahu Metropolitan Planning Organization
CCTV	Closed-circuit television	ORTP	Oahu Regional Transportation Plan
CMP	OahuMPO Congestion Management Process	OWP	Overall Work Plan
DTS	City and County of Honolulu Department of Transportation Services	PB	Policy Board (formerly Committee)
EJ	Environmental Justice	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users [P.L. 109-59, 2005]
FAST	Fixing America’s Surface Transportation Act [P.L. 114-96, 2015]	SMP	Special Maintenance Program
FMCSA	USDOT Federal Motor Carrier Safety Administration	SOG	State of Good Repair
FHWA	USDOT Federal Highway Administration	STIC	Small Transit Intensive Cities
FTA	USDOT Federal Transit Administration	STIP	Statewide Transportation Improvement Program
FFY	Federal Fiscal Year (October 1-September 30)	TAC	Technical Advisory Committee
HART	Honolulu Authority for Rapid Transportation	TIP	Transportation Improvement Program
HDOT	Hawaii Department of Transportation	T6	Title VI of the Civil Rights Act of 1964
HR	House Report	U.S.C.	United States Code
ITS	Intelligent Transportation System	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
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### ***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 2019-2022 (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 2019-2022 TIP covers a period of four years (FFYs 2019-2022) and contains two additional years (FFYs 2023 and 2024) 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;<sup>1</sup>
- 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 03 - 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 03 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 1).

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<sup>1</sup> 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 more than a year. The process is illustrated in Figure 1 and described below.

## 3.1 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.

## 3.2 CALL FOR PROJECTS

OahuMPO formally calls for projects from the implementing agencies. In response, the HDOT, DTS and HART submit projects to be considered for inclusion in the TIP.

## 3.3 PUBLIC OUTREACH

### 3.'.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.'.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.

### 3.3.3 Agency Consultations

The draft TIP is circulated via 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.

### 3.3.4 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 C).

## 3.4 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:

- Consistency with federal planning factors;
- Detailed project evaluations, including consistency with relevant management system priorities;
- Consistency with the Oahu Regional Transportation Plan (ORTP);

- [Title VI \(T6\) and Environmental Justice \(EJ\) analysis](#)

The results indicate that under the FFYs 2019-2022 TIP, while 23% of block groups are deemed T6/EJ areas, 35.5% of TIP investment is in T6/EJ block groups. Individuals in T6/EJ block groups receive about \$3,168 average per capita investment, while individuals in non-T6/EJ block groups receive about \$2,509 average per capita investment.

- [Congestion Management Process \(CMP\) analyses](#)

The results indicate that if all the FFYs 2019-2022 TIP projects were implemented, there would be a 0.12% decrease in congestion, overall a small change.

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

## 3.5 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 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.

### **3.6 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.

### **3.7 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.

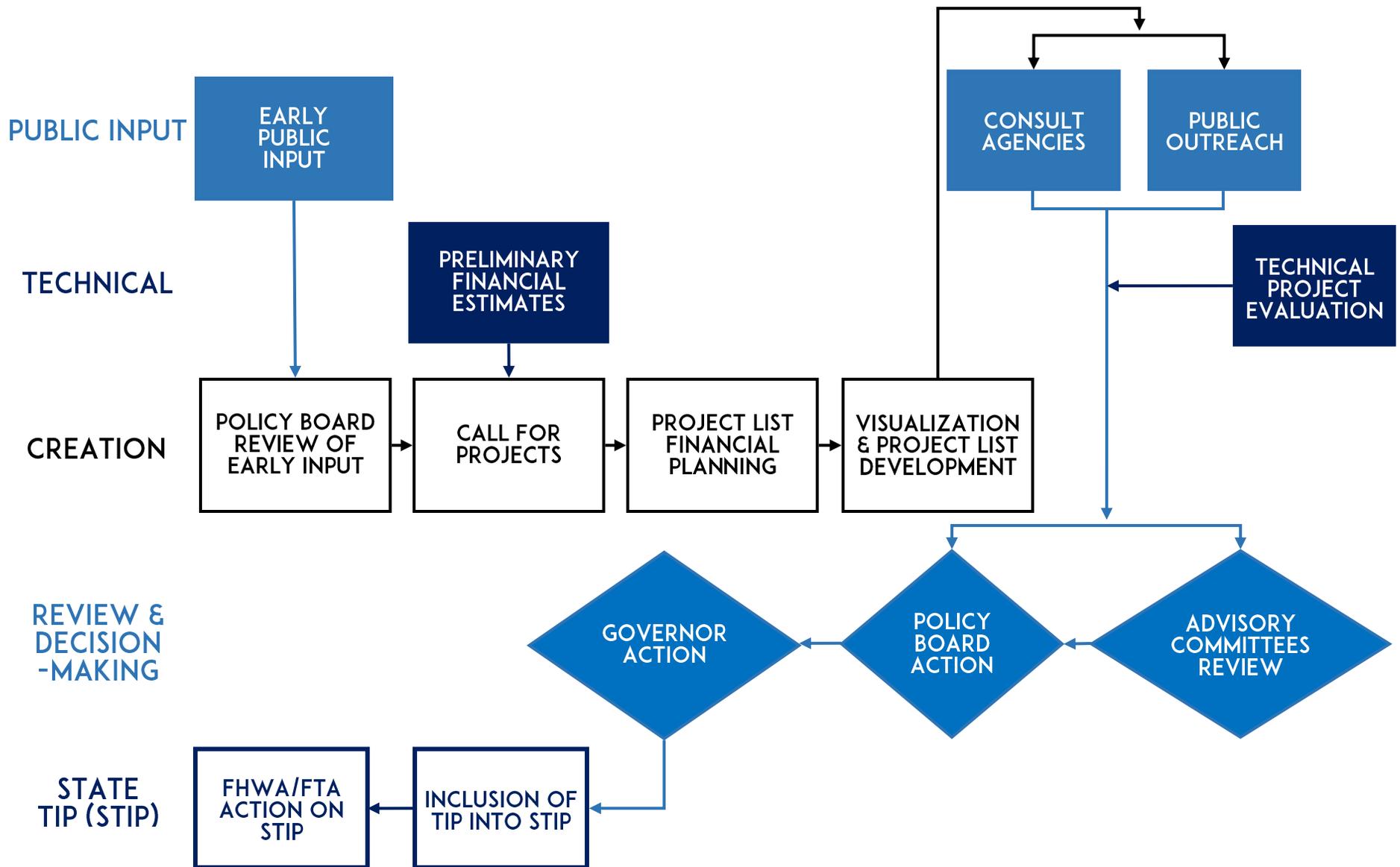


Figure 1. TIP Process.



