VI.A. FFYs 2019-2022 TIP
Revision #2
Expedited Administrative Modification

What is the Transportation Improvement Program (TIP)?

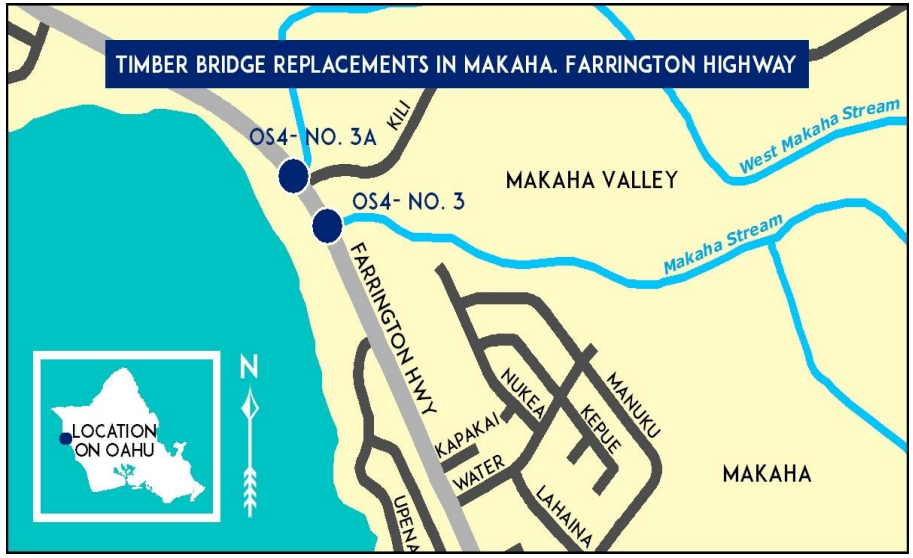
- A four-year schedule of surface transportation projects
- Program, *not* a plan
  - "What gets built"
  - TIP funding must be spent toward a project that will be built
    - If not built, $$ must be paid back!
  - What's types of activities are funded?
    - Preliminary engineering and environmental review
    - Final Design
    - Construction
    - Right of Way acquisition
    - Transit vehicle & facilities
    - Highway management operations
    - Etc.

FFYs 2019-2022 TIP Revision #2

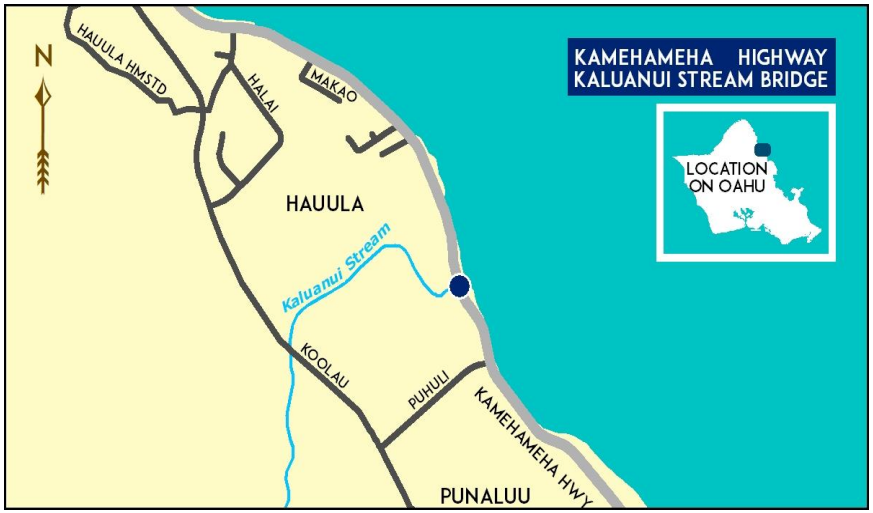
- Expedited Administrative Modifications
  - 5 project revisions
  - FHWA State of Hawaii DOT projects only
  - Policy Board approval

OS4 Farrington Highway (Route, 93) Bridge Replacement Makaha Bridges #3 & #3A (State)

- **Funding Category:** National Highway Performance Program (NHPP)
- **Revision Details:** Request to add Right of Way phase to existing project. This phase was not obligated in FFY 2018 (B.4).
- **Difference in Funding:** **+$1,200,000**



OS29 Kamehamha Highway (Route 83), Bridge Replacement, Kaluanui Stream Bridge (State)

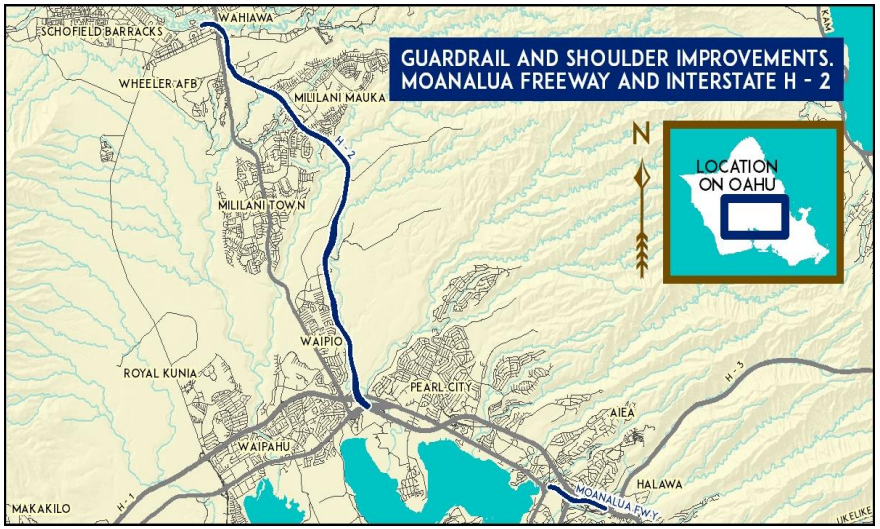


- **Funding Category:** National Highway Performance Program (NHPP)
- **Revision Details:** Request to add Right of Way phase to existing project. This phase was not obligated in FFY 2018 (B.4).
- **Difference in Funding:** **+$670,000**

OS31 Farrington Highway (Route, 83) Bridge Replacement, Laieloa Stream Bridge (State)

- **Funding Category:** National Highway Performance Program (NHPP)
- **Revision Details:** Request to add Right of Way phase to existing project. This phase was not obligated in FFY 2018 due to outstanding environmental documentation (B.4).
- **Difference in Funding:** **+$210,000**

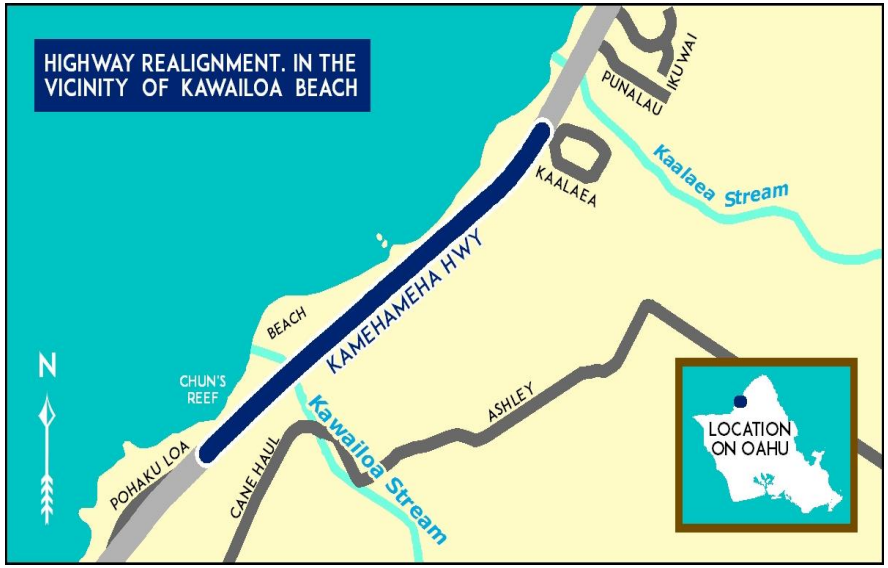
OS44 Moanalua Freeway (Route 78) and Interstate Route H-2, Guardrail and Shoulder Improvements, Phase 2 (State)



- **Funding Category:** National Highway Performance Program (NHPP)
- **Revision Details:** Request to add Advance Construction for Phase 1 to existing project due to inability to fully fund in FFY 2018 (B.4).
- **Difference in Funding:** **$0**

OS61 Kamehameha Highway (Route 83) Realignment, Vicinity of Kawailoa Beach (State)

- **Funding Category:** National Highway Performance Program (NHPP)
- **Revision Details:** Request to add Preliminary Engineering 2 in FFY2020 (PE2 issue with clearing Section 106, Historic Preservation). Not ready-to-go as originally planned (B.4).
- **Difference in Funding:** **+$3,000,000**



Requested Action:

Recommend the Policy Board consider the FFYs 2019-2022 Transportation Improvement Program Revision #2 for approval, as presented

VI.A. FFYs 2019-2022 TIP Revision #3 Amendment

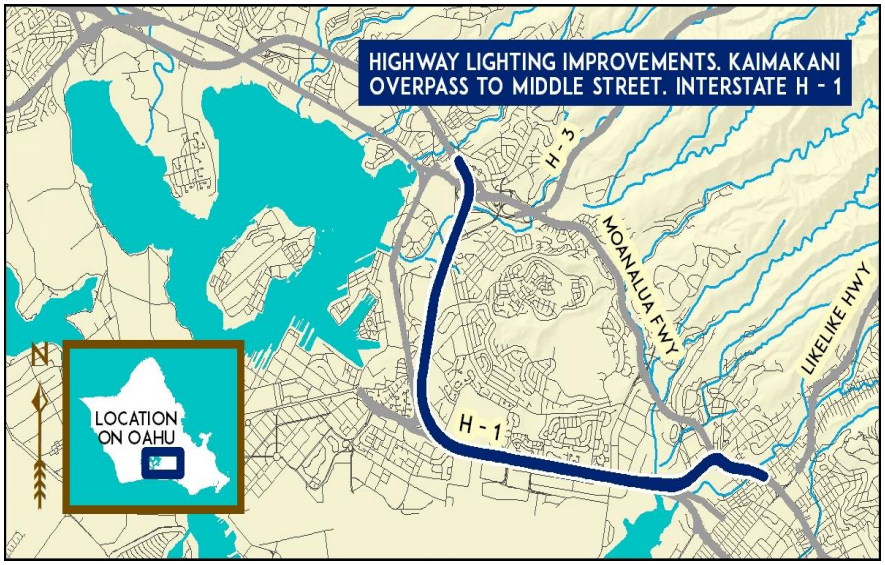
FFYs 2019-2022 TIP Revision #3

- Amendment ("major changes")
  - 7 project amendments
    - 5 Project Removals
    - 1 Re-add Project to TIP
    - 1 Added Phase to Project
  - FHWA State of Hawaii projects only
  - Re-demonstration of fiscal constraint
  - Title VI and Environmental Justice analysis
  - Requires public & intergovernmental review, TAC and CAC consideration, and Policy Board approval

OS2 Farrington Highway (Route 93), Bridge Rehabilitation, Ulehawa Stream Bridge (State)

- **Funding Category:** National Highway Performance Program
- **Revision Details:** Request to remove project from TIP. Project is not considered a top 30 priority under the Bridge Management System (BRM) (C.2).
- **Difference in Funding:** -$9,093,000

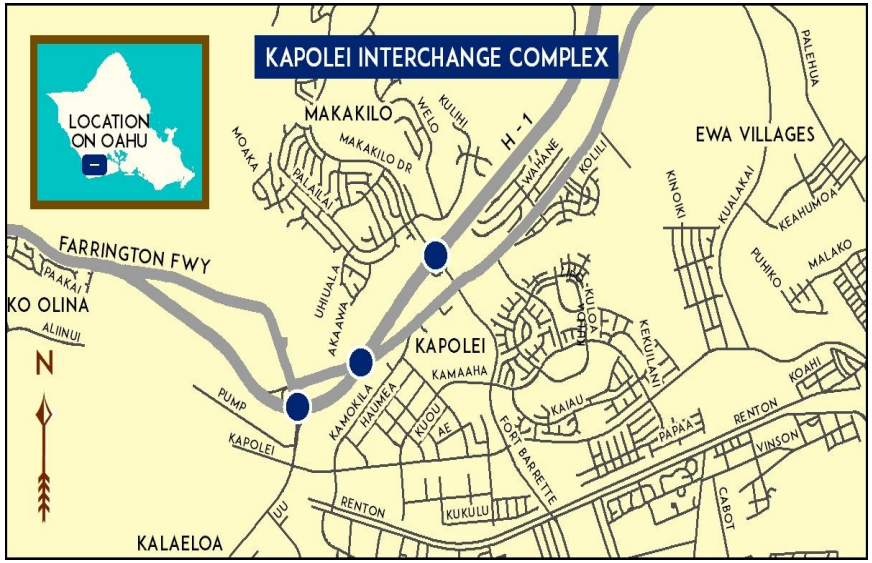
OS16 Interstate Route H-1, Highway Lighting Improvements, Kaimakani Overpass to Middle Street, Phase 1 (State)



