TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 – 2022

Oahu MPO

REVISION 05

Expedited Administrative Modification

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 - 2022

Draft

Revision 05
Expedited Administrative Modification
June 2019

Oahu Metropolitan Planning Organization
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1 ABBREVIATIONS

1.1 OVERALL INITIALISMS AND ACRONYMS

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

1.2 PROJECT LISTING ABBREVIATIONS

FHWA Funding Categories

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

FTA Funding Categories

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

Local Funding Category

Local Only	Locally Funded

Project Phases (Chronological Order)

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

2 PROJECTS MODIFIED IN REVISION 05

2.1 PROJECT LISTING

REVISION 05

Expedited Administrative Modifications

This revision consists of Expedited Administrative Modifications that require OahuMPO Policy Board approval, but do not require prior review by the Technical Advisory Committee or solicitation of public comment. Refer to Chapter 4 of the TIP for additional details.

PROJECT NUMBER	PROJECT NAME *(Sorted by Project Number)*	REVISION DETAILS	PAGE
Federal Highway Administration (FHWA) - Funded Projects			
Oahu State (OS) of Hawaii - Sponsored Projects			
OS79	Shoreline Protection/Mitigation Program, Various Locations on Oahu	Request to add PE1 and PE2 to Priority 1 - Phase 1 in FFY 2020: establish funding needs for PE1 and PE2 (B.4). Defer and inflate Priority 1 - Phase 1 ROW and CON to FFY 2021 (A.2).	11
OS79	Shoreline Protection/Mitigation Program, Various Locations on Oahu	Request to add PE1 and PE2 to Priority 1 - Phase 2 in FFY 2022: establish funding needs for PE1 and PE2 (B.4). Defer and inflate Priority 1 - Phase 2 ROW and CON to FFY 2023 (A.2).	11
OS79	Shoreline Protection/Mitigation Program, Various Locations on Oahu	Request to defer Priority 2 (Mid/Long term) Phases PE1 to FFY 2023, ADVCON to FFY 2024, and PE2 to FFY 2024 (A.2). Defer ROW and CON to outside of TIP (A.7).	11

PROJECT NUMBER	PROJECT NAME *(Sorted by Project Number)*	REVISION DETAILS	PAGE
Federal Highway Administration (FHWA) - Funded Projects			
Oahu City (OC) and County of Honolulu - Sponsored Projects			
OC8	Traffic Improvements at Various Locations	Request to add INSP phase to Mahoeand Waipahu Streets with funds programmed in FFY 2022 (B.4).	14

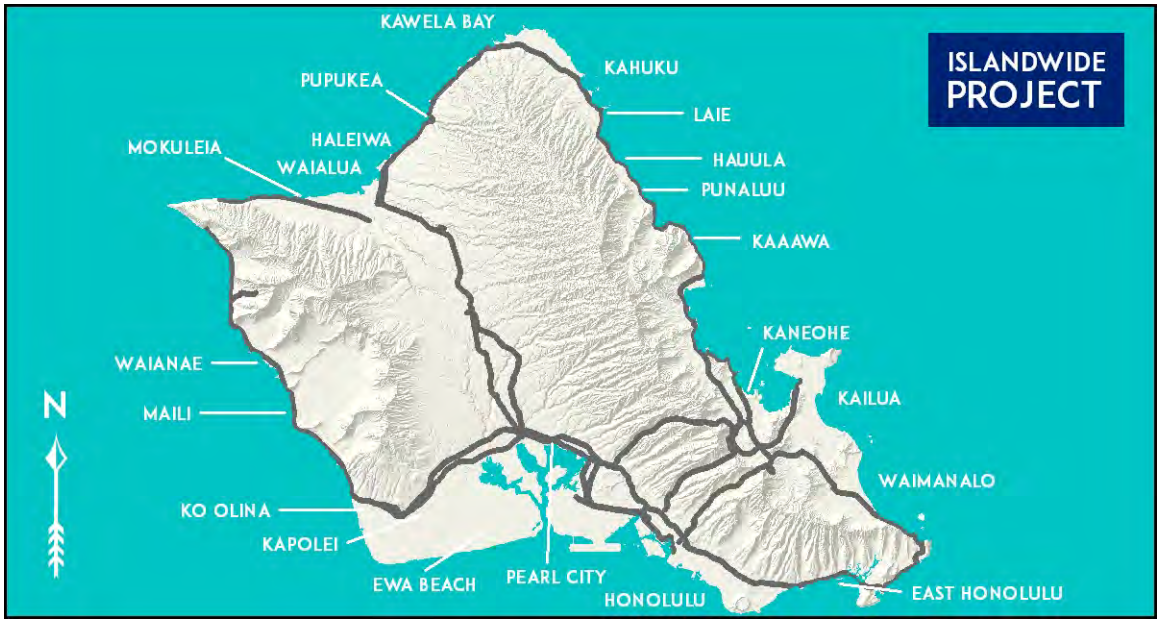
NUMBER OF PROJECTS BEING REVISED IN REVISION #1:	PERCENTAGE OF TOTAL TIP PROJECTS REVISED IN REVISION #1:
2	3%

2.2 Project Information Sheets

2.2.1 Oahu State (OS) Projects

2.2.1.1 FHWA-Funded Oahu State Projects

OS79 Shoreline Protection/Mitigation Program



Project Description:
Develop and construct shoreline protection measures to better protect roadways from flooding and erosion as identified and prioritized in the Statewide Shoreline Protection Program. This funding is for the Oahu District Sub-Program.