# 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.

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<sup>2</sup> 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	<ol style="list-style-type: none"> <li>1. Advancing a project from its programmed year if it is ready-to-go.**</li> <li>2. Deferring a project to a later year within the current TIP if it is not ready-to-go as originally programmed.</li> <li>3. Revising, clarifying, or expanding a project’s description as long as the project’s scope is not modified.</li> <li>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.</li> <li>5. Adding or deleting projects from grouped listings as long as the funding amounts stay within the guidelines in Table 2, C.8.</li> <li>6. Revising projects that are included in the TIP for illustrative purposes.</li> </ol>	<ol style="list-style-type: none"> <li>1. Changing the scope of a project to accommodate prescribed actions made under NEPA processes and requirements</li> <li>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.</li> <li>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.</li> </ol>	<ol style="list-style-type: none"> <li>1. Adding a project to the TIP.</li> <li>2. Deleting a project from the TIP, including deferring a project to a year that is outside of the four-year TIP.</li> <li>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).</li> <li>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:               <ol style="list-style-type: none"> <li>a. Changing from replacement buses to expansion buses (and vice versa);</li> <li>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.</li> <li>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.</li> </ol> </li> </ol>

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.

The FFYs 2019-2022 TIP was endorsed by the Policy Board in July 2018.

## 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 2019-2022 TIP is currently going through its first revision cycle. Table 2 describes the Revisions for the reader's understanding.

**Table 2. Revisions as of July 2018**

Revision Number	Description
<b><i>Pre-Approved Administrative Modifications</i></b>	
1	Currently being worked on.

Revision Number	Description
<b><i>Expedited Administrative Modifications</i></b>	
2	Currently being worked on.

Revision Number	Description
<b><i>Amendments</i></b>	
3	Currently out for public comment.

## 6.1 PROJECT LISTING

### REVISION 03

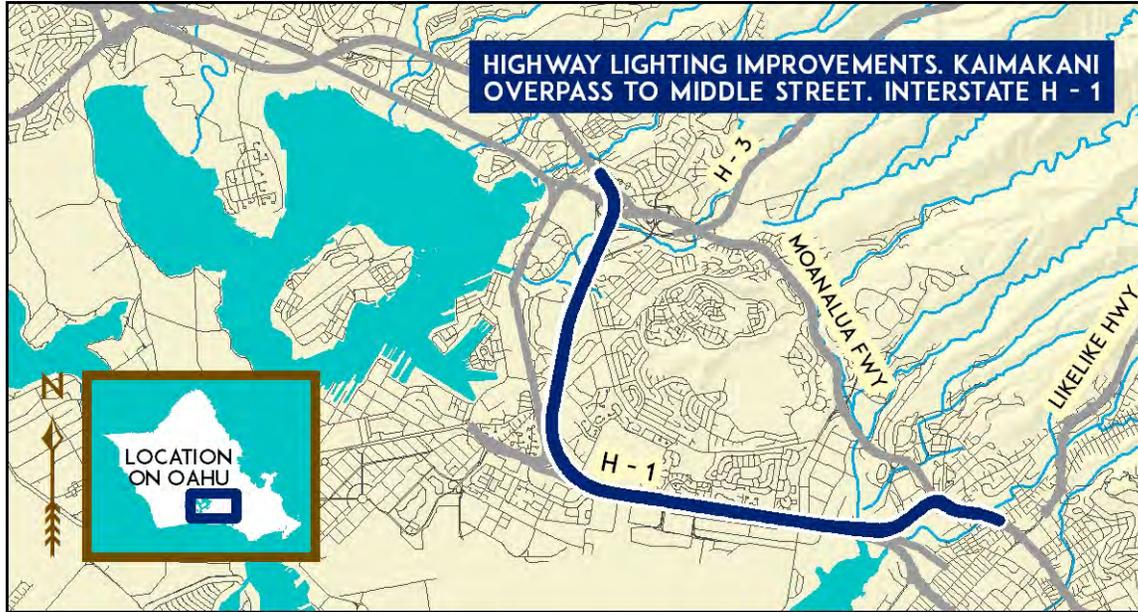
#### Amendments

This revision is a Amendment modification. Amendements 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 <i>(Sorted by Project Number)</i>	REVISION DETAILS	PAGE
Federal Highway Administration (FHWA) - Funded Projects			
Oahu State (OS) of Hawaii - Sponsored Projects			
OS2	Farrington Highway (Route 93), Brige Rehabilitation, Ulehawa Stream Bridge	Request to remove project from the TIP. Project is not considered a top 30 priority under the Bridge Management System (BRM) (C.2).	20
OS16	Interstate Route H-1, Highway Lighting Improvements, Kaimakani Overpass to Middle Street, Phase 1	Request to remove project from the TIP. Funds will go to fund OS45, which will be reprogrammed when funds from OS16 and OS46 become available (C.2).	21
OS17	Interstate Route H-1, Kapolei Interchange Complex, Phase 2	Request to add project to current TIP to account continued Advance Construction needs (C.1).	22
OS22	Interstate Route H-3, Seismic Retrofit, KuouBridge and Halekou Interchange, Structure 1, 2, and 3	Request to remove project from the TIP. Project has been determined to not be a top seismic priority under the Siesmic Retrofit Program (C.2).	23
OS32	Kamehameha Highway (Route 83), Bridge Replacement, South Kahana Stream Bridge	Request to remove project from the TIP. Project is not considered a top 30 priority under the BRM. Safety and geometric issues will be addressed in smaller projects (C.2).	24
OS43	Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street	Request to add Construction phase to project that wasn't obligated in FFY 2018. Project phase totals over \$3million (C.5).	25
OS46	Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa to H-3 Freeway Overpass	Request to remove project from the TIP. Funds will go to fund OS45, which will be reprogrammed when funds from OS16 and OS46 become available (C.2).	26
<b>NUMBER OF PROJECTS BEING REVISED IN REVISION #3:</b>		<b>PERCENTAGE OF TOTAL TIP PROJECTS REVISED IN REVISION #3:</b>	
7		9%	