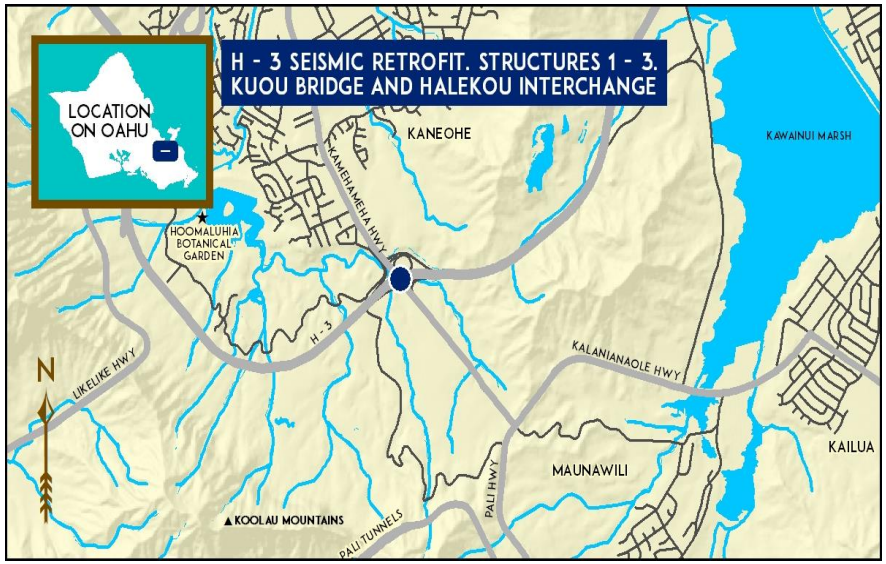
- **Funding Category:** National Highway Performance Program (NHPP)
- **Revision Details:** Request to remove project from the TIP. Funds will go to fund OS45, which will be reprogrammed when funds from OS16 and OS46 become available (C.2).
- **Difference in Funding:** +/- $0

OS17 Interstate Route H-1, Kapolei Interchange Complex, Phase 2 (State)

- **Funding Category:** National Highway Performance Program
- **Revision Details:** Request to add project to current TIP to account for NHPP continued Advance Construction needs (C.1).
- **Difference in Funding:** +/- $0



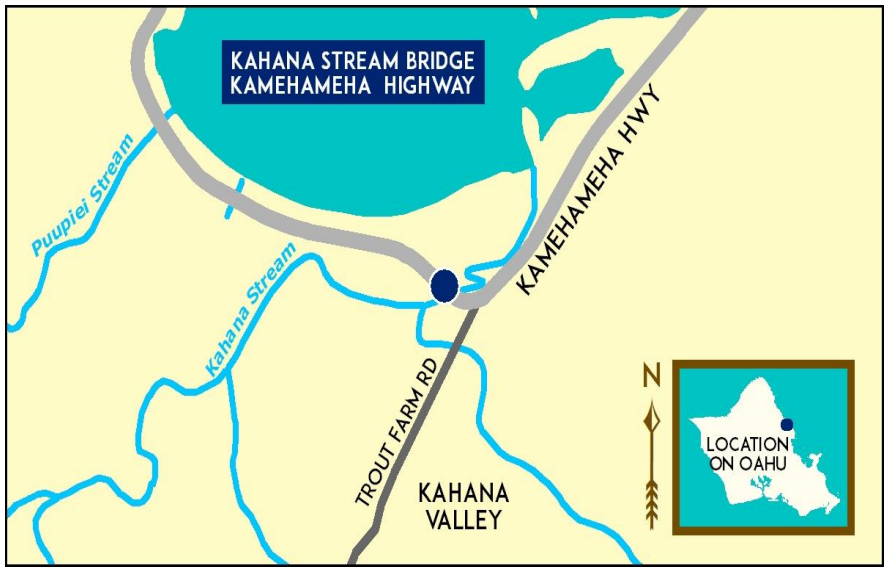
OS22 Interstate Route H-3, Seismic Retrofit, Kuou Bridge and Halekou Interchange, Structure 1, 2, and 3 (State)



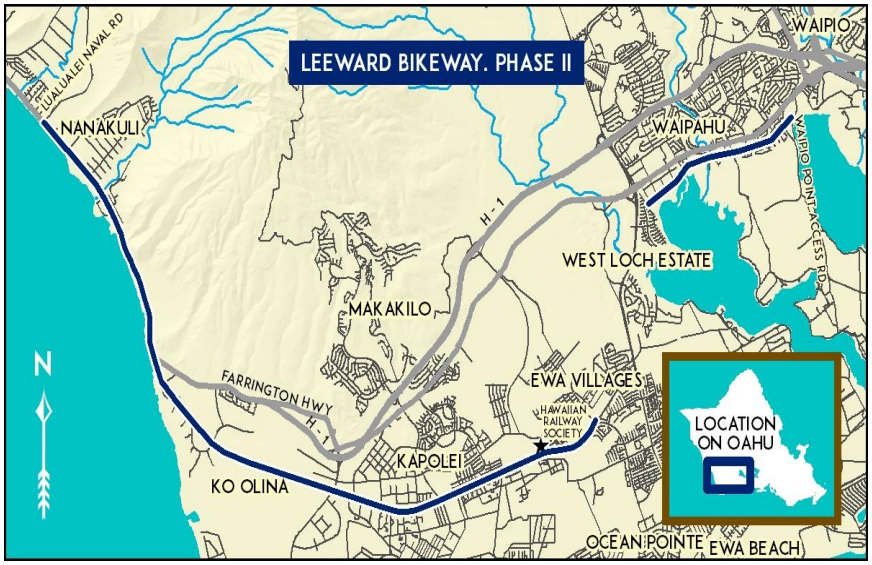
- **Funding Category:** National Highway Performance Program (NHPP)
- **Revision Details:** Request to remove project from the TIP. Project has been determined to not be a top seismic priority under the Seismic Retrofit Program (C.2).
- **Difference in Funding:**
  - $7,700,0000

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

- **Funding Category:** National Highway Performance Program
- **Revision Details:** Request to remove project from the TIP. Project is not considered a top 30 priority under the Bridge Management System (BRM). Safety and geometric issues will be addressed in smaller projects (C.2).
- **Difference in Funding:**
  - $35,000,000



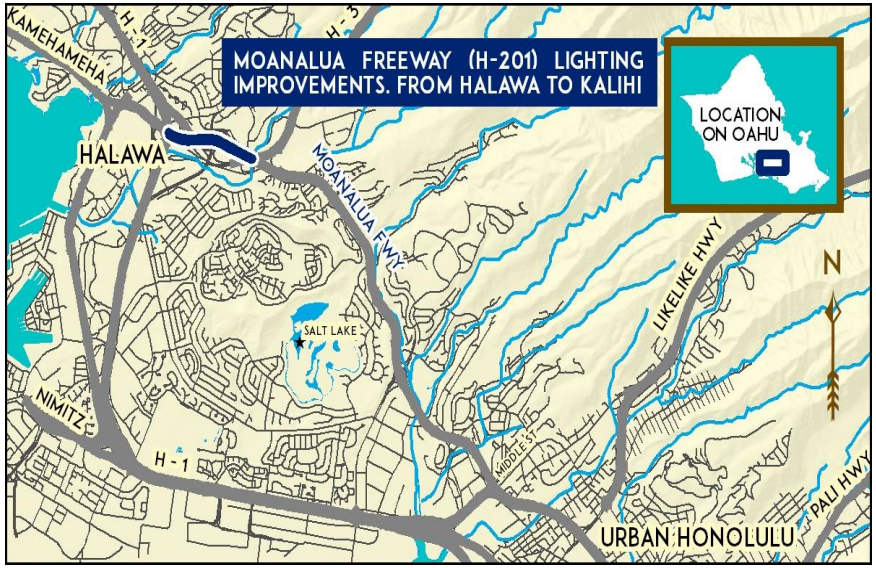
OS43 Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street (State)



- **Funding Category:** Transportation Enhancement Programs (STP Enhance)
- **Revision Details:** Request to add Construction phase to project that wasn't obligated in FFY2018. Project phase totals over $3million (C.5).
- **Difference in Funding:** + $9,454,000

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

- **Funding Category:** National Highway Performance Program
- **Revision Details:** 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).
- **Difference in Funding:** +/- $0



Public & Intergovernmental Review

- 5 comments
  - 3 comments from the Public
    - 1 on OS16 and OS46
    - 2 on non-Revision Related Projects
  - 2 comments from Government Agencies
    - 1 on OS2
    - 1 on OS32

TITLE VI / ENVIRONMENTAL JUSTICE EQUITY ANALYSIS
FFYs 2019-2022 TIP as of Revision 3
Analysis Date: February 7, 2019

Population in T6/EJ BG (1)	289,321
Population in non-T6/EJ BG (0)	663,886

T6/EJ BG	**105** BG selected based on race (minority)
	60 BG selected based on low income
Less:	**(30)** BG counted as both minority & low income (double-counted)
	135 T6/EJ block groups
Less:	**(29)** T6/EJ BG located on military bases
	106 BG designated as T6/EJ

	Number	**Percent**
Number of T6/EJ BG	135	23%
Number of non-T6/EJ BG	454	77%
	589	

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

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

Requested Action:

Recommend the Policy Board consider the FFYs 2019-2022 Transportation Improvement Program Revision #3 for approval, as presented

EWA IMPACT FEE UPDATE

OahuMPO Policy Board Update

Regional Planning Branch (RPB)

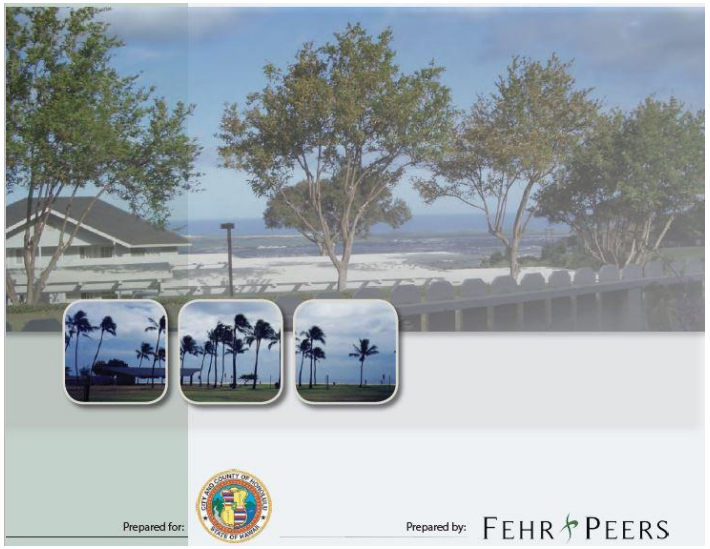
Department of Transportation Services (DTS)

February 2019

PURPOSE

<u>WHY</u> impact fees?:

Provide fair share of funding for roadway projects to support growth in Ewa:



- Use land use projections and OahuMPO model to identify deficiencies
- Prepare cost estimates and determine share among agencies and new development

Impact Fee 101 - The Fundamentals

- Established in areas anticipating ***substantial growth*** and ***major infrastructure needs***
- Development exactions must be roughly ***proportional*** to development's impact.
- Link ***fees*** charged for each land use category to their respective ***demand*** for services
- Reflects changing fiscal landscape
- Provides ***certainty*** to developers regarding costs and to agencies regarding additional funding

Impact Fee 101 - The Process

- Forecast land uses/intensities and model traffic
- Identify future deficiencies and fair share
- Identify improvements and construction cost estimates
- Calculate $/du equivalent
- Establish schedule to account for inflation
- Adjust at discretion of agency

HISTORY

Plans, Ordinances, and Agreements:

- Ewa Highway Master Plan from May 31, 2002
- ROH Chapter 33A -1.6 (i) from 2002:
  - "shall review the Ewa highway master plan once every five years…"
- RESO 07-005 IGR with DTS and HDOT
- OahuMPO OWP WE 203.75-09/14
  - Draft reports in 2011, 2015, and 2017

NEW PROJECT SUMMARY

Plans, Ordinances, and Agreements:

- 10 improvement projects
  - Kapolei Interchange
  - Palailai Interchange
  - Kapolei Parkway Gap Closure
  - Kapolei Parkway Widening
  - Kapolei Parkway-Alii Nui Connection
  - Farrington Highway Widening
  - Fort Barrette Road Widening
  - State Harbor Access Road
  - Kualakai Parkway Extension
  - Bicycle, Pedestrian and Transit Access Enhancements

WHERE ARE WE NOW?

- **Executive Committee**
  - 12 Meetings from 2009 – 2017
  - DTS, DPP, and Property Management
  - HDOT-HWY, DHHL, HCDA, UHWO, HHFDC
  - LURF, Kapolei Property Development, Ko Olina Resort, D.R. Horton, Haseko, Gentry Homes, Gentry Homes, and Castle & Cooke Homes Hawaii

- **Documents for Review**
  - Ewa Transportation Impact Fee 2020 Update: Final Compilation Report - September 2017
  - Ewa EC Draft Comment Matrix
  - Draft Bill for Ordinance Update

Comparison to Other Jurisdictions

- 2015 Survey Data

Jurisdiction	2015 Roadway Impact Fee			
	SFR (/du)	MFR (/du)	Office (/sf)	Retail (/sf)
Ewa (Raw)	$7,641	$4,168	$13.20	$14.38
California	$6,272	$4,120	$6.41	$10.15
Florida	$3,307	$2,346	$3.21	$5.77
Maryland	$4,890	$3,458	$2.93	$3.31
Oregon	$3,923	$2,638	$4.46	$8.74
Washington	$2,871	$1,776	$5.51	$7.53

Source: 2015 National Impact Fee Survey (Duncan Associates)

PROJECT TIMELINE: 2019

Next Steps:

- Transmit report to Mayor and Council
- Transmit revised ordinance to Mayor and Council
- Revise fees and ordinance as needed
- Present to City Council for review and approval

The End

Mahalo!

Consultant Project Manager:
Sohrab Rashid
on behalf of
Regional Planning Branch
Department of Transportation Services

Impact Fee 101 – Fundamentals (cont.)

- Impact fees don't pay for or replace:
  - Existing deficiencies
  - O&M and non-capacity expenses
  - On-site/frontage improvements
  - Taxes, grants, other user fees, etc.

Impact Fee 101 – Fundamentals (cont.)