Mile Post/s: Not applicable

Complete Streets (CS):

Project will implement: Not applicable
Existing Feature/s: Not applicable

Project Website: None

Neighborhood(s): Various Locations

Estimated Total Project Cost: $28,000,000
(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

OS79 Shoreline Protection/Mitigation Program

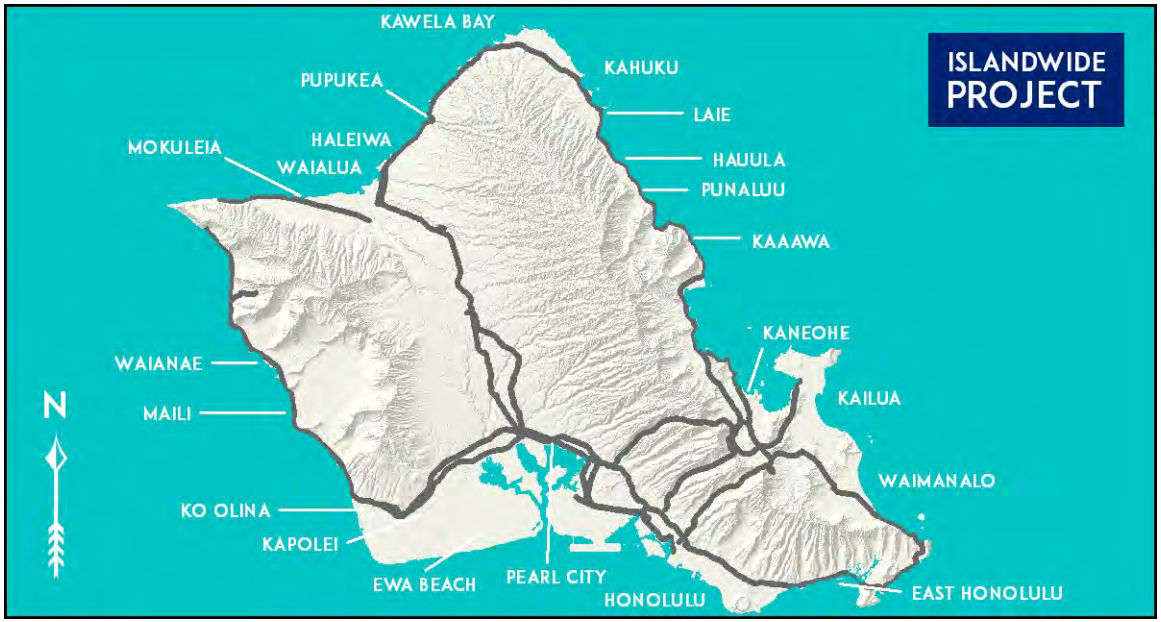
All values are in thousands of U.S. dollars (x1000)

	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FOR INFORMATION ONLY FFY 2023			FOR INFORMATION ONLY FFY 2024			
Phase	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Funding Category
Priority 1 - (Immediate/Short-Term) Locations, Phase 1																			
PE1	0	0	0	500	400	100	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	500	400	100	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	500	400	100	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	2,000	1,600	400	0	0	0	0	0	0	0	0	0	NHPP
Priority 1 - (Immediate/Short-Term) Locations, Phase 2																			
PE1	0	0	0	0	0	0	0	0	0	500	400	100	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	500	400	100	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	500	400	100	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	2,000	1,600	400	0	0	0	NHPP
Priority 2 - (Mid/Long-Term) Locations																			
PE1	0	0	0	0	0	0	0	0	0	0	0	0	2,000	600	1,400	0	0	0	NHPP
ADVCON (PE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000	(1,000)	NHPP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,000	3,200	800	NHPP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	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
TOTAL	0	0	0	1,000	800	200	2,500	2,000	500	1,000	800	200	4,500	2,600	1,900	4,000	4,200	(200)	

2.2.2 Oahu City (OC) Projects

2.2.2.1 FHWA-Funded Oahu City Projects

OC8 Traffic Improvements at Various Locations



Project Description:
Provide traffic congestion relief and improve traffic safety at various locations, including but not limited to Kalaheo Avenue/Kailua Road, Mahoe and Waiphu Streets, Kailua Road/Wanaao Road intersection improvements, Kalakaua shared use crossing, and Manager's Drive/ Hiapo Street intersection improvements.

Mile Post/s: Not applicable

Complete Streets (CS):

Project will implement: Mahoe Street & Waipahu Street, Manager's Drive & Hiapo Street, Kailua Road & Waanao Road: Roundabouts, accessible curbs, and sidewalk improvements. Kalakaua Avenue: Bicycle lanes of 5 feet or greater width, shared-use paths of 10 feet or greater width, accessible curb ramps, and pedestrian underpasses or overpasses.