# OS16 Interstate Route H-1, Highway Lighting Improvements, Kaimakani Overpass to Middle Street, Phase I



**Project Description:**

Upgrade/replace existing freeway lighting. Phase 1 will cover improvements from Kaimakani Overpass (milepost 12.83) to the Airport Interchange (milepost 16.00), approximately. A future Phase 2 will cover improvements for the remainder of the limits from approximately the Airport Interchange (milepost 16.00) to Middle Street.

**Mile Post/s:** MP 12.83 to MP 16.00

**Complete Streets (CS):**

**Project will implement:**

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Aiea, Airport, Kalihi-Palama, Aliamanu-Salt Lake-Foster Village

**Estimated Total Project Cost:** \$15,000,000  
(May include project costs outside of the 4-year TIP and 2 informational years.)

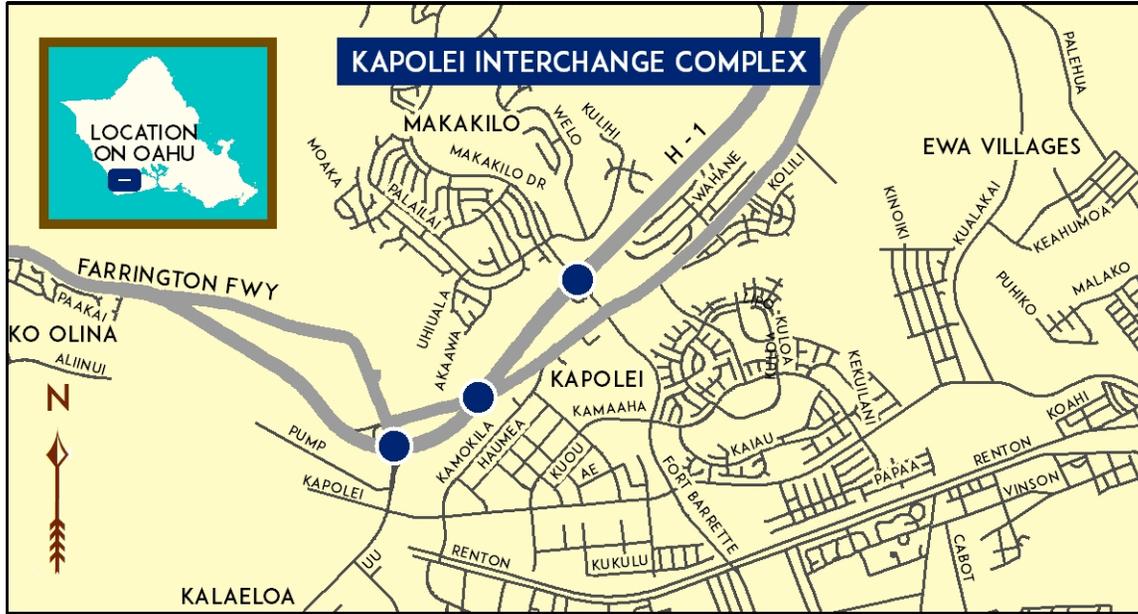
**Project Sponsor:** State of Hawaii (FHWA Funded)

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

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

Phase	FOR INFORMATION ONLY																		Funding Category			
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024						
	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)				
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

# OS17 Interstate Route H-1, Kapolei Interchange Complex



**Project Description:**

Phase 2 will complete the construction of the Wakea Street Separation and its associated ramps.

**Mile Post/s:** MP 0.34 to MP 0.79

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Makakilo-Kapolei-Honokai Hale

**Estimated Total Project Cost:** \$139,000,000  
(May include project costs outside of the 4-year TIP and 2 informational years.)

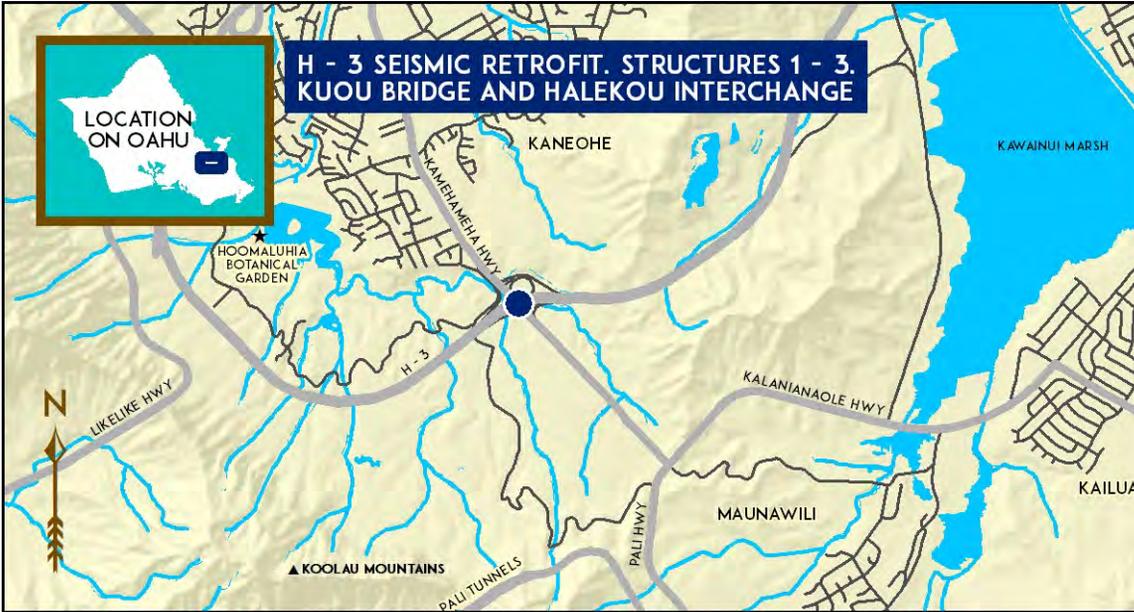
**Project Sponsor:** State of Hawaii (FHWA Funded)