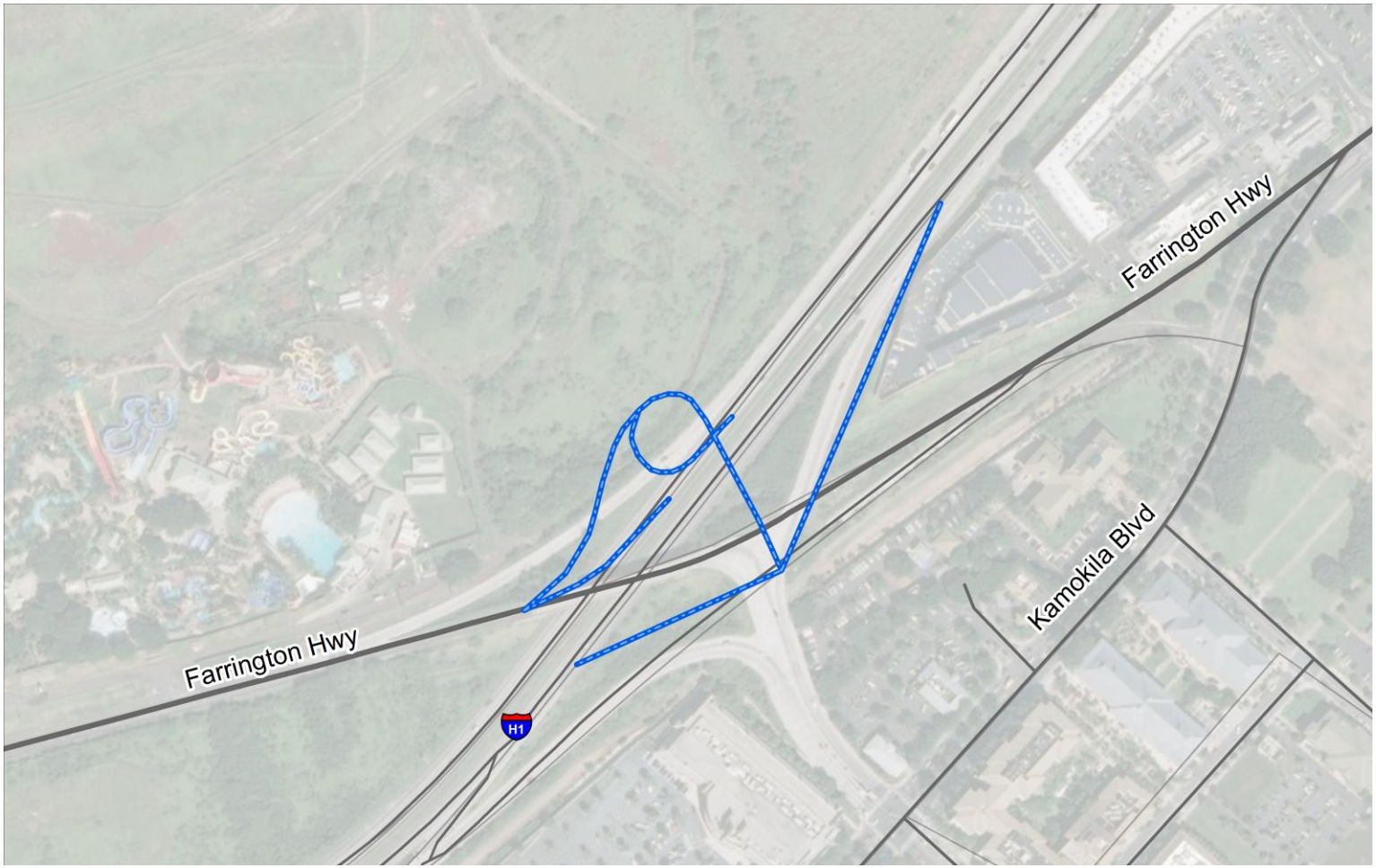
- Trend in Preparing Fee Programs:
  - 10yr+ program tied to planning horizons but more frequent updates
  - Simpler programs with fewer zones
  - Higher rates
  - Inclusion of multi-modal improvements
  - Annual inflation

Impact Fee 101 – Fundamentals (cont.)

- Impact fees don't pay for:
  - Existing deficiencies
  - Operating/maintenance/non-capacity expenses
  - On-site/frontage improvements
  - Cost paid by taxes, grants, other user fees, etc.
- Issues
  - Focused growth areas
  - Infrastructure needs
  - Housing supply pressures
  - Economic considerations
  - Limited local, state and federal funding