Existing Feature/s: Mahoe/Waipahu, Manager's Drive/Hiapo, Kaillua/Wanaao: new or wider sidewalks, planting strips, raised medians or refuge islands, roundabouts or mini-circles, and traffic calming features. Kalakaua Avenue: Shared-use paths of 10 feet or greater width, curb extension, new or wider sidewalks, pedestrian signals, such as audible or vibrotactile indicators, planting strips, raised medians or refuge islands and traffic calming features.

Project Website: None

Neighborhood(s): Various Locations

Estimated Total Project Cost: $15,340,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: City and County of Honolulu (FHWA Funded)

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

OC8 Traffic Improvements at Various Locations

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

	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FOR INFORMATION ONLY FFY 2023			FOR INFORMATION ONLY FFY 2024			
Phase	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Funding Category
Kalaheo Avenue/Kailua Road																			
ROW	0	0	0	106	85	21	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	7,000	5,600	1,400	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
INSP	0	0	0	1,020	816	204	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
Mahoe and Waipahu Streets																			
CON	0	0	0	0	0	0	0	0	0	3,500	2,800	700	0	0	0	0	0	0	STP FLEX
INSP	0	0	0	0	0	0	0	0	0	800	640	160	0	0	0	0	0	0	STP FLEX
Kailua Road/Wanaao Road Intersection Improvements																			
PE1	0	0	0	306	245	61	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	0	0	0	128	102	26	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	0	0	0	0	0	0	1,275	1,020	255	0	0	0	STP FLEX
Kalakaua Shared Use Crossing																			
PE1	200	160	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	0	0	0	128	102	26	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	0	0	0	1,250	1,000	250	0	0	0	0	0	0	STP FLEX
Manager's Drive/Hiapo Street Intersection Improvements																			
PE1	0	0	0	400	320	80	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	0	0	0	125	100	25	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	0	0	0	0	0	0	2,500	2,000	500	0	0	0	STP FLEX
TBD - DES 2021																			
PE1	0	0	0	0	0	0	400	320	80	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,250	1,000	250	STP FLEX
TOTAL	200	160	40	8,832	7,066	1,766	781	624	157	5,550	4,440	1,110	3,775	3,020	755	1,250	1,000	250	

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.

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 – 2022

Oahu MPO

REVISION 06
AMENDMENT

TRANSPORTATION IMPROVEMENT PROGRAM

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Revision 06
Amendment
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Appendix A: Federal Planning Factors

Appendix B: Disposition of Intergovernmental Review and Public Comment

Appendix C: Title VI and Environmental Justice Analysis

1 ABBREVIATIONS

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

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

2.1 TIP REVISION 06 - 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 06 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).

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

3 DEVELOPMENT PROCESS

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

The TIP development process spans 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

3.3.1 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.).

3.3.2 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 capital 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.