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

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

Phase	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FOR INFORMATION ONLY FFY 2023			FFY 2024			Funding Category
	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)	
<i>Phase 2</i>																			
ADVCON	0	5,000	(5,000)	0	9,000	(9,000)	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>5,000</b>	<b>(5,000)</b>	<b>0</b>	<b>9,000</b>	<b>(9,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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



**Project Description:**

Retrofit interchange structures to meet current seismic standards.

**Mile Post/s:** H-3 Freeway and the John A. Burns Freeway: MP 10.75

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):**

**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)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
PE1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
PE2	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	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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



**Project Description:**

Replace the existing bridge on Kamehameha Highway.

**Mile Post/s:** Kamehameha Highway: MP 26.44

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Koolauloa

**Estimated Total Project Cost:** \$37,300,000  
(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)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# OS43 Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street



**Project Description:**  
Improve/build bikeway/bike path from Philippine Sea Road to Waipahu Depot Street.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** Bicycling facilities.

**Existing Feature/s:** No information available.

**Project Website:** None

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

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

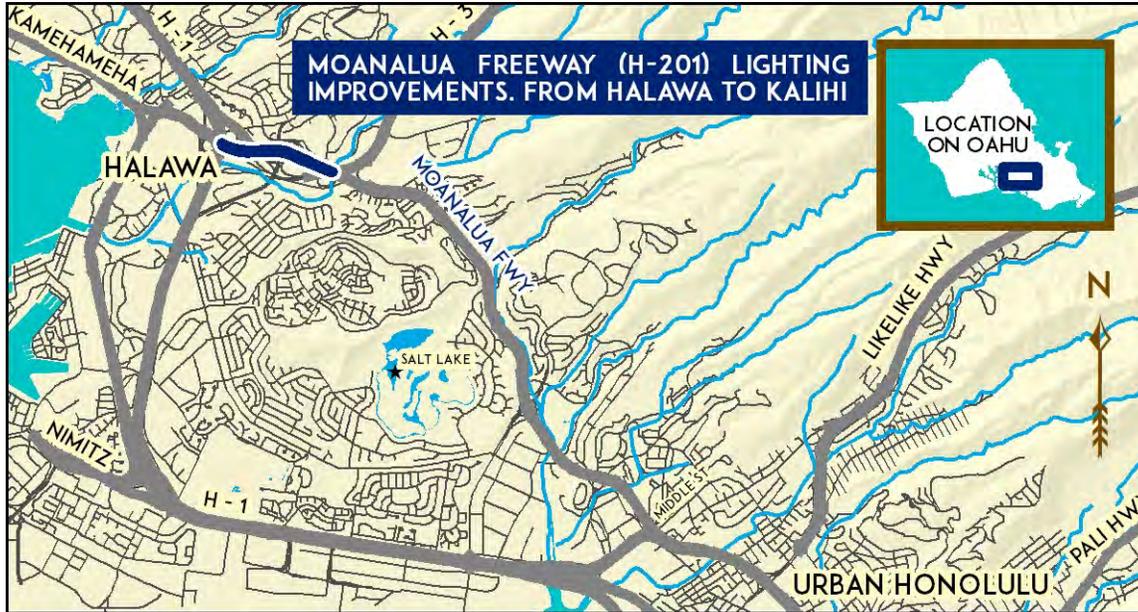
**Project Sponsor:** State of Hawaii (FHWA Funded)

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

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

Phase													FOR INFORMATION ONLY						Funding Category			
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024						
	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)				
CON	9,454	175	9,279	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ENHANCE	
ADVCON	0	0	0	0	2,388	(2,388)	0	5,000	(5,000)	0	0	0	0	0	0	0	0	0	0	0	0	ENHANCE
<b>TOTAL</b>	<b>9,454</b>	<b>175</b>	<b>9,279</b>	<b>0</b>	<b>2,388</b>	<b>(2,388)</b>	<b>0</b>	<b>5,000</b>	<b>(5,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

# OS46 Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa to H-3 Freeway Overpass



**Project Description:**  
Upgrade/replace existing freeway lighting on Moanalua Freeway (H-201) from the Ewa end of the Moanalua Freeway (milepost 0) to the H-3 Freeway overpass (milepost 0.73).

**Mile Post/s:** MP 0.00 to MP 0.73

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Aiea

**Estimated Total Project Cost:** \$2,700,000  
*(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)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