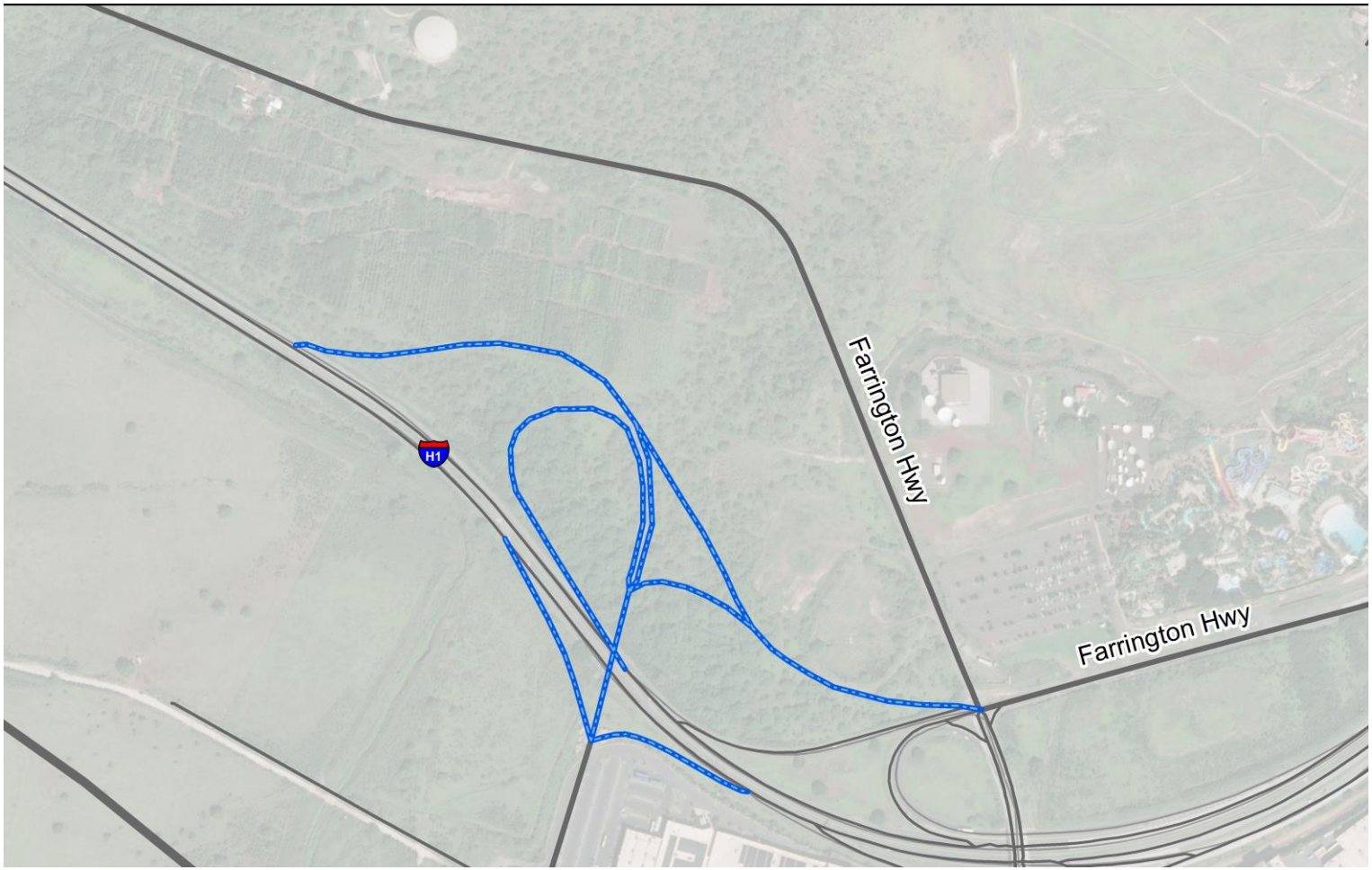
NEW PROJECT SUMMARY

Kapolei Interchange - Phases 3 and 4



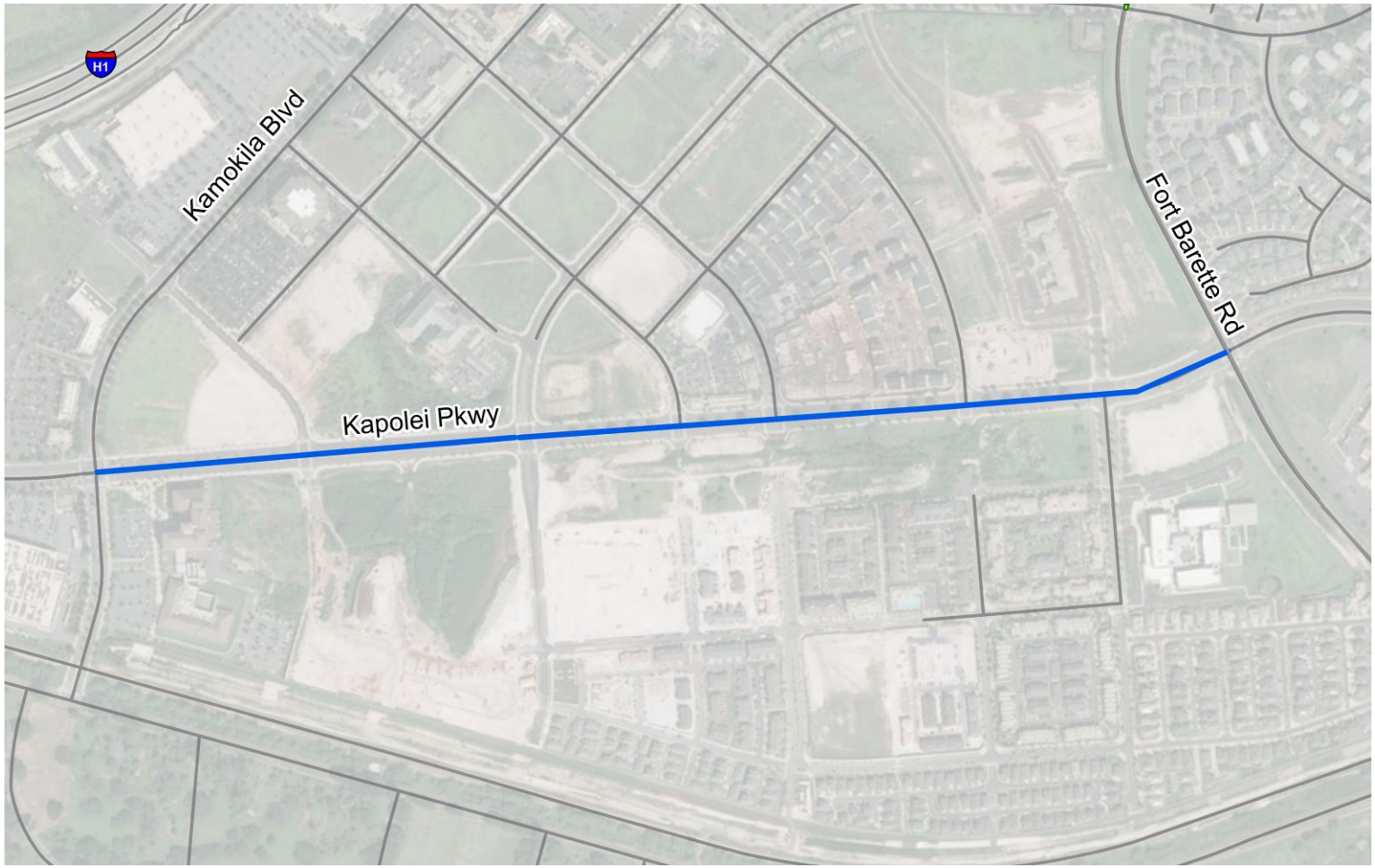
NEW PROJECT SUMMARY

Palailai Interchange



NEW PROJECT SUMMARY

Kapolei Parkway Gap Closure

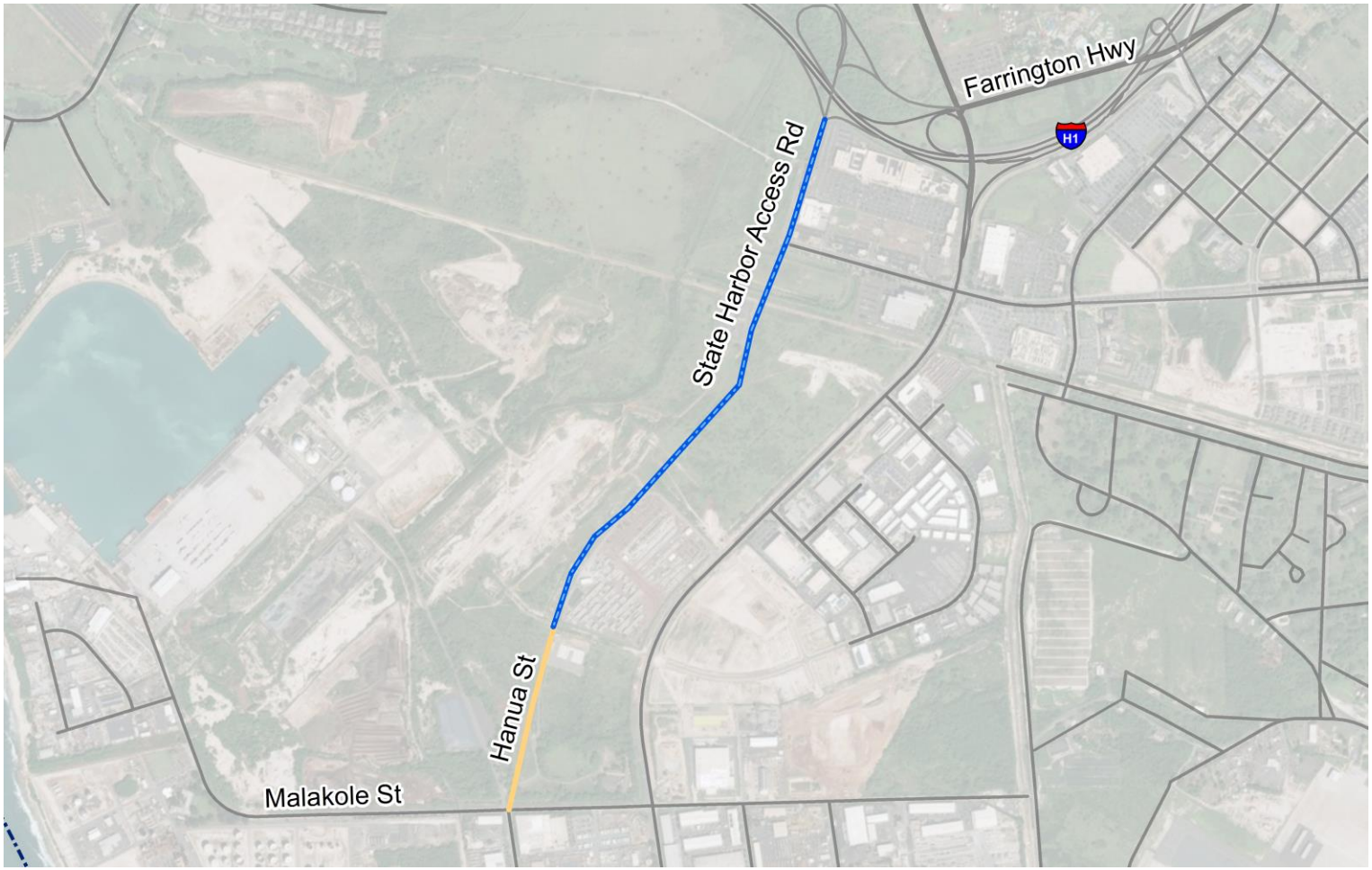


NEW PROJECT SUMMARY

Farrington Highway Widening

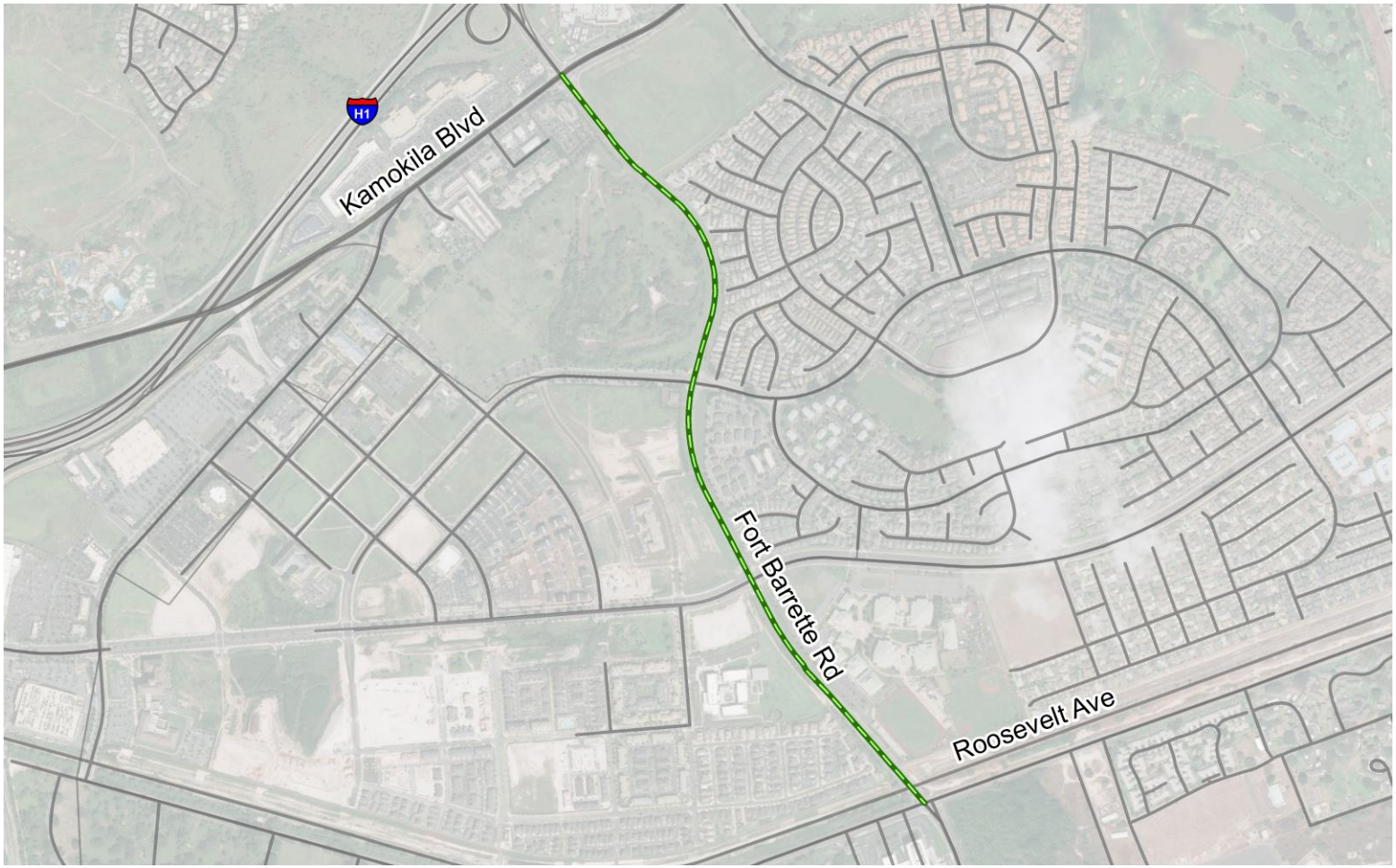
NEW PROJECT SUMMARY

State Harbor Access Road



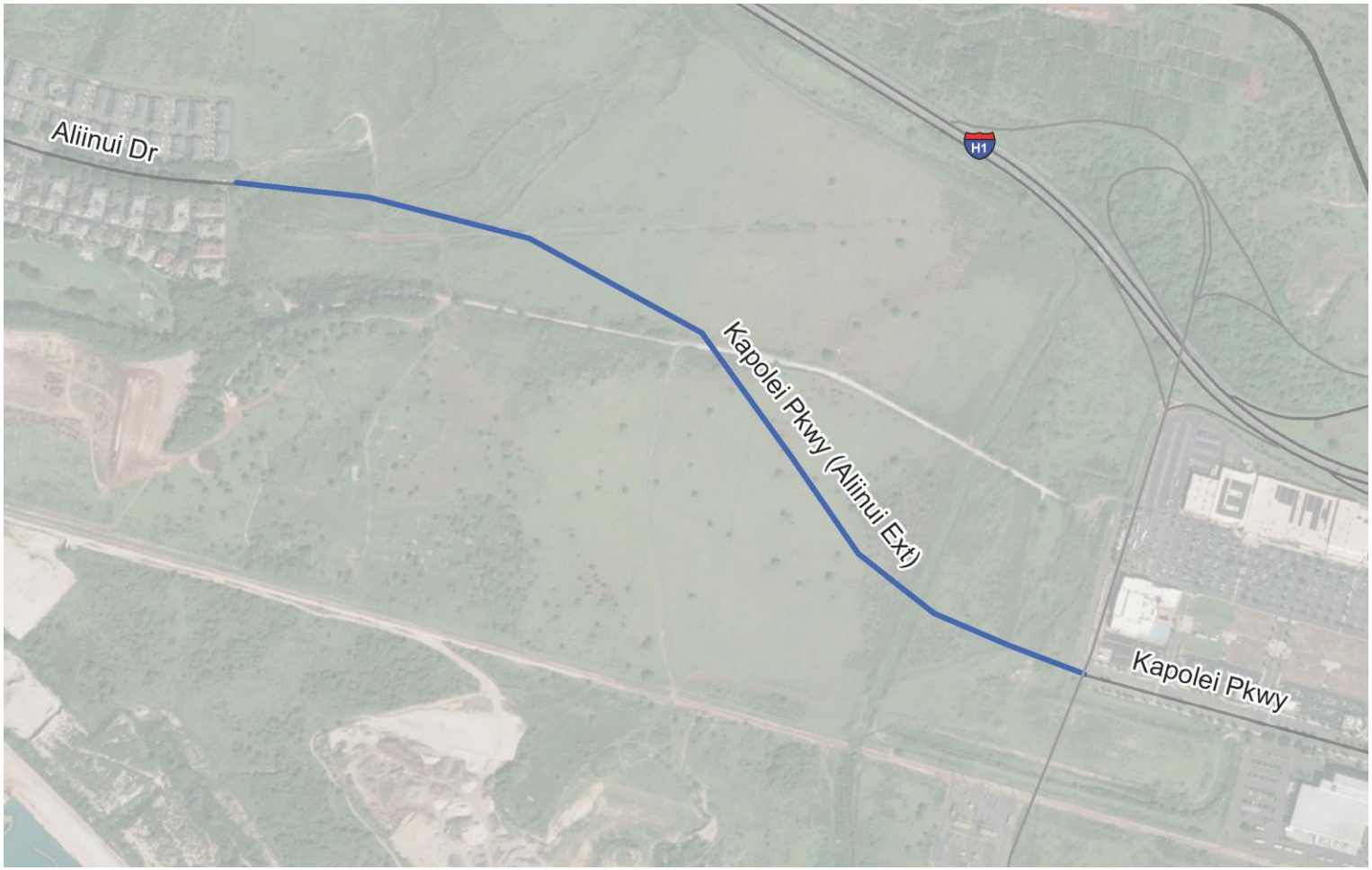
NEW PROJECT SUMMARY

Fort Barrette Road Widening



NEW PROJECT SUMMARY

Kapolei Parkway-Alii Nui Extension

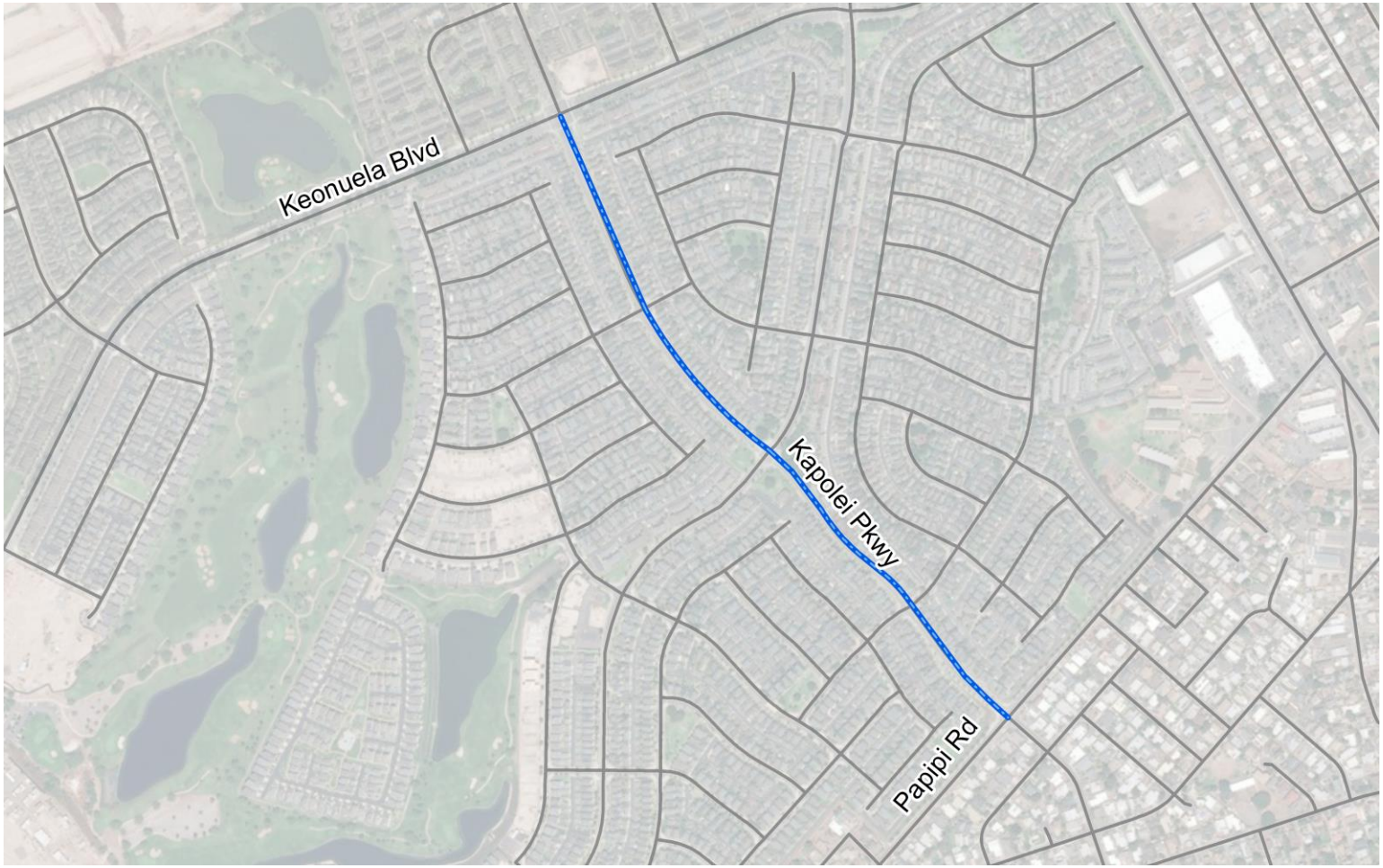


NEW PROJECT SUMMARY

Kualakai Parkway Extension

NEW PROJECT SUMMARY

Kapolei Parkway Widening



Comments

- 29 Comments from The Resort Group, Kapolei Properties LLC, HHFDC, DTS, HDOT, Gentry Homes, and HCDA as of October 6, 2016

Type	# of Comments
Escalation	1
Subsidize	4
Administration	3
Add Project	9
Correct	4
Update	8

Escalation

Reduce Escalation:

- The use of a 4% escalation factor is supported in the report. Future updates to the report should reevaluate the escalation factor.