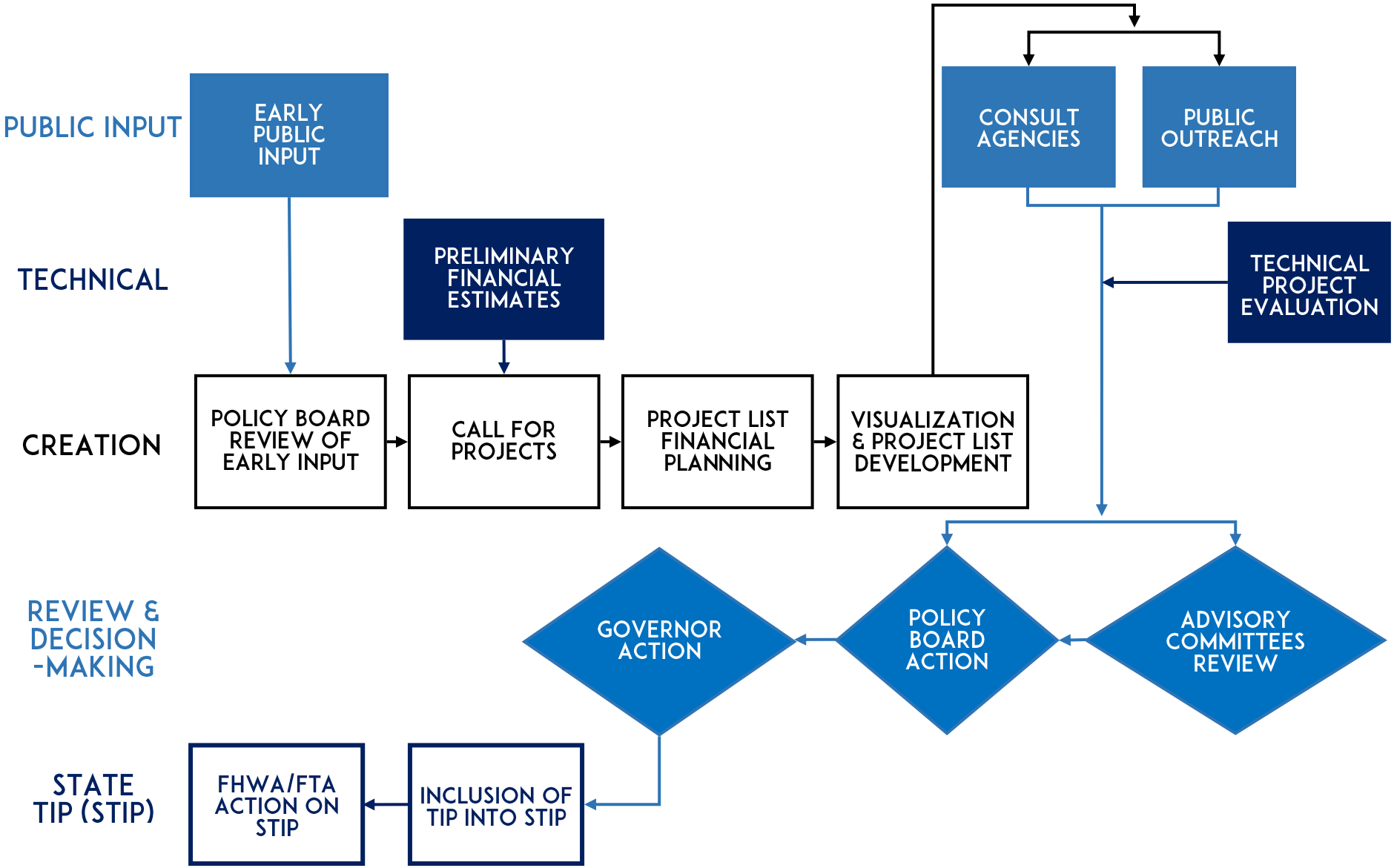


Figure 1. TIP Process.

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.

[2] As defined in 23 CFR 450.104.

4.1.2 Expedited Administrative Modifications

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

4.2 AMENDMENTS

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

4.3 REVISION EXAMPLES

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

Table 1. Examples of Administrative Modifications and Amendments.

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

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

FOOTNOTES

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

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

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

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

5 TIP HISTORY

The FFYs 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 was revised four times through June2019. Table 2 describes the Revisions for the reader's understanding.

Table 2. Revisions as of June 2019

Revision Number	Description
Pre-Approved Administrative Modifications	
1	January 2019: Deferred projects, refined project phasing, revised cost estimates.
4	June 2019: Deferred and inflated projects, refined phasing and cost estimates.
Expedited Administrative Modifications	
2	February 2019: Deferred projects, revised funding categories, and revised cost estimates.
5	DRAFT July 2019: Currently being considered by Technical Committee and Policy Board.
Amendments	
3	February 2019: Re-added project, removed projects, deferred projects, added phasing.
6	DRAFT July 2019: Currently available for Public Comment and Intergovernmental Review.

6.1 PROJECT LISTING

REVISION 06

Amendments

This revision is a Amendment modification. Amendements require OahuMPO Policy Board approval, a review by the Techinical Advisory Connittee, and the solicitation of public comments. Refer to Chapter 4 of the TIP for additional details.

PROJECT NUMBER	PROJECT NAME *(Sorted by Project Number)*	REVISION DETAILS	PAGE
Federal Highway Administration (FHWA) - Funded Projects			
Oahu State (OS) of Hawaii - Sponsored Projects			
OS20	Interstate Route H-1 Safety Improvements, Beginning of H-1 (Palailai IC) to Waiawa Overpass	Request to include CON Phase and program funds in FFY 2019 and remove programmed funds in ADVCON phase. Project did not make the 180 days to NTP deadline; needed to be obligated and reincluded on the active TIP (C.5).	21
OS26	Kalanianaole Highway (Route 72) Resurfacing, Poalima Street to Vicinity of Makai Pier	Request to extend limits from Huli Street to vicinity of Makai Pier (C.3).	22
OS26	Kalanianaole Highway (Route 72) Resurfacing, Poalima Street to Vicinity of Makai Pier	Request to increase and advance CON phases to FFY 2019 (A.1) and remove programmed funds from ADVCON in FFY 2021 (A.7).	22
OS75	Kamehameha Highway (Route 83), Rockfall Protection Waimea Bay	Request to revise amount programmed for ADVCON phase; add funding in FFY 2022 and 2024. Increase in program funds meets all designed threeseholds of C.8.	23
OS75	Kamehameha Highway (Route 83), Rockfall Protection Waimea Bay	Request to change project phase PE2 to PE1; no change in programmed funds as well as advancement or deferment (B.4).	23
OS75	Kamehameha Highway (Route 83), Rockfall Protection Waimea Bay	Request to change CON to PE2/CON to reflect project's change to design build for Haleiwa Side (B.4), advance project phase to FFY 2021 (A.1), and increase local share (A.11).	23
OS75	Kamehameha Highway (Route 83), Rockfall Protection Waimea Bay	Request to increase programmed funds for PREROW phase (A.11).	23
OS80	Traffic Signal Modernization at Various Locations, Oahu Ph 1	Request to add project to TIP; seperated from Statewide line item S12 (C.1).	24