### 6.3 FUNDING SUMMARY

		FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)												ILLUSTRATIVE YEARS FOR INFORMATION ONLY					
		FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL
FHWA - FUNDED PROJECTS	<b>Oahu State (OS)</b>																		
	<i>Original TIP Total</i>	135,989	79,531	56,458	140,799	79,401	61,398	79,060	79,537	(477)	90,720	78,025	12,695	98,933	78,268	20,665	152,720	82,263	70,457
	As of Revision 3 Changes	(32,269)	(8,768)	(23,501)	5,003	2,740	2,263	(5,730)	1,889	(7,619)	(285)	(14,955)	14,670	1,735	(539)	2,274	715	645	70
	Total as of Revision 03	103,720	70,763	32,957	145,802	82,141	63,661	73,330	81,426	(8,096)	90,435	63,070	27,365	100,668	77,729	22,939	153,435	82,908	70,527
	<b>Oahu City (OC)</b>																		
	<i>Original TIP Total</i>	27,596	17,186	10,410	83,102	21,851	61,251	72,249	17,000	55,249	35,131	7,300	27,831	65,749	10,160	55,589	26,566	6,050	20,516
	As of Revision 3 Changes	(10,602)	(5,497)	(5,105)	(8,763)	(6,100)	(2,663)	(12,367)	800	(13,167)	55,846	8,831	47,015	39,251	4,200	35,051	(19,000)	0	(19,000)
	Total as of Revision 03	16,994	11,689	5,305	74,339	15,751	58,588	59,882	17,800	42,082	35,315	16,131	19,184	105,000	14,360	90,640	7,566	6,050	1,516
	<b>TOTAL FHWA</b>	120,714	82,452	38,262	220,141	97,892	122,249	133,212	99,226	33,986	125,750	79,201	46,549	205,668	92,089	113,579	161,001	88,958	72,043
			FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL
FTA - FUNDED PROJECTS	<b>Oahu State (OS)</b>																		
	<i>Original TIP Total</i>	834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194
	As of Revision 3 Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total as of Revision 03	834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194
	<b>Oahu City (OC)</b>																		
	<i>Original TIP Total</i>	908,706	309,883	598,823	876,637	284,639	591,998	528,353	178,389	349,964	49,187	35,073	14,114	49,640	35,350	14,290	50,101	35,631	14,470
	As of Revision 3 Changes	581	955	(374)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total as of Revision 03	909,287	310,838	598,449	876,637	284,639	591,998	528,353	178,389	349,964	49,187	35,073	14,114	49,640	35,350	14,290	50,101	35,631	14,470	
<b>TOTAL FTA</b>	910,121	311,505	598,616	877,496	285,326	592,170	529,236	179,096	350,140	50,097	35,801	14,296	50,579	36,101	14,478	51,069	36,405	14,664	

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

## 6.4 FHWA REGULAR FORMULA FUNDS PROGRAMMED

	<b>TRANSPORTATION IMPROVEMENT PROGRAM</b>				<b>FOR INFORMATION ONLY</b>	
	<b>FFY 2019</b>	<b>FFY 2020</b>	<b>FFY 2021</b>	<b>FFY 2022</b>	<b>FFY 2023</b>	<b>FFY 2024</b>
<b>Oahu State (OS)</b>						
National Highway Performance Program	67,301	77,181	70,109	60,783	75,842	82,621
Earmark High Priority	0	2,200	0	0	0	0
Highway Safety Improvement Program	3,000	25	4,030	2,000	1,600	0
Interstate Maintenance Discretionary	0	0	0	0	0	0
Recreational Trails Program	287	287	287	287	287	287
Surface Transportation Program - Flexible	0	60	2,000	0	0	0
Re-Purposed Earmarks	0	0	0	0	0	0
Transportation Enhancement	175	2,388	5,000	0	0	0
<b>State - FHWA Total</b>	<b>70,763</b>	<b>82,141</b>	<b>81,426</b>	<b>63,070</b>	<b>77,729</b>	<b>82,908</b>
<b>Oahu City (OC)</b>						
Bridge Off-System	800	800	800	800	800	800
Surface Transportation Program - Flexible	8,923	9,060	17,000	15,331	13,190	5,250
Transportation Alternatives Program - Urban	1,040	880	0	0	0	0
Transportation Alternatives Program	340	160	0	0	0	0
Safe Routes To School	0	25	0	0	370	0
Federal Lands Highway Discretionary	586	4,826	0	0	0	0
<b>City - FHWA Total</b>	<b>11,689</b>	<b>15,751</b>	<b>17,800</b>	<b>16,131</b>	<b>14,360</b>	<b>6,050</b>
<b>FHWA TOTAL</b>	<b>82,452</b>	<b>97,892</b>	<b>99,226</b>	<b>79,201</b>	<b>92,089</b>	<b>88,958</b>

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 2019-2022 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 2019-2022 STIP. OahuMPO’s TIP focuses on transportation programs and projects for the *island of Oahu* only.

In developing the FFYs 2019-2022 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 the 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.<sup>3</sup>

### **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.

<sup>3</sup> 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 required for normal environmental mitigation for transportation improvements. Funding ceased in 2013, but residual funds exist for some states if said funds remained within their period of eligibility

### **7.1.2 FTA Program**

For financial constraint purposes, FTA formula apportionments, as estimated for FFYs 2019 and 2020 (<https://www.transit.dot.gov/>), were used. For FFYs 2021 to 2022, 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<sup>4</sup>. This heightened eligibility means that FHWA has greatedened 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.

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<sup>4</sup> 23 U.S.C. 115

## City and County of Honolulu Funds

Where local funding is identified in the FFYs 2019-2022 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 1<sup>st</sup> and ends on June 30<sup>th</sup> 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 tables. The amount of FHWA funds estimated to be available for projects on Oahu is based on Federal Apportionment and determined through cooperative agreement between OahuMPO, HDOT, DTS, and HART. Information on the obligation authority estimated to be available for the entire State of Hawaii is available in the HDOT's FFYs 2019-2022 STIP, as revised.