Subsidize

Change Fair Share back to 20% (4 comments):

- City Council could identify an alternative funding source to subsidize the developer's share. This is a policy option that will be presented to Council.
- Use of a "rational nexus" between the fee and the needs created by development and the benefits received by the development is the most common approach to impact fees nationally.
- Government agency could receive credits if they build a roadway that was expected to be partially funded by developers.

Administration

Refunds, credits, and community benefits:

- Section 33A-1.9 (a) provides the option to refund fees.
- If HHFDC remains the applicant, then the credits would be allowed.
- Affordable housing is the first item listed under community benefits in DPP's application instructions. DTS expects that the practice of transferring credits to affordable housing projects can continue.

Add Project

Add back projects eliminated prematurely, issue credits for "oversized" projects, and fund active transportation share (9):

- H-1 Kapolei Interchanges ($93,850,000);
- Kapolei Parkway ($32,442,600); and
- Bicycle, Pedestrian, and Transit Access ($26,355,600) for an
- Additional Fair Share to be Borne by New Development of **$94,596,417**.

Correct

Locations listed is incorrectly, statement on economic impacts, and HDOT authority:

- All corrections made.

Update

Go back to the drawing board and use 2017 or 2018 as the baseline year in order to make the Update

- The Ewa highway master plan shall be reviewed once every five years. Funding will be sought to perform the next scheduled update.

Update

HSDA is working toward adopting a Community Development Plan for the District that will look at strategies for bringing roads within the District up to standard working with landowners, City, and HDOT.

- Projects should be included in the Oahu Regional Transportation Plan (ORTP) before being funded in the Ewa Highway Impact fee program.
- The Keoneula Boulevard Extension doesn't have a project sponsor and is estimated to cost more than $227 million, which is beyond the scope of the fee program.

Update

Update include real-time and measurable planning information:

- The purpose of the plan is to "establish a developer impact fee to help contribute to building roadway infrastructure" not to be a real time progress report.
- Completed projects must often remain in the program because they were constructed with other financing means and "credits" issued remains outstanding.
- This is an <u>update</u> not a <u>new</u> program.

Ewa Impact Fee Update

Options for Discussion

Comparison to Other Jurisdictions

- 2015 Survey Data

Jurisdiction	2015 Roadway Impact Fee			
	SFR (/du)	MFR (/du)	Office (/sf)	Retail (/sf)
Ewa (Raw)	$7,641	$4,168	$13.20	$14.38
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Oregon	$3,923	$2,638	$4.46	$8.74
Washington	$2,871	$1,776	$5.51	$7.53
Source: 2015 National Impact Fee Survey (Duncan Associates)				

VISION ZERO

Honolulu COMPLETE STREETS 2020-2030

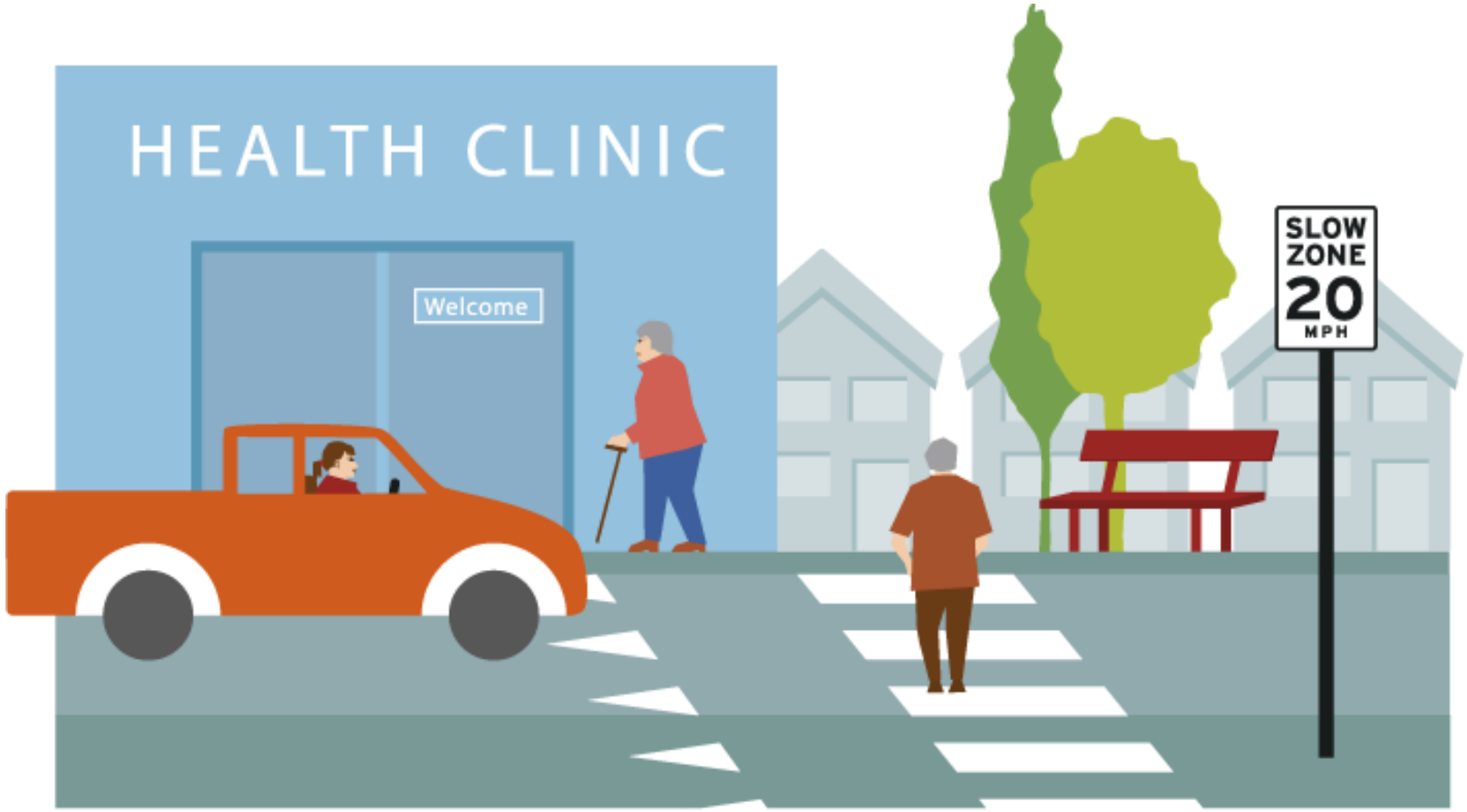
Presentation to OahuMPO Policy Board
02.26.2019

Introductions:
Chris Clark, DTS
Nicola Szibbo, DTS
Chris Johnson, DTS

Presentation Agenda:

What is Vision Zero?
Why Vision Zero?
The 6E's
Timeline
Proposed FY 2020 OWP

WHAT IS VISION ZERO?



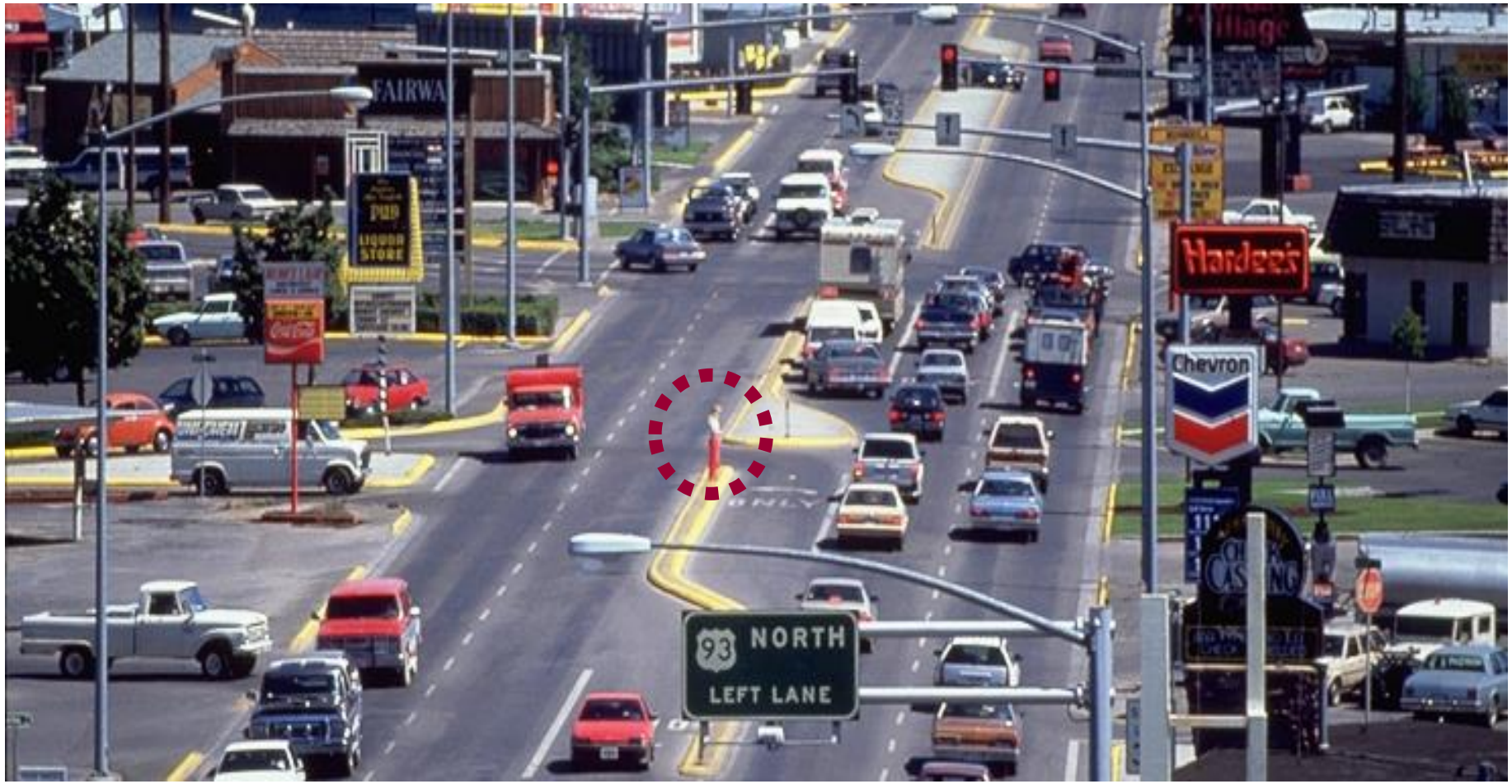
VISION ZERO IS A STRATEGY TO ELIMINATE ALL TRAFFIC FATALITIES BY A TARGET DATE

by 2030

Complete Streets <u>Objectives</u> (Ordinance 12-15)

1. Improve **safety**
2. Apply **context-sensitive** solutions
3. Protect + promote **accessibility** and **mobility** for all
4. Balance the needs and comfort of **all modes** and users
5. Encourage consistent use of **national** industry **best practices**
6. Improve **energy efficiency** in travel and **mitigate emissions**
7. Encourage **opportunities** for **physical activity**
8. Recognize Complete Streets as a **long-term investment**
9. Build **partnerships** with stakeholders + organizations statewide

WHY VISION ZERO?



Honolulu COMPLETE STREETS

VISION ZERO

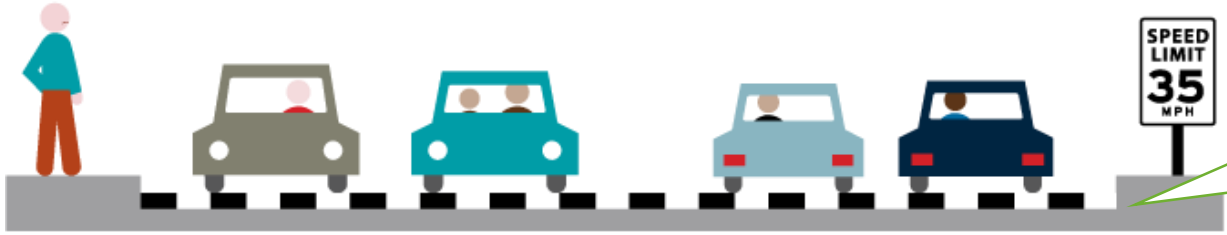
SPEEDING IS A PUBLIC HEALTH AND EQUITY ISSUE.

DRIVER COMPLIANCE IS A PUBLIC HEALTH AND EQUITY ISSUE.