PROJECT NUMBER	PROJECT NAME *(Sorted by Project Number)*	REVISION DETAILS	PAGE
Federal Transit Administration (FTA) - Funded Projects			
Oahu City (OC) and County of Honolulu - Sponsored Projects			
OC14	Bus Stop ADA Access and Site Improvements	Request to add project to TIP; inclusion of Federal funds to the already exsisting Local share (C.1).	26

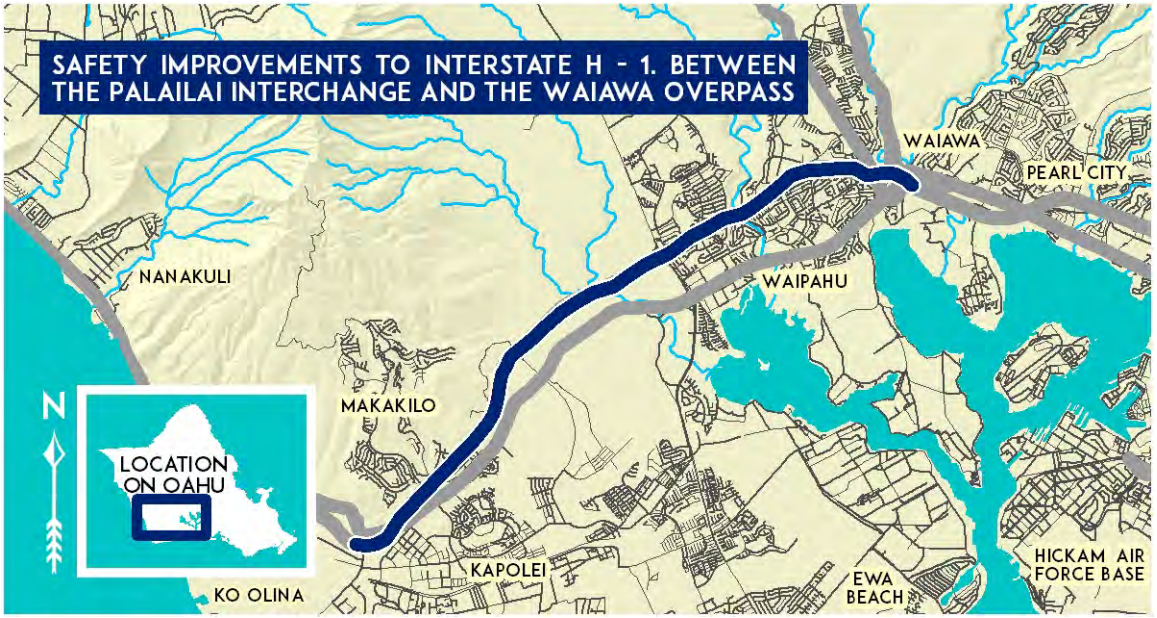
NUMBER OF PROJECTS BEING REVISED IN REVISION #3:	PERCENTAGE OF TOTAL TIP PROJECTS REVISED IN REVISION #3:
5	6%

6.2 Project Information Sheets

6.2.1 Oahu State (OS) Projects

6.2.1.1 FHWA-Funded Oahu State Projects

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



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

Mile Post/s: Queen Liliuokalani Freeway: MP 0.00 to MP 9.00

Complete Streets (CS):

Project will implement: Not applicable

Existing Feature/s: No information available.

Project Website: None

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

Estimated Total Project Cost: $9,500,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

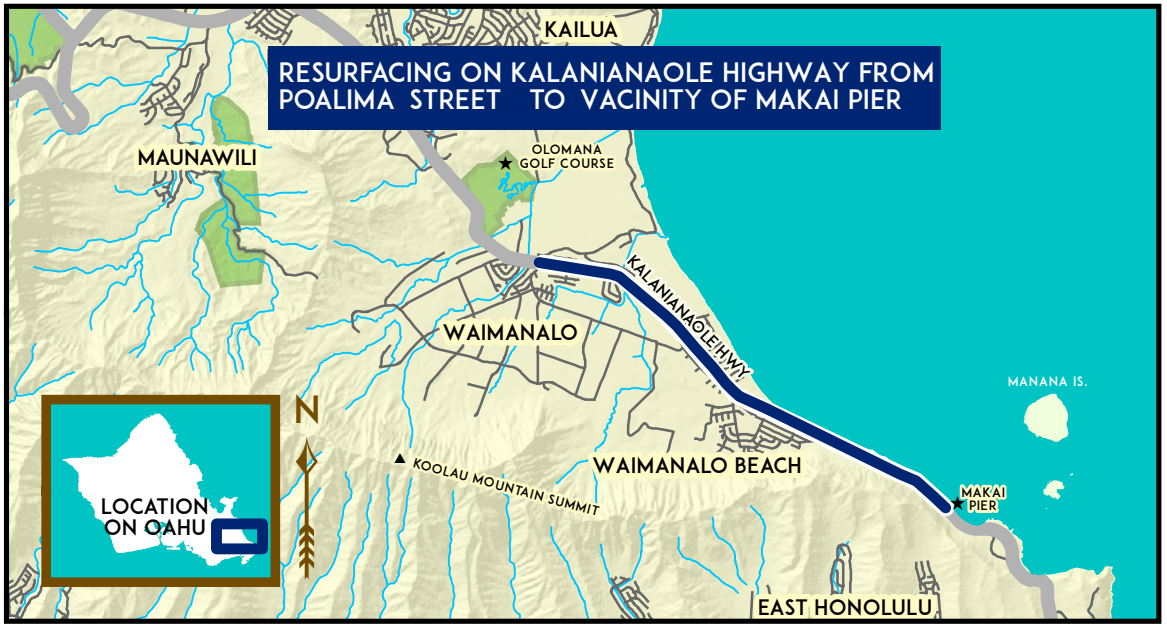
Project Sponsor: State of Hawaii (FHWA Funded)