#### **FHWA Financial Constraint - FFY 2019**

FFY 2019	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	800	200	1,000	1,000	-
Earmark High Priority	-	-	-	-	-
Highway Safety Improvement Program	3,000	(2,823)	177	177	-
Locally Funded	-	41,510	41,510	41,510	-
National Highway Performance Program	67,301	(8,971)	58,330	58,330	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	8,923	(1,497)	7,426	7,426	-
STP (TE) Enhancement	175	9,279	9,454	9,454	-
TAP Urban	1,040	260	1,300	1,300	-
TAP	340	85	425	425	-
Safe Routes to School	-	-	-	-	-
Federal Lands Highway Discretionary (FLAP)	586	147	733	733	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	2,180	-	2,180	-	2,180
LESS Off-STIP Obligations	(1,720)	-	(1,720)	-	(1,720)
FFY 2018 Balance					
<b>Total</b>	<b>82,912</b>	<b>38,262</b>	<b>121,174</b>	<b>120,714</b>	<b>460</b>

### **FHWA Financial Constraint - FFY 2020**

<b>FFY 2020</b>	<b>Federal Funds Available for Oahu (x\$1000)</b>	<b>Local Funds (x\$1000)</b>	<b>Total Sources (x\$1000)</b>	<b>Total Funds Programmed (x\$1000)</b>	<b>Funds Balance (x\$1000)</b>
Bridge Off-System	800	200	1,000	1,000	-
Earmark High Priority	2,200	550	2,750	2,750	-
Highway Safety Improvement Program	25	2,325	2,350	2,350	-
Locally Funded	-	50,420	50,420	50,420	-
National Highway Performance Program	77,181	25,187	102,368	102,368	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	9,120	44,416	53,536	53,536	-
STP (TE) Enhancement	2,388	(2,388)	-	-	-
TAP Urban	880	220	1,100	1,100	-
TAP	160	40	200	200	-
Safe Routes to School	25	-	25	25	-
Federal Lands Highway Discretionary (FLAP)	4,826	1,207	6,033	6,033	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	-	-	-	-	-
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2019 Balance	460	-	460	-	460
<b>Total</b>	<b>98,352</b>	<b>122,249</b>	<b>220,601</b>	<b>220,141</b>	<b>460</b>

### **FHWA Financial Constraint - FFY 2021**

<b>FFY 2021</b>	<b>Federal Funds Available for Oahu (x\$1000)</b>	<b>Local Funds (x\$1000)</b>	<b>Total Sources (x\$1000)</b>	<b>Total Funds Programmed (x\$1000)</b>	<b>Funds Balance (x\$1000)</b>
Bridge Off-System	800	200	1,000	1,000	-
Earmark High Priority	-	-	-	-	-
Highway Safety Improvement Program	4,030	840	4,870	4,870	-
Locally Funded	-	35,400	35,400	35,400	-
National Highway Performance Program	70,109	(37,408)	32,701	32,701	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	18,200	39,682	57,882	57,882	-
STP (TE) Enhancement	5,000	(5,000)	-	-	-
TAP Urban	-	-	-	-	-
TAP	800	200	1,000	1,000	-
Safe Routes to School	-	-	-	-	-
Federal Lands Highway Discretionary (FLAP)	-	-	-	-	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	-	-	-	-	-
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2020 Balance	460	-	460	-	460
<b>Total</b>	<b>99,686</b>	<b>33,986</b>	<b>133,672</b>	<b>133,212</b>	<b>460</b>

**FHWA Financial Constraint - FFY 2022**

<b>FFY 2022</b>	<b>Federal Funds Available for Oahu (x\$1000)</b>	<b>Local Funds (x\$1000)</b>	<b>Total Sources (x\$1000)</b>	<b>Total Funds Programmed (x\$1000)</b>	<b>Funds Balance (x\$1000)</b>
Bridge Off-System	800	200	1,000	1,000	-
Earmark High Priority	-	-	-	-	-
Highway Safety Improvement Program	2,000	(2,000)	-	-	-
Locally Funded	-	50,400	50,400	50,400	-
National Highway Performance Program	60,783	(6,207)	54,576	54,576	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	15,333	3,984	19,317	19,317	-
STP (TE) Enhancement	-	-	-	-	-
TAP Urban	-	-	-	-	-
TAP	-	-	-	-	-
Safe Routes to School	-	-	-	-	-
Federal Lands Highway Discretionary (FLAP)	-	-	-	-	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	-	-	-	-	-
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2021 Balance	460	-	460	-	460
<b>Total</b>	<b>79,663</b>	<b>46,449</b>	<b>126,112</b>	<b>125,652</b>	<b>460</b>

### 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 2019-2022 STIP.

#### **FTA Fiscal Constraint - FFY 2019**

<b>FTA Section Funds</b>	<b>Issue Year</b>	<b>FTA Apportionments and Allocations (x\$000)</b>	<b>FTA Funds Carryover (x\$000)</b>	<b>Total Available FTA Funds (X\$000)</b>	<b>Total Project Costs (x\$000)</b>	<b>Local Match (x\$000)</b>	<b>Total Uses (x\$000)</b>	<b>FTA Carryover (x\$000)</b>
§5307	2019	340	-	340	425	85	340	-
§5307/§5340	2019	33,440	-	33,440	41,700	8,260	33,440	-
	2018	-	13,644	13,644	16,949	3,390	13,559	85
§5309	2019	250	-	250	833	583	250	-
§5310	2019	307	-	307	384	77	307	-
	2018	-	626	626	783	157	626	-
	2017	-	638	638	798	160	638	-
§5337	2019	1,395	-	1,395	1,744	349	1,395	-
	2018	-	874	874	730	146	584	290
§5339	2019	4,350	-	4,350	5,438	1,088	4,350	-
	2018	-	2,843	2,843	3,554	711	2,843	-
	2017	-	2,599	2,599	3,249	650	2,599	-
<b>Local Funds Only</b>		-	-	-	3,848	3,848		
<b>Totals</b>		40,082	21,224	61,306	80,435	19,504	60,931	375