Two-lane road with 25–30 mph speed limit: drivers are 40–59% likely to yield to pedestrian

40-59% yield rate

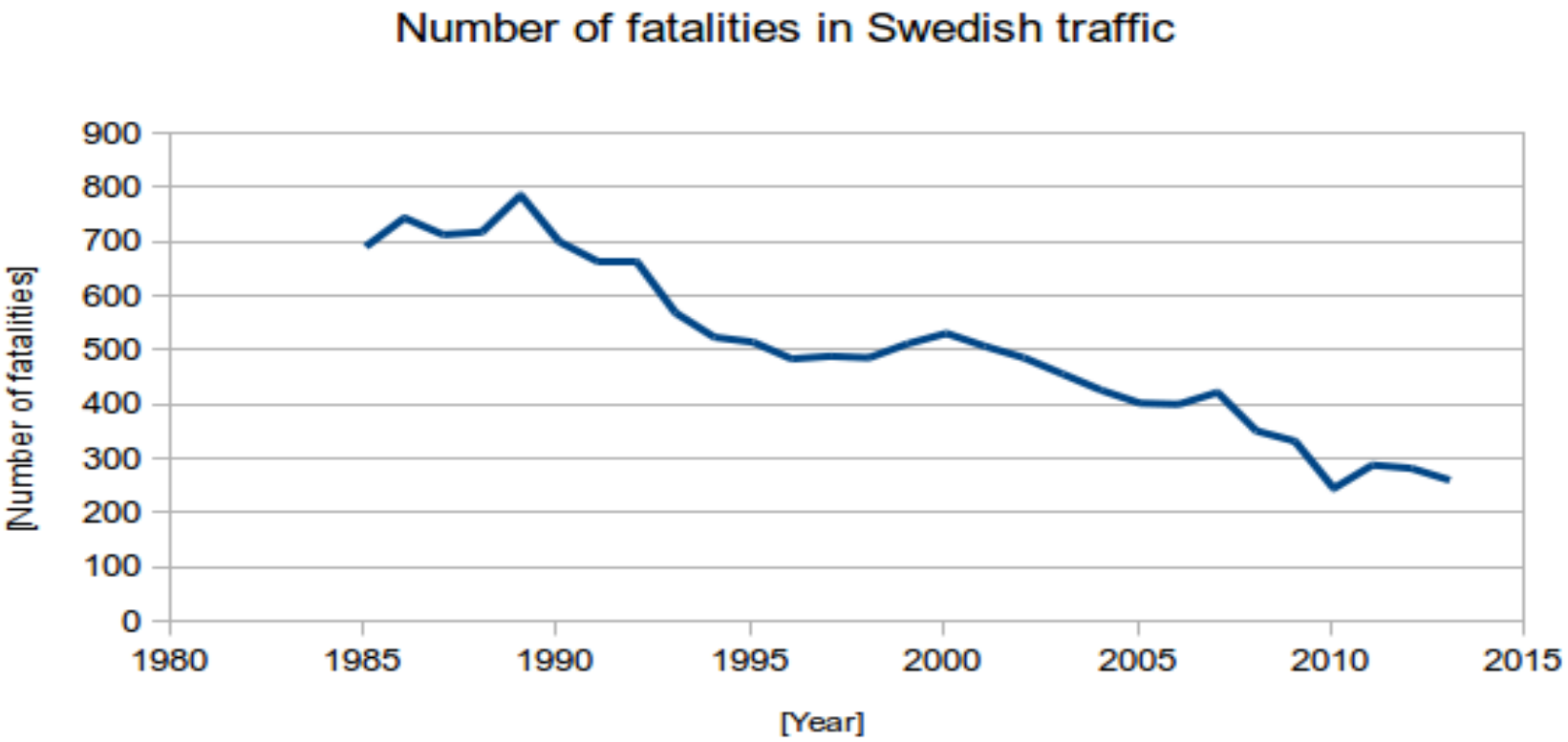
Two-lane road with 35–40 mph speed limit: drivers are 15–39% likely to yield to pedestrian



Four-lane road with 35–40 mph speed limit: drivers are less than 15% likely to yield to pedestrian

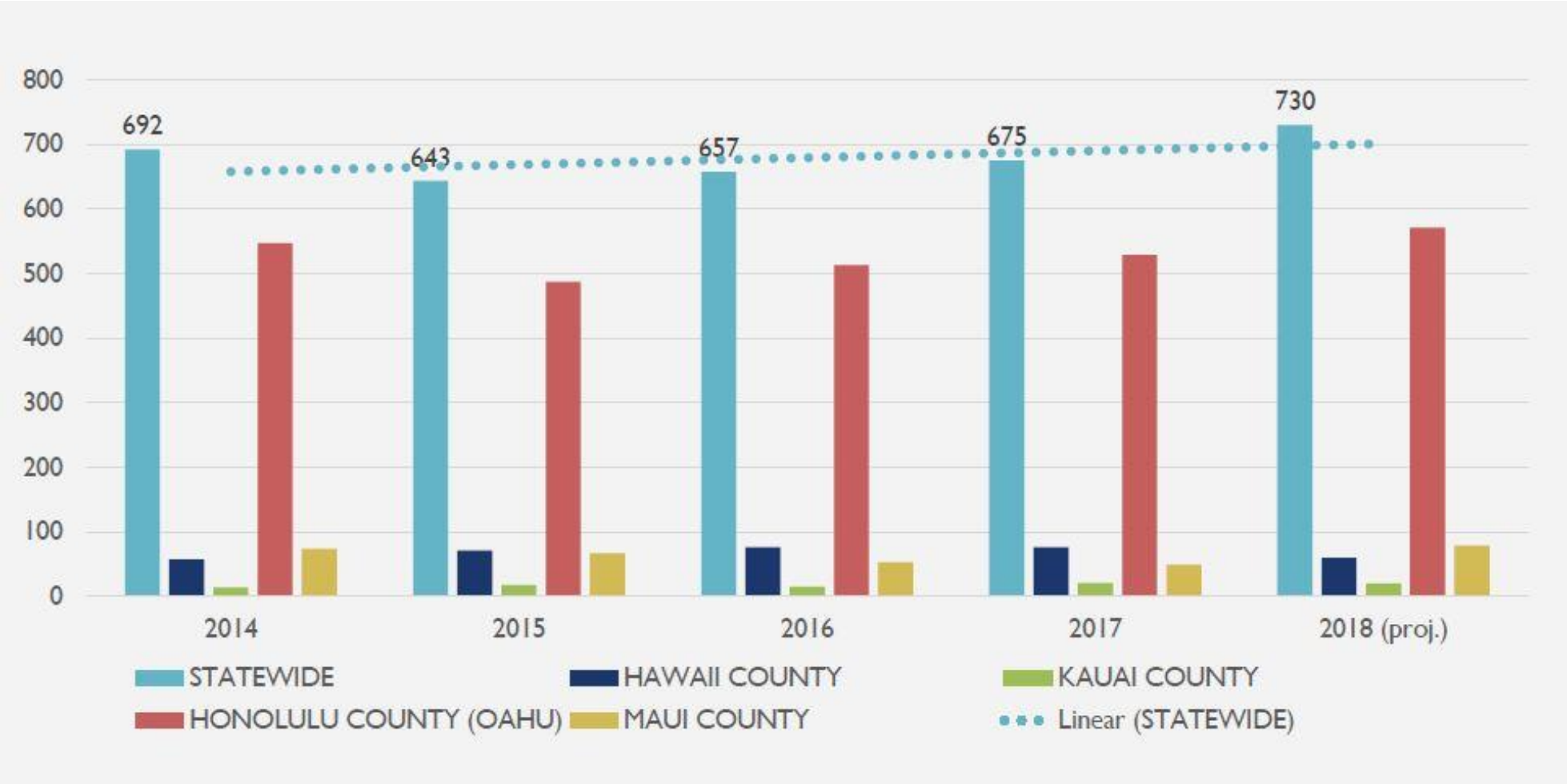
<<15% yield rate

WHY VISION ZERO?

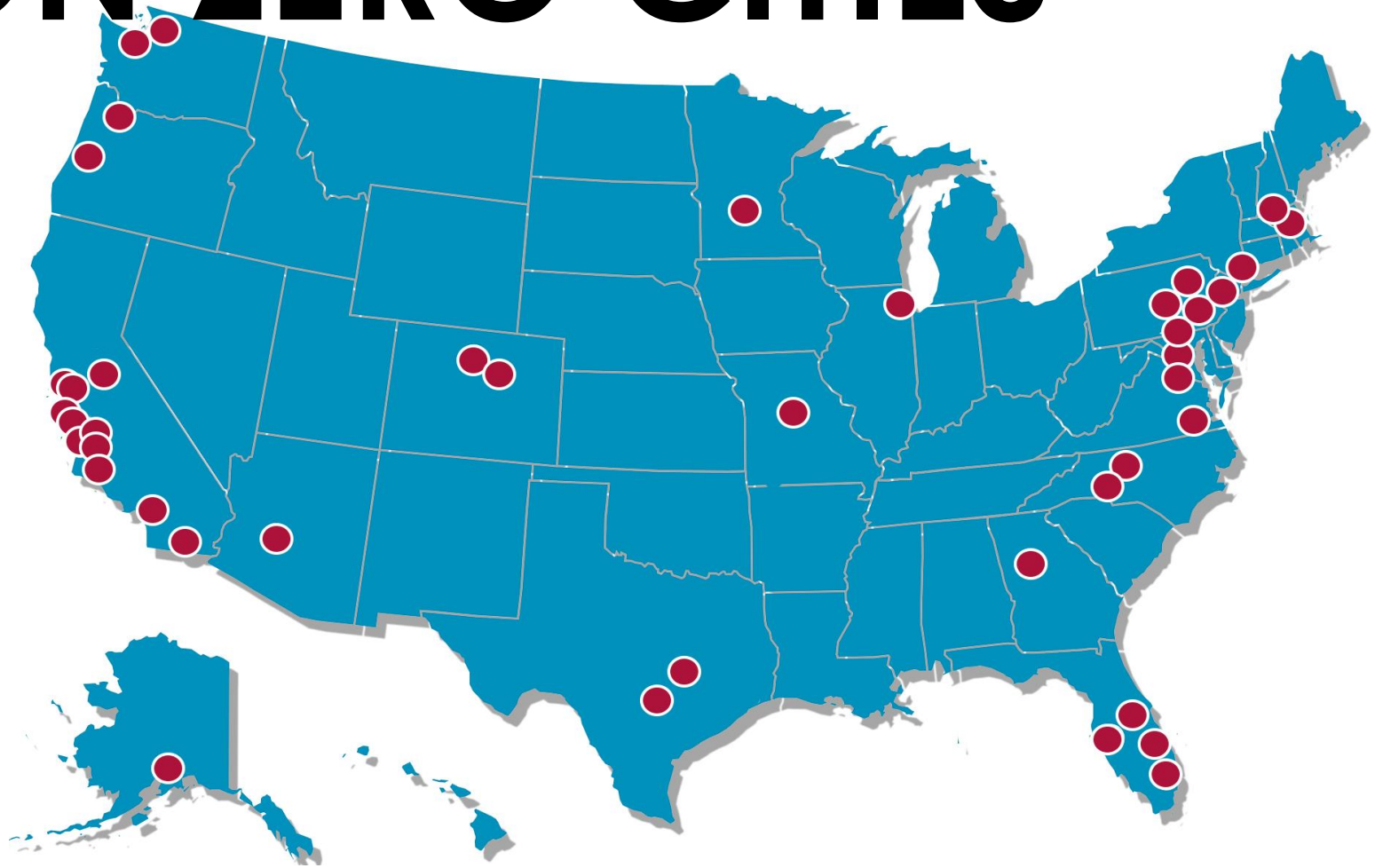


PEDESTRIAN EMS-ATTENDED CRASHES

HAWAII STATE DEPARTMENT OF HEALTH, 2014-2018



VISION ZERO CITIES



VISION ZERO – WHAT DOES IT TAKE?

POLITICAL COMMITMENT

The highest-ranking local officials (Mayor, City Council, City Manager) make an official and public commitment to a Vision Zero goal to achieve zero traffic fatalities and severe injuries among all road users (including people walking, biking, using transit, and driving) within a set timeframe. This should include passage of a local policy laying out goals, timeline, stakeholders, and a commitment to community engagement, transparency, & equitable outcomes.

9 Components *of a* Strong Vision Zero Commitment

ACTION PLAN

Vision Zero Action Plan (or Strategy) is created within 1 year of initial commitment and is implemented with clear strategies, owners of each strategy, interim targets, timelines, & performance measures.

EQUITY

City stakeholders commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, as well as equitable outcomes by ensuring measurable benchmarks to provide safe transportation options for all road users in all parts of the city.

COOPERATION & COLLABORATION

A commitment is made to encourage meaningful cooperation and collaboration among relevant governmental agencies & community stakeholders to establish a framework for multiple stakeholders to set shared goals and focus on coordination and accountability.

SYSTEMS-BASED APPROACH

City leaders commit to and prioritize a systems-based approach to Vision Zero — focusing on the built environment, systems, and policies that influence behavior — as well as adopting messaging that emphasizes that these traffic losses are preventable.

DATA-DRIVEN

City stakeholders commit to gather, analyze, utilize, and share reliable data to understand traffic safety issues and prioritize resources based on evidence of the greatest needs and impact.

COMMUNITY ENGAGEMENT

Opportunities are created to invite meaningful community engagement, such as select community representation on the Taskforce, broader community input through public meetings or workshops, online surveys, and other feedback opportunities.

TRANSPARENCY

The city's process is transparent to city stakeholders and the community, including regular updates on the progress on the Action Plan and performance measures, and a yearly report (at minimum) to the local governing board (e.g., City Council).

MULTI-DISCIPLINARY LEADERSHIP

An official city Vision Zero Taskforce (or Leadership Committee) is created and charged with leading the planning effort for Vision Zero. The Taskforce should include, at a minimum, high-ranking representatives from the Office of the Mayor, Police, Transportation (or equivalent), and Public Health. Other departments to involve include Planning, Fire, Emergency Services, Public Works, District Attorney, Office of Senior Services, Disability, and the School District.