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

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

	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FOR INFORMATION ONLY FFY 2023			FOR INFORMATION ONLY FFY 2024			
Phase	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Funding Category
CON	9,500	7,600	1,900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	HSIP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	HSIP
TOTAL	9,500	7,600	1,900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

OS26 Kalanianaole Highway (Route 72) Resurfacing, Poalima Street to Vacinity of Makai Pier



Project Description:
Roadway resurfacing of Kalanianaole Highway from Poalima Street to Vacinity of Makai Pier.

Mile Post/s: MP 3.35 to MP 5.65

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): Waimanalo

Estimated Total Project Cost: $11,500,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

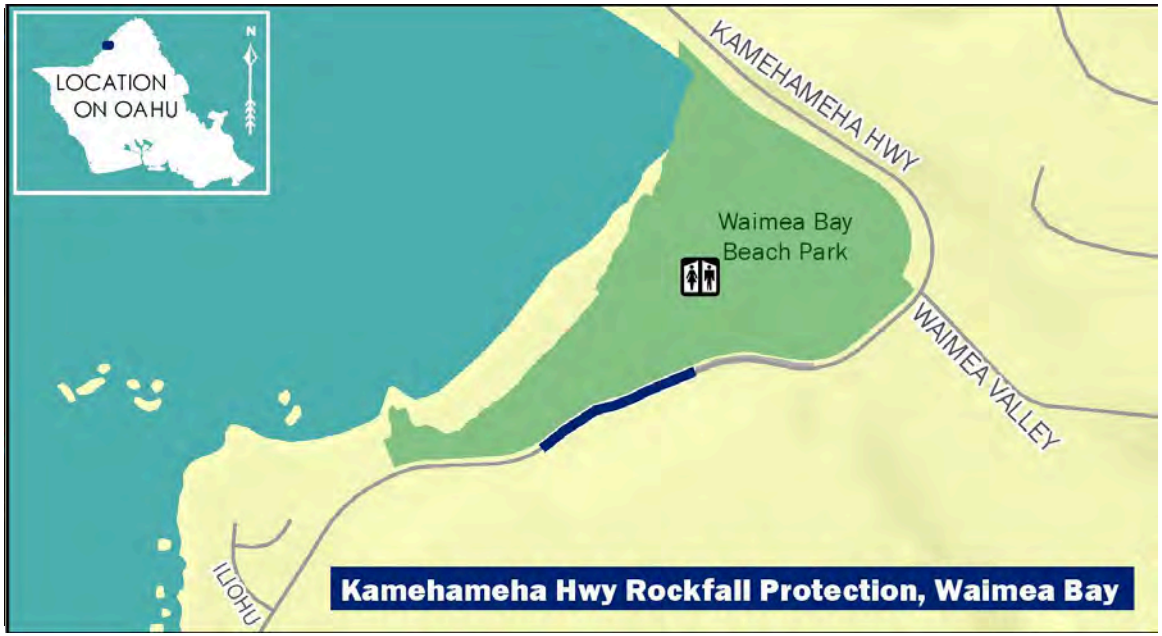
Project Sponsor: State of Hawaii (FHWA Funded)

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

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

	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FOR INFORMATION ONLY FFY 2023			FOR INFORMATION ONLY FFY 2024			
Phase	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Funding Category
CON	7,250	5,800	1,450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
CON	2,750	2,200	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EARMARK -HP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
TOTAL	10,000	8,000	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

OS75 Kamehameha Highway (Route 83), Rockfall Protection, Waimea Bay



Project Description:
Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay.