**FTA Fiscal Constraint - FFY 2020**

<b>FTA Section Funds</b>	<b>Issue Year</b>	<b>FTA Apportionments and Allocations (x\$000)</b>	<b>FTA Funds Carryover (x\$000)</b>	<b>Total Available FTA Funds (X\$000)</b>	<b>Total Funds Available (x\$000)</b>	<b>Local Match (x\$000)</b>	<b>Total Uses (x\$000)</b>	<b>FTA Carryover (x\$000)</b>
§5307	2020	560	-	560	700	140	560	-
§5307/§5340	2020	29,009	-	29,009	36,262	7,253	29,009	-
	2018	-	85	85	106	21	85	-
§5309	2020	250	-	250	833	583	250	-
§5310	2020	314	-	314	392	78	314	-
§5337	2020	1,423	-	1,423	1,779	356	1,423	-
	2018	-	290	290	363	73	290	-
§5339	2020	2,958	-	2,958	3,698	740	2,958	-
Local Funds Only					3,925	3,925		
<b>Totals</b>		<b>34,514</b>	<b>375</b>	<b>34,889</b>	<b>48,058</b>	<b>13,169</b>	<b>34,889</b>	<b>-</b>

**FTA Fiscal Constraint - FFY 2021**

<b>FTA Section Funds</b>	<b>Issue Year</b>	<b>FTA Apportionments and Allocations (x\$000)</b>	<b>FTA Funds Carryover (x\$000)</b>	<b>Total Available FTA Funds (X\$000)</b>	<b>Total Funds Available (x\$000)</b>	<b>Local Match (x\$000)</b>	<b>Total Uses (x\$000)</b>	<b>FTA Carryover (x\$000)</b>
§5307/§5340	2021	29,589		29,589	36,987	7,398	29,589	-
§5309	2021	144	-	144	480	336	144	-
§5310	2021	321		321	401	80	321	-
§5337	2021	1,451		1,451	1,814	363	1,451	-
§5339	2021	3,018		3,018	3,772	754	3,018	-
Local Funds Only					4,004	4,004		
<b>Totals</b>		34,523	-	34,523	47,458	12,935	34,523	-

**FTA Fiscal Constraint - FFY 2022**

<b>FTA Section Funds</b>	<b>Issue Year</b>	<b>FTA Apportionments and Allocations (x\$000)</b>	<b>FTA Funds Carryover (x\$000)</b>	<b>Total Available FTA Funds (X\$000)</b>	<b>Total Funds Available (x\$000)</b>	<b>Local Match (x\$000)</b>	<b>Total Uses (x\$000)</b>	<b>FTA Carryover (x\$000)</b>
§5307/§5340	2021	29,589		29,589	36,987	7,398	29,589	-
§5309	2021	144	-	144	480	336	144	-
§5310	2021	321		321	401	80	321	-
§5337	2021	1,451		1,451	1,814	363	1,451	-
§5339	2021	3,018		3,018	3,772	754	3,018	-
Local Funds Only					4,004	4,004		
<b>Totals</b>		34,523	-	34,523	47,458	12,935	34,523	-

# 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 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION #3

The intergovernmental review and public comment period for the Draft FFYs 2019-2022 TIP Revision #3 began on January 11, 2019 and concluded on January 24, 2019. The Draft FFYs 2019-2022 TIP Revision#3 document was mailed and emailed to partner agencies, as well as interest organizations and public parties for comments and review.

## AGENCY COMMENTS

OS16, OS45, OS46 COMMENTS	
SUMMARY OF COMMENT	RESPONSE
<b>Elise Carmody:</b> Projects OS16 and OS46 will be deleted and their funding reprogrammed to OS45. Will the deleted projects be reinstated into the long term TIP, or will they be dropped from any further consideration? Are these projects no longer needed? The concern is that projects are dropped and then "disappear" from consideration.	<b>Hawaii Department of Transportation (HDOT):</b> HDOT is doing its best to maintain its highway assets with the limited resources that are currently available. While projects OS16 and OS46 are currently being removed from the 19-22 STIP/Oahu TIP, the need for these projects still exist. OS45 is the current highway lighting priority project. HDOT will continue to pursue funding for projects OS16 and OS46, and will reprogram them when funding is found or other trade-offs can be identified.

# PUBLIC COMMENTS

GENERAL COMMENTS	
SUMMARY OF COMMENT	RESPONSE
<p><b>Len Pepper:</b> Several years ago the Salt Lake widening project was inadvertently left off the TIP resulting in considerable delay. I do not see the Salt Lake widening project on the draft. Please make certain that it is included if appropriate.</p>	<p><b>Department of Transportation Services (DTS):</b> Salt Lake Boulevard Widening project is currently in the environmental/final design phase. The construction phase funding is programmed in the FFYs 2019-2022 TIP for FFYs 2020 and 2021.</p>
<p><b>Dean: Capelouto:</b> TIP is missing funding for OC7 project (Makakilo Drive Extension), which was promised to this community many years ago. Lack of project funding results in a safety issue, when as many as 18,000 people who live in the community have to suffer with only a single way in or out, which affects fire, ambulance, and the ability to evacuate in an emergency. Recommend OMPO Policy Board place this project as a number one priority, as it had been the number one priority on the CAC previously. This project remains our number one priority - for this community over the past 6 years.</p>	<p><b>Department of Transportation Services (DTS):</b> DTS is actively working on the Makakilo Drive Extension environmental documents using 100% local funds. The environmental documents must be revised and resubmitted due to potential alternatives in the design and construction methods pertaining to the use of fill over bridge spans. During the current design work, the DTS found that the project cost could be significantly reduced if the bridge section of the project was changed to a fill section. This alternative was not included in the original environmental assessment (EA) completed for the project in March 2009, as such, DTS needs to submit a new EA with this fill option alternative.</p> <p>DTS is actively meeting with HDOT and FHWA regarding this project. Once the documents are ready, they will be released for public review and comment. The EA should be completed and accepted this year and then final design can continue.</p>

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.

***Updated Transportation Improvement Program (TIP) pages handed out  
at February 8, 2019 Technical Advisory Committee Meeting (TAC).***

# APPENDIX B

## INTERGOVERNMENTAL REVIEW & PUBLIC COMMENT

### FOR THE DRAFT FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION #3

The intergovernmental review and public comment period for the Draft FFYs 2019-2022 TIP Revision #3 began on January 11, 2019 and concluded on January 24, 2019. The Draft FFYs 2019-2022 TIP Revision#3 document was mailed and emailed to partner agencies, as well as interest organizations and public parties for comments and review.