The 6 "E"s

EVALUATION

ENGINEERING

EDUCATION

ENFORCEMENT

EQUITY/EMPOWERMENT

ENCOURAGEMENT

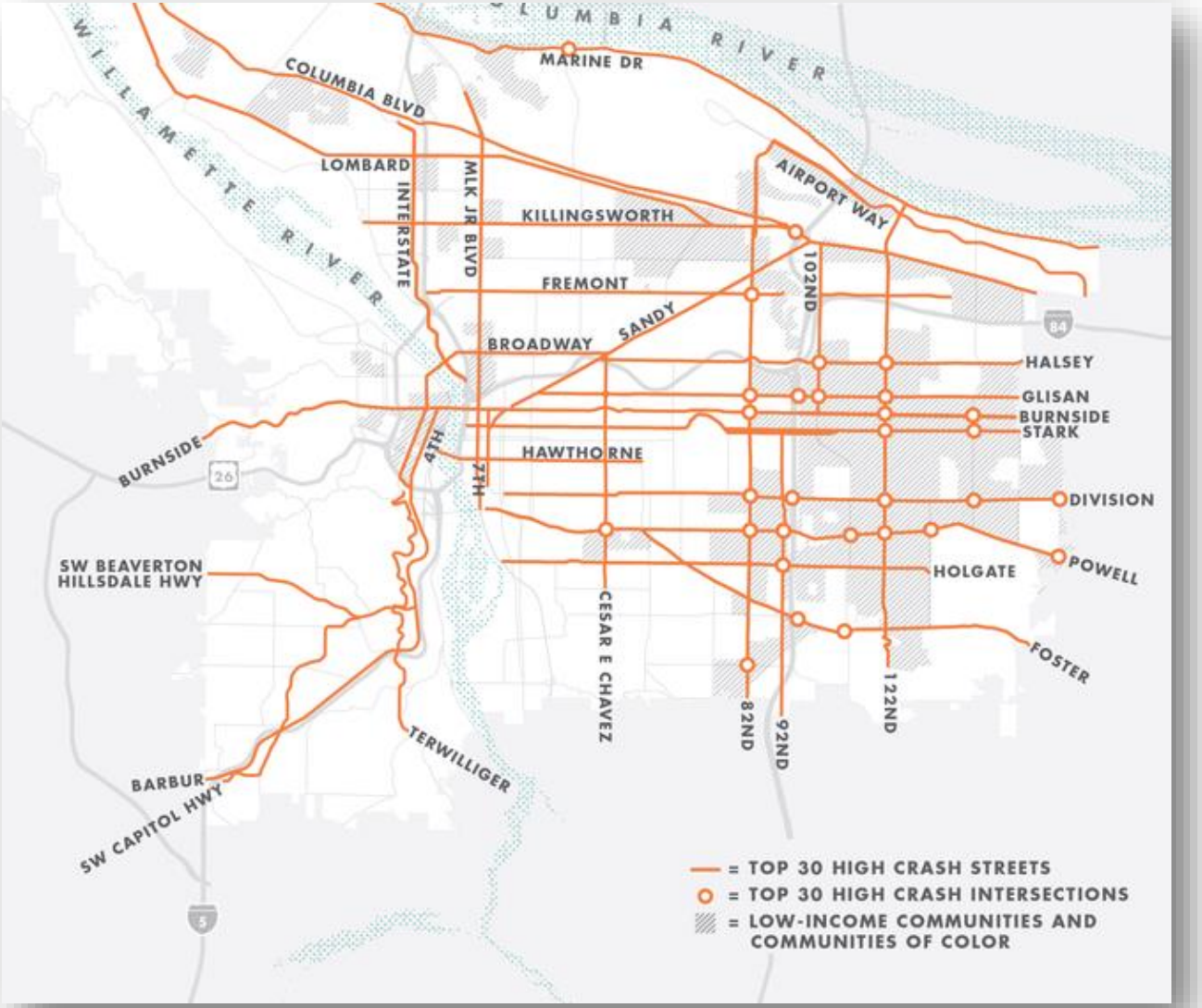
EVALUATION

"If you don't measure it, you can't improve it"

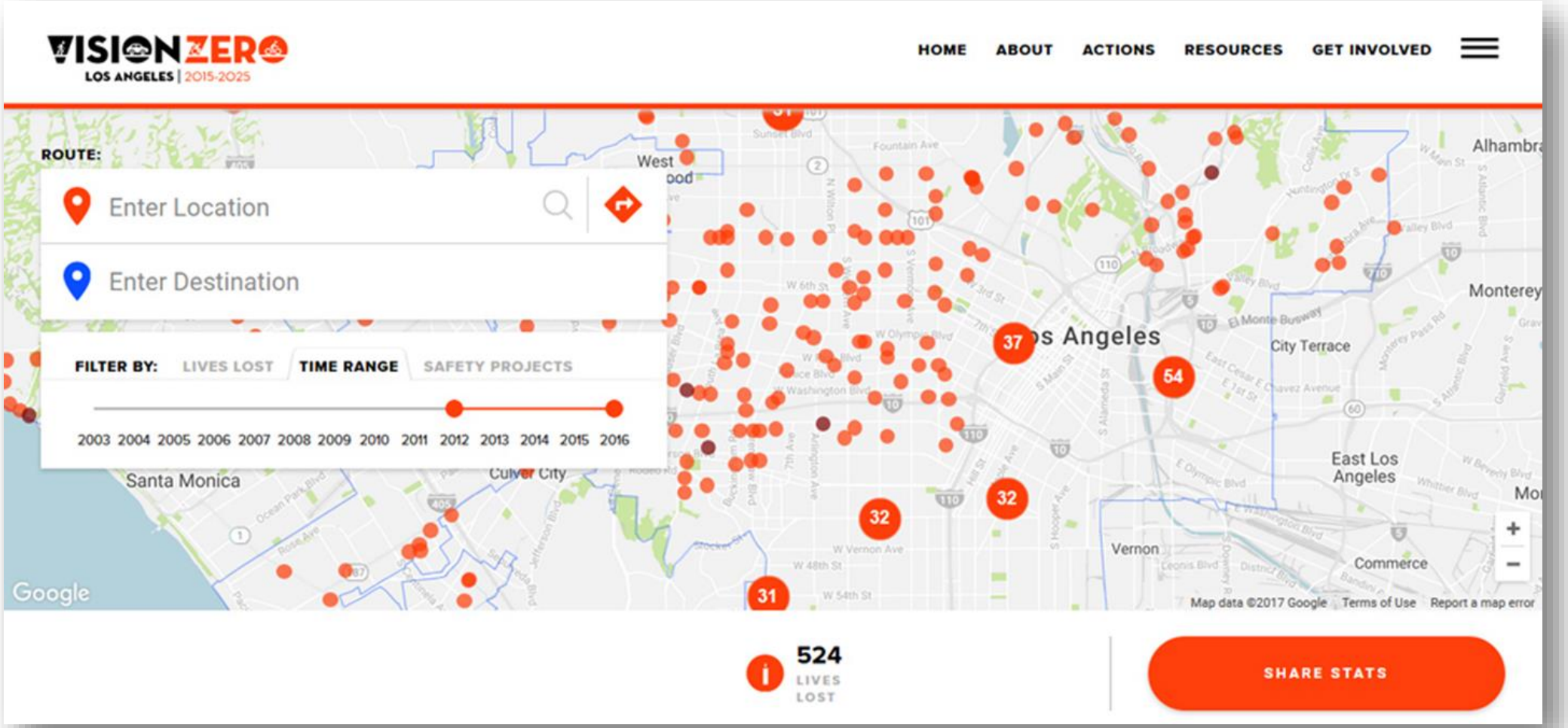
EVALUATION

High Crash Network (HCN)

for both streets and intersections; State, City &County, private and various, example from PBOT.



DATA ACCESSIBILITY



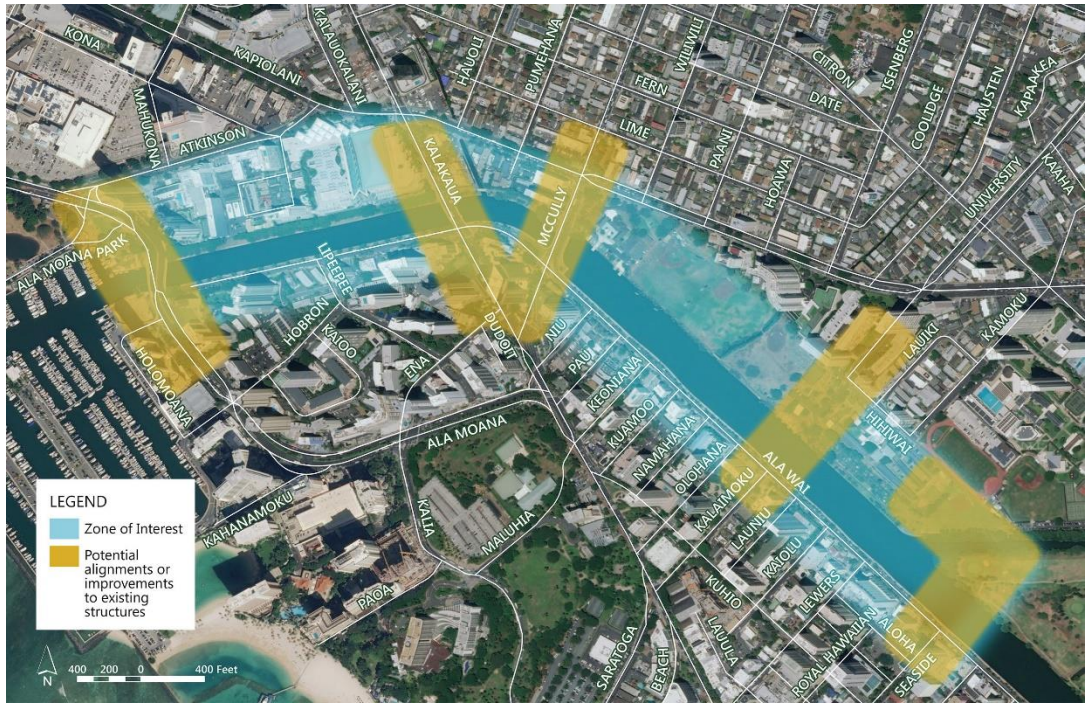
ENGINEERING

"Our streets are made of asphalt and concrete, but they're not set in stone"