Mile Post/s: MP 5.40 to MP 5.52

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): North Shore

Estimated Total Project Cost: $35,450,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

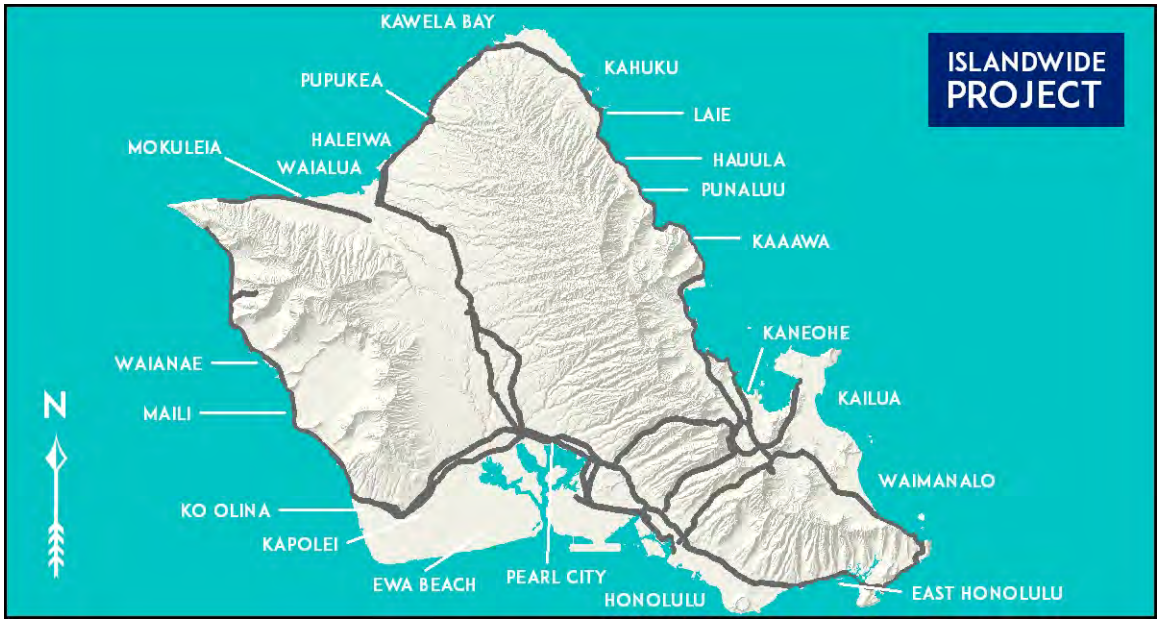
Project Sponsor: State of Hawaii (FHWA Funded)

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

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

	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FOR INFORMATION ONLY FFY 2023			FOR INFORMATION ONLY FFY 2024			
Phase	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Funding Category
Waimea Bay																			
PE1	0	0	0	900	720	180	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
PREROW	0	0	0	0	0	0	100	80	20	0	0	0	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	500	400	100	0	0	0	0	0	0	NHPP
Haleiwa																			
PE2/CON	0	0	0	0	0	0	25,000	2,000	23,000	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	6,000	(6,000)	0	6,000	(6,000)	0	6,000	(6,000)	NHPP
Sunset Beach																			
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,000	6,400	1,600	NHPP
TOTAL	0	0	0	900	720	180	25,100	2,080	23,020	500	6,400	(5,900)	0	6,000	(6,000)	8,000	12,400	(4,400)	

OS80 Traffic Signal Modernization at Various Locations, Ph 1



Project Description:
Upgrade signal equipment to improve programming and optimization, to help improve traffic flow, reduce congestion, and prevent failures & downtime. Upgrades include replace old/damaged signal poles, underground conduits & wiring, signal controllers, and other equipment. Address five high priority intersections.

Mile Post/s: Various Locations

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): Various Locations

Estimated Total Project Cost: $6,250,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

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

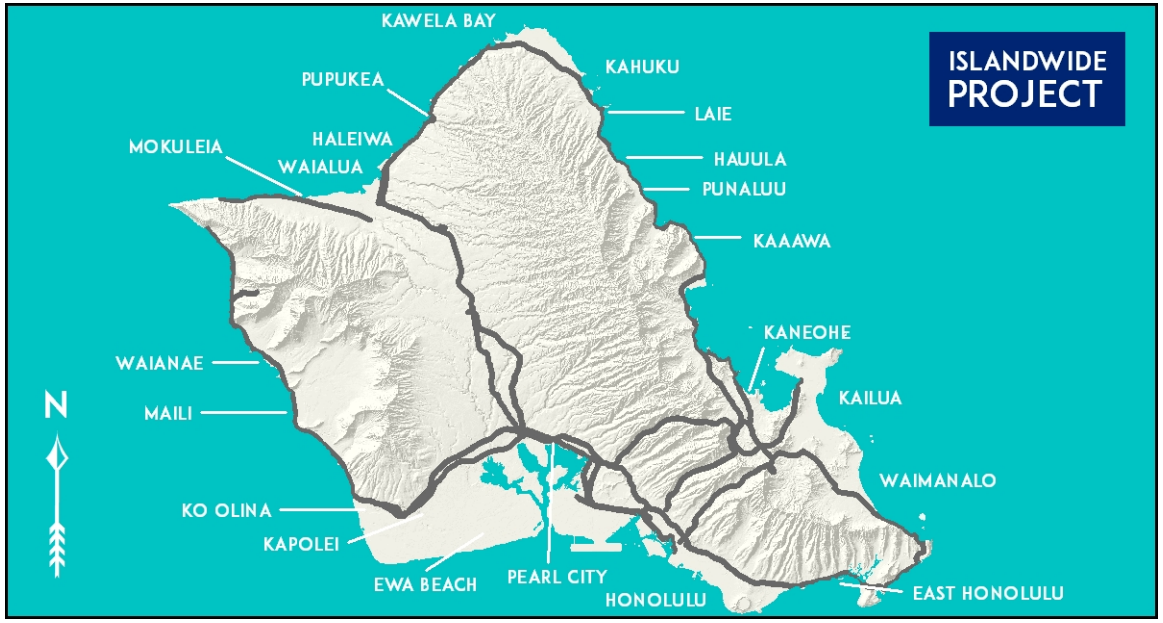
All values are in thousands of U.S. dollars (x1000)