## AGENCY COMMENTS

COMMENTS	
SUMMARY OF COMMENT	RESPONSE
<p><b>Department of Planning and Permitting (DPP)</b> : It is noted in the Waianae Sustainable Communities Plan (SCP) that portions of the Farrington Highway are especially vulnerable to coastal flooding, including in the vicinity of Ulehawa Channel. The project description did not mention whether flooding or anticipated sea level rise would be factored in to the facility design and construction. Will removing the project based on top 30 priority under the Bridge Management System also remove it from consideration for the next TIP?</p>	<p><b>Hawaii Department of Transportation (HDOT):</b> Awaiting response</p>
<p><b>Department of Planning and Permitting (DPP):</b> The Koolauloa SCP includes a general policy that calls for safe pedestrian walkways on bridges (4.1.3 Local Travel Guideline #5), and the OS32 South Kahana Bridge replacement would have considered CS principles. Will removing the project based on the top 30 under the Bridge Management System also remove it from consideration for the next TIP?</p>	<p><b>Hawaii Department of Transportation (HDOT):</b> Awaiting response</p>

## PUBLIC COMMENTS

COMMENTS	
SUMMARY OF COMMENT	RESPONSE
<p><b>Elise Carmody:</b> Projects OS16 and OS46 will be deleted and their funding reprogrammed to OS45. Will the deleted projects be reinstated into the long term TIP, or will they be dropped from any further consideration? Are these projects no longer needed? The concern is that projects are dropped and then "disappear" from consideration.</p>	<p><b>Hawaii Department of Transportation (HDOT):</b> HDOT is doing its best to maintain its highway assets with the limited resources that are currently available. While projects OS16 and OS46 are currently being removed from the 19-22 STIP/Oahu TIP, the need for these projects still exist. OS45 is the current highway lighting priority project. HDOT will continue to pursue funding for projects OS16 and OS46, and will reprogram them when funding is found or other trade-offs can be identified.</p>
<p><b>Len Pepper:</b> Several years ago the Salt Lake widening project was inadvertently left off the TIP resulting in considerable delay. I do not see the Salt Lake widening project on the draft. Please make certain that it is included if appropriate.</p>	<p><b>Department of Transportation Services (DTS):</b> Salt Lake Boulevard Widening project is currently in the environmental/final design phase. The construction phase funding is programmed in the FFYs 2019-2022 TIP for FFYs 2020 and 2021.</p>

## PUBLIC COMMENTS

COMMENTS	
SUMMARY OF COMMENT	RESPONSE
<p><b>Dean Capelouto :</b> TIP is missing funding for OC7 project (Makakilo Drive Extension), which was promised to this community many years ago. Lack of project funding results in a safety issue, when as many as 18,000 people who live in the community have to suffer with only a single way in or out, which affects fire, ambulance, and the ability to evacuate in an emergency. Recommend OMPO Policy Board place this project as a number one priority, as it had been the number one priority on the CAC previously. This project remains our number one priority - for this community over the past 6 years.</p>	<p><b>Department of Transportation Services (DTS):</b> DTS is actively working on the Makakilo Drive Extension environmental documents using 100% local funds. The environmental documents must be revised and resubmitted due to potential alternatives in the design and construction methods pertaining to the use of fill over bridge spans. During the current design work, the DTS found that the project cost could be significantly reduced if the bridge section of the project was changed to a fill section. This alternative was not included in the original environmental assessment (EA) completed for the project in March 2009, as such, DTS needs to submit a new EA with this fill option alternative.</p> <p>DTS is actively meeting with HDOT and FHWA regarding this project. Once the documents are ready, they will be released for public review and comment. The EA should be completed and accepted this year and then final design can continue.</p>

# APPENDIX C

## Title VI and Environmental Justice Analysis

### FOR THE DRAFT FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION #3

To evaluate the equity in spending of the FFYs 2019-2022 As of TIP Revision #3, OahuMPO analyzed planned investment in T6/EJ population areas. The analysis entailed determining the percent investment and average per capita investment by Census block group based on the list of projects included in the TIP.

#### TITLE VI / ENVIRONMENTAL JUSTICE EQUITY ANALYSIS

##### FFYs 2019-2022 TIP as of Revision 3

Analysis Date: February 7, 2019

<b>Population in T6/EJ BG (1)</b>	289,321
<b>Population in non-T6/EJ BG (0)</b>	663,886
<b>T6/EJ BG</b>	<b>105</b> BG selected based on race (minority) <b>60</b> BG selected based on low income
<b>Less:</b>	<b>(30)</b> BG counted as both minority & low income (double-counted)
	<b>135</b> T6/EJ block groups
<b>Less:</b>	<b>(29)</b> T6/EJ BG located on military bases
	<b>106</b> BG designated as T6/EJ

	<b>Number</b>	<b>Percent</b>
<b>Number of T6/EJ BG</b>	135	23%
<b>Number of non-T6/EJ BG</b>	454	77%
	589	

	<b>Analysis Results</b>		<b>Final Results</b>
<b>Sum of Costs in T6/EJ BG</b>	\$806,917	x 1000 =	\$806,917,000
<b>Sum of Costs in non-T6/EJ BG</b>	\$1,737,821	x 1000 =	\$1,737,821,000
<b>Total Costs</b>	\$2,544,738	x 1000 =	\$2,544,738,000

	<b>T6/EJ Block Groups</b>	<b>Non-T6/EJ Block Groups</b>	<b>% Difference (EJ/Non-EJ)</b>	<b>Total Difference (Non-EJ - EJ)</b>
<b>Average Investment by Block Group</b>	6 M	3.8 M		
<b>Total Cost of Projects</b>	806.9 M	1737.8 M		
<b>% Project Investment</b>	31.7%	68.3%		
<b>Total Population</b>	289,321	663,886		
<b>Average Per Capita Investment</b>	\$2,789	\$2,618	7%	\$171