ALA PONO

an Ala Wai crossing

Honolulu COMPLETESTREETS

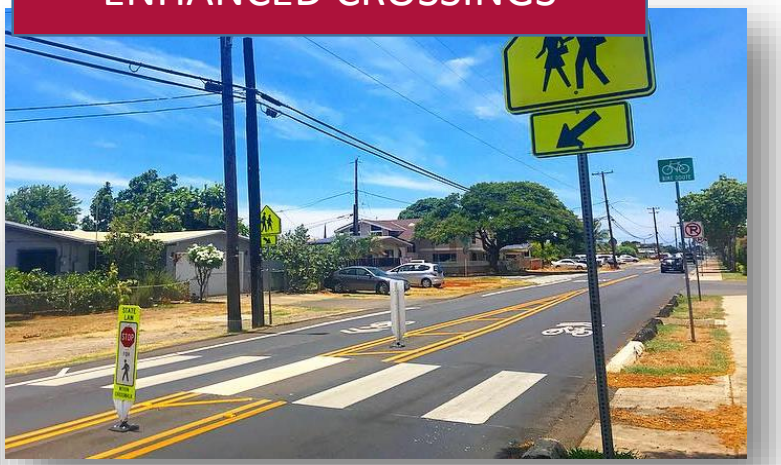


Honolulu COMPLETESTREETS

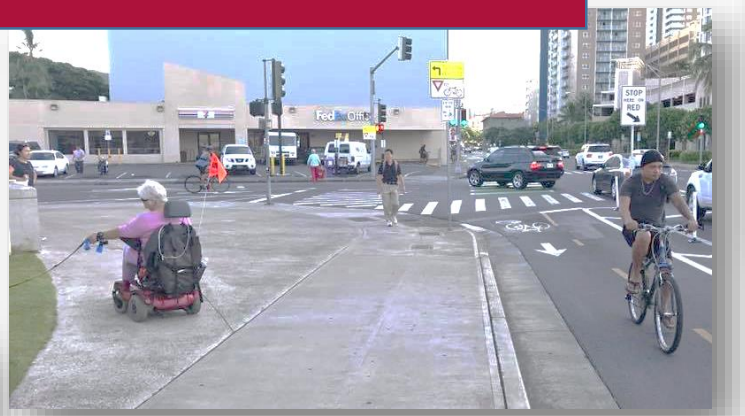
VISION ZERO

ENGINEERING

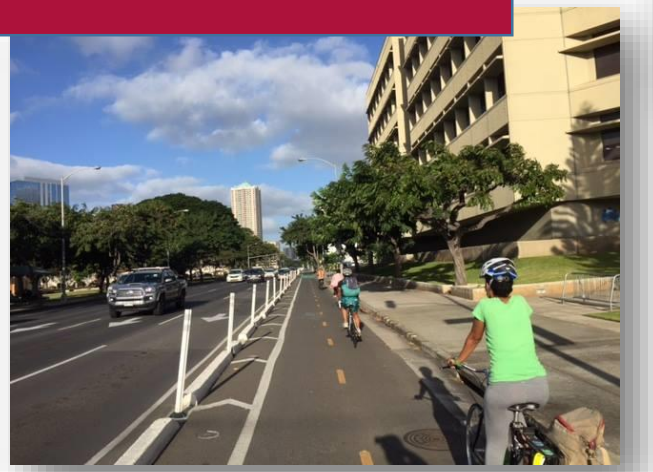
ENHANCED CROSSINGS



COMPLETE SIDEWALKS

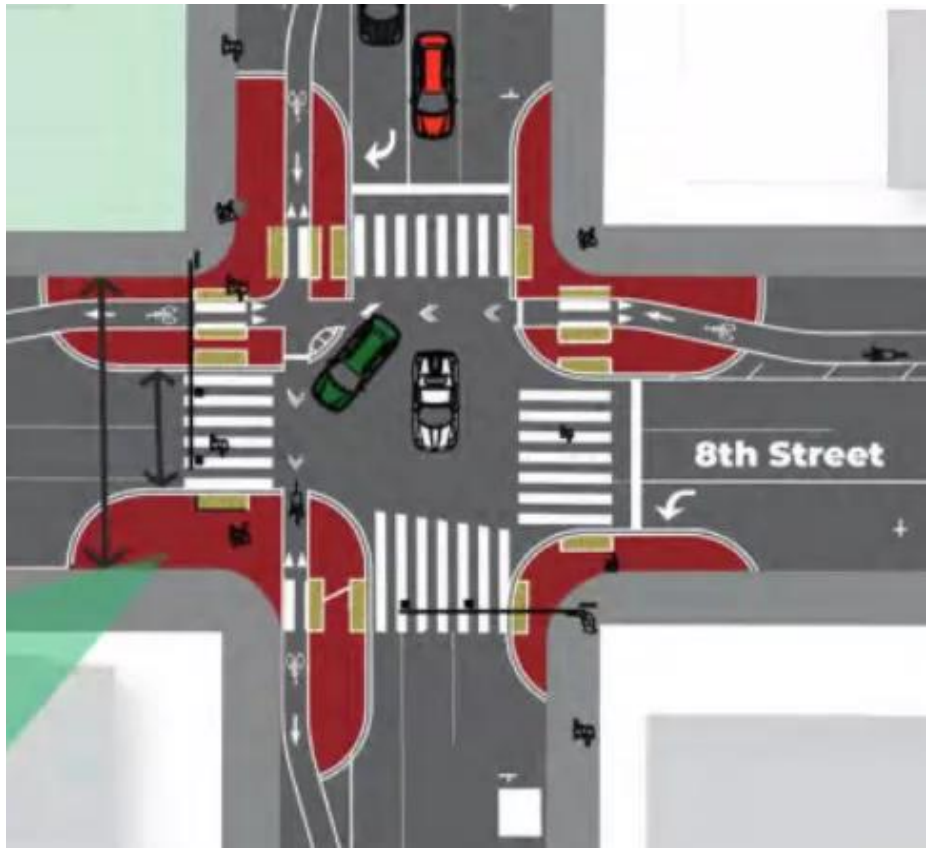


PROTECTED BIKE LANES



SHORTER PED CROSSINGS

ENGINEERING



ENGINEERING

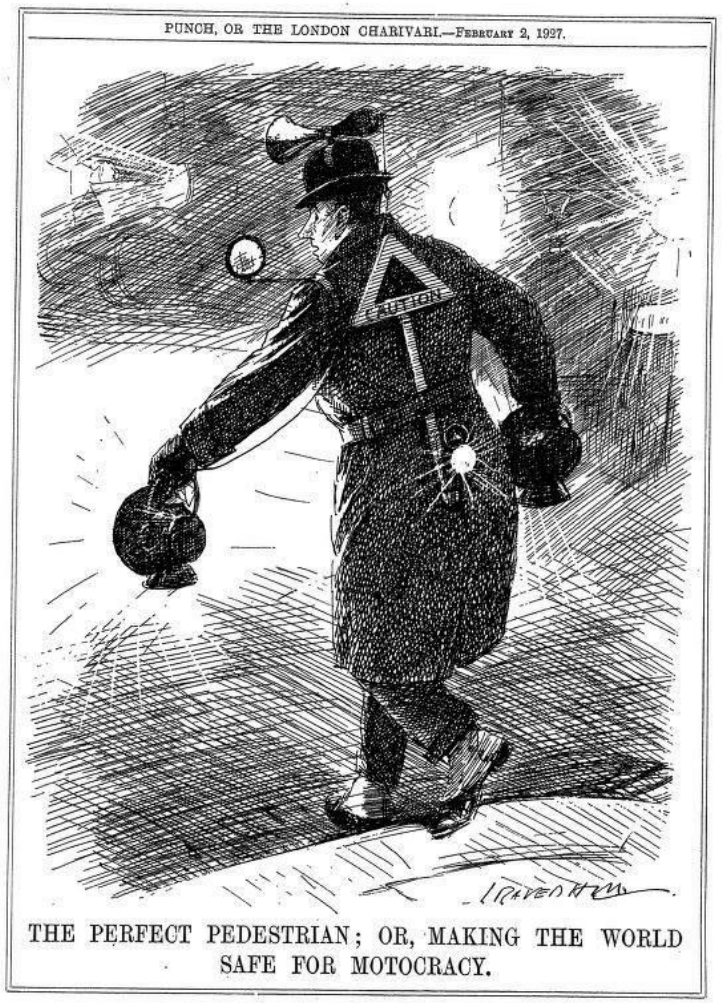
"Quick Build"/ Tactical Urbanism Strategies

EDUCATION

"Understanding the rights of all road users, and how our decisions impact others"

CAMPAIGN: EDUCATION

CAMPAIGN: EDUCATION



CAMPAIGN: EDUCATION

The Work Element will focus on:

- SPEEDING
- IMPAIRED DRIVING
- DISTRACTED DRIVING
- YOUNG ROAD USERS
- MATURE ROAD USERS
- MOTORCYCLISTS, MOPEDS + SCOOTERS

Honolulu COMPLETE STREETS

VISION ZERO

ENFORCEMENT

"Better enforcement means smarter and fairer, not just tougher."

ENFORCEMENT

SPEED SAFETY and RED LIGHT CAMERAS

COMMUNITY NORMING

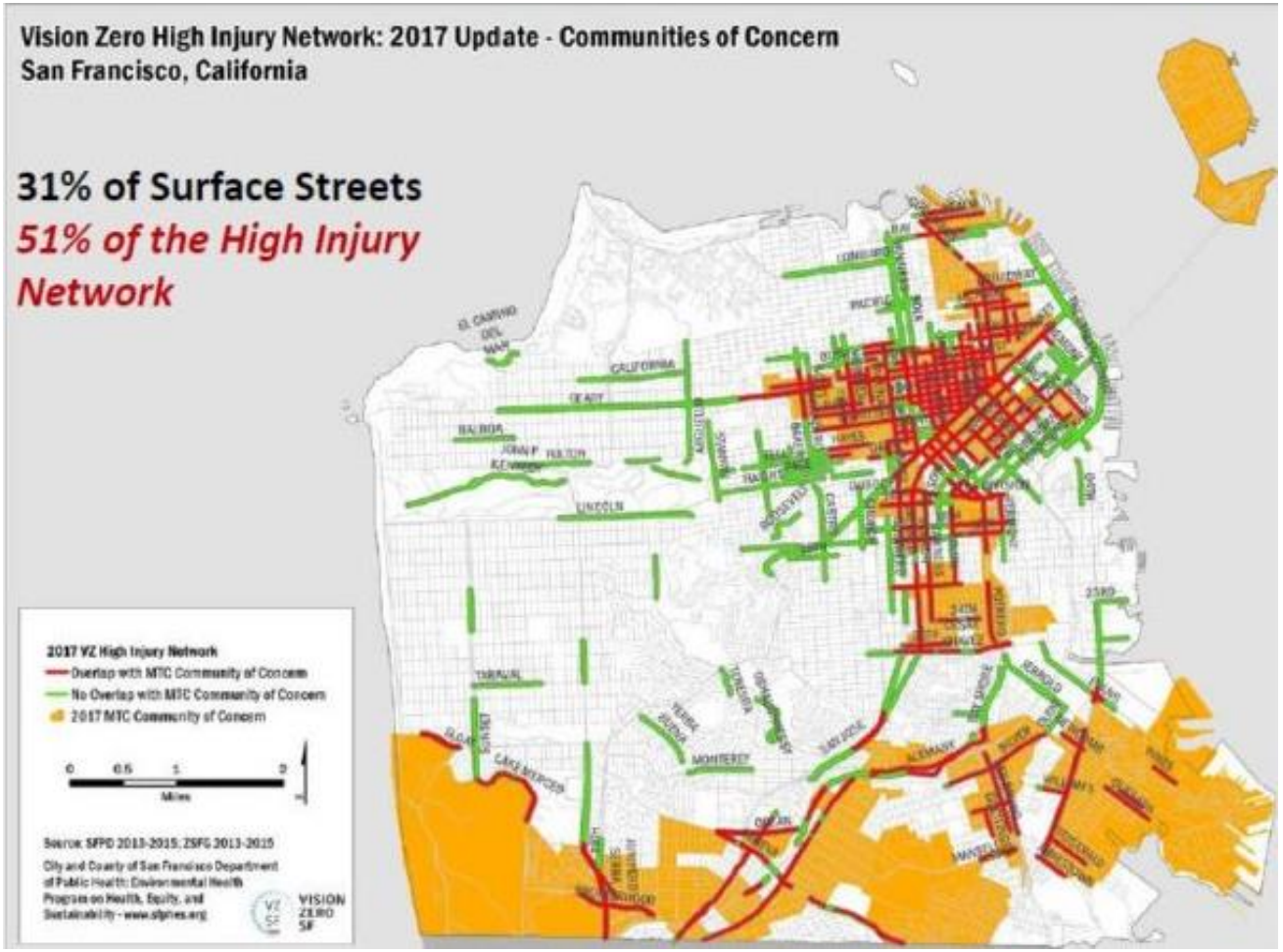
IMPLIED SURVEILANCE

EQUITY/EMPOWERMENT

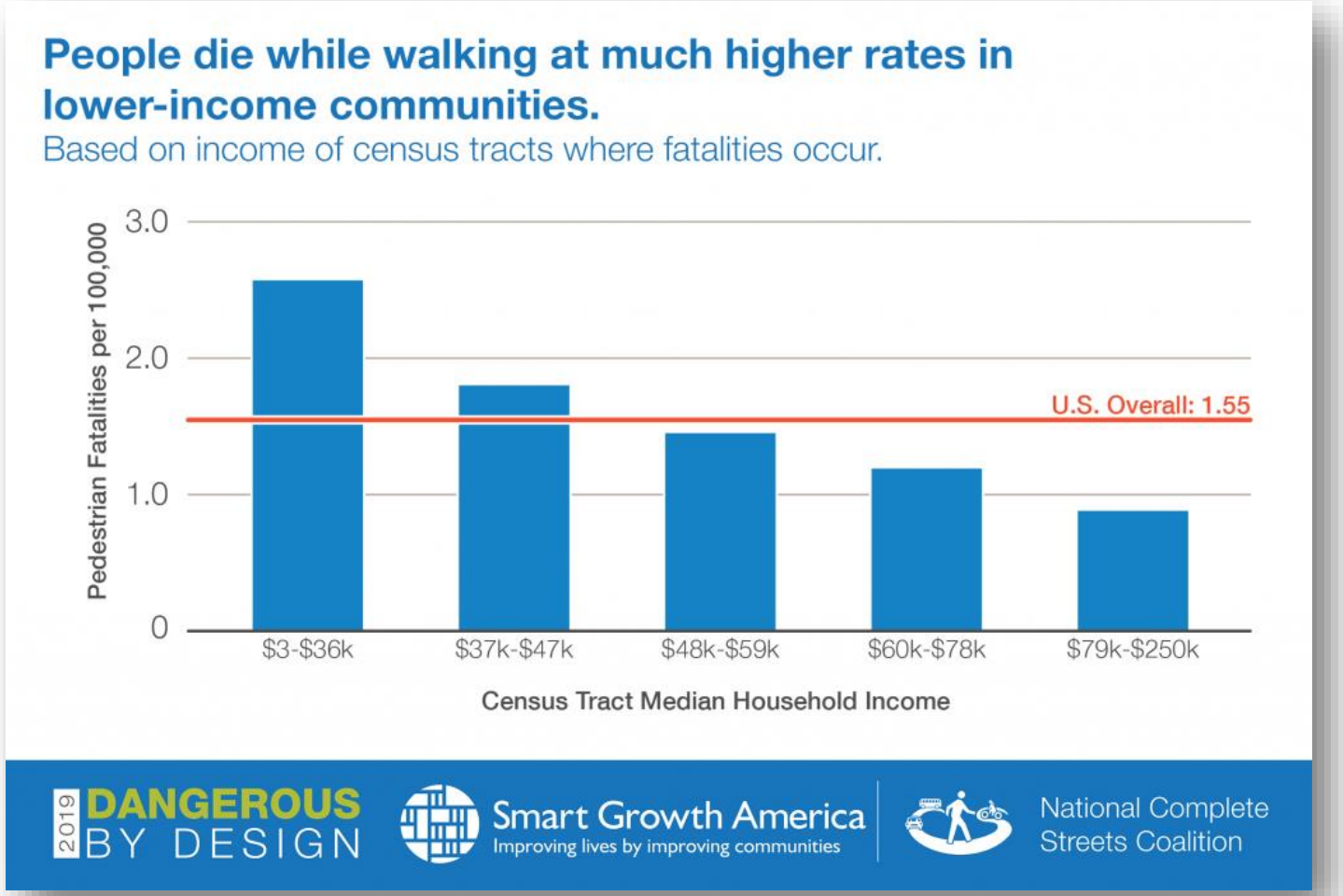
"Identity informs vulnerability"

EQUITY/EMPOWERMENT

Historically disadvantaged communities are twice as likely to be on the HCN



EQUITY/EMPOWERMENT



ENCOURAGEMENT

"Focus on what we want to become,
not only what we want to avoid."

ENCOURAGEMENT

TIMELINE

OahuMPO Resolution Request

September 2018

-DTS recommends the OahuMPO consider adopting a Vision Zero resolution

City Council Resolution 18-219

December 2018

-Urging the City Administration to Adopt the Goals, Strategies and Policies of Vision Zero

Overall Work Program (OWP) FY 2020

January 2019

-DTS develops OWP Vision Zero Action Plan Work Element (WE)

LEGISLATIVE GOALS: Oahu Ped Plan

- *Advocate for Legalizing Crossing During Countdown Signals (amend HRS §291C-33)*

LEGISLATIVE GOALS: Oahu Ped Plan

- ***Decriminalize walking, do not focus on distracted walking***
- ***Focus on Distracted <u>Driving</u>***

The National Association of City Transportation Officials (NACTO) opposes right of way laws such as Honolulu's distracted walking law.

Equity issue: the application of laws disproportionately affect low-income communities of color.

PROPOSED OVERALL WORK PROGRAM (OWP) FY 2020: VISION ZERO ACTION PLAN

- Online **High Crash Network** (HCN) for both streets and intersections (State, City &County, private and various), including **equity analysis**
- Vision Zero **project prioritization** list
- Vision Zero **website** development
- **Guide, pledge, educational**, and **campaign** materials
- **Legislative** recommendations
- **Design recommendations** and guidelines
- **Community Outreach** and **engagement**
- **Design testing** and **data evaluation**
- Dashboard of **actions, performance measures** and **targets**

Mahalo!

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VISION ZERO
Honolulu COMPLETE STREETS 2020-2030