													FOR INFORMATION ONLY						
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
Phase	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Funding Category
CON	0	0	0	6,250	5,000	1,250	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
TOTAL	0	0	0	6,250	5,000	1,250	0	0	0	0	0	0	0	0	0	0	0	0	

6.2.2 Oahu City (OC) Projects

6.2.2.1 FTA-Funded Oahu City Projects

OC14 Bus Stop ADA Access and Site Improvements



Project Description:
Modify bus stops to comply with the Americans with Disabilities Act (ADA). Improve the mobility independence for transit users of all ages and abilities, pedestrian access, and the number of ADA accessible bus stops.

Project Website: None

Neighborhood(s): Various Locations

Estimated Total Project Cost: $2,280,000

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

Project Sponsor: City and County of Honolulu (FTA Funded)

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

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

	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FOR INFORMATION ONLY FFY 2023			FOR INFORMATION ONLY FFY 2024			
Phase	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Total (X$1000)	Federal (X$1000)	Local (X$1000)	Funding Category
CON	380	304	76	380	304	76	380	304	76	380	304	76	380	304	76	380	304	76	§5307/§5340
CON	406	325	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
TOTAL	786	629	157	380	304	76	380	304	76	380	304	76	380	304	76	380	304	76	

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																		
Oahu State (OS)																		
As of Revision 3 Total	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
As of Revision 6 Changes	5,865	13,692	(7,827)	(8,276)	3,380	(11,656)	45,710	(2,932)	48,642	(5,700)	1,940	(7,640)	2,500	6,000	(3,500)	(11,000)	3,200	(14,200)
Total as of Revision 06	109,585	84,455	25,130	137,526	85,521	52,005	119,040	78,494	40,546	84,735	65,010	19,725	103,168	83,729	19,439	142,435	86,108	56,327
Oahu City (OC)																		
As of Revision 3 Total	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
As of Revision 6 Changes	(2,292)	(2,049)	(243)	(13,437)	7,140	(20,577)	(19,967)	400	(20,367)	3,320	2,440	880	1,545	1,020	525	270	0	270
Total as of Revision 06	14,702	9,640	5,062	60,902	22,891	38,011	39,915	18,200	21,715	38,635	18,571	20,064	106,545	15,380	91,165	7,836	6,050	1,786
TOTAL FHWA	124,287	94,095	30,192	198,428	108,412	90,016	158,955	96,694	62,261	123,370	83,581	39,789	209,713	99,109	110,604	150,271	92,158	58,113

	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																		
Oahu State (OS)																		
As of Revision 3 Total	834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194
As of Revision 6 Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total as of Revision 06	834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194
Oahu City (OC)																		
As of Revision 3 Total	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
As of Revision 6 Changes	(830,591)	(247,882)	(582,709)	(13,673)	30,724	(44,397)	(3,065)	12,564	(15,629)	475,750	155,594	320,156	312,879	100,304	212,575	157,970	51,374	106,596
Total as of Revision 06	78,596	62,956	15,740	862,964	315,363	547,601	525,288	190,953	334,335	524,937	190,667	334,270	362,520	135,654	226,865	208,071	87,005	121,066
TOTAL FTA	79,430	63,623	15,907	863,823	316,050	547,773	526,171	191,660	334,511	525,847	191,395	334,452	363,459	136,405	227,053	209,039	87,779	121,260

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

6.4 FHWA REGULAR FORMULA FUNDS PROGRAMMED

	TRANSPORTATION IMPROVEMENT PROGRAM				FOR INFORMATION ONLY	
	FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024
Oahu State (OS)						
National Highway Performance Program	74,193	77,761	67,177	62,723	81,842	85,821
Earmark High Priority	2,200	0	0	0	0	0
Highway Safety Improvement Program	7,600	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	5,060	2,000	0	0	0
Re-Purposed Earmarks	0	0	0	0	0	0
Transportation Enhancement	175	2,388	5,000	0	0	0
State - FHWA Total	**84,455**	**85,521**	**78,494**	**65,010**	**83,729**	**86,108**
Oahu City (OC)						
Bridge Off-System	800	800	800	800	800	800
Surface Transportation Program - Flexible	6,874	16,200	16,600	17,771	14,210	5,250
Transportation Alternatives Program - Urban	1,040	880	0	0	0	0
Transportation Alternatives Program	340	160	800	0	0	0
Safe Routes To School	0	25	0	0	370	0
Federal Lands Highway Discretionary	586	4,826	0	0	0	0
City - FHWA Total	**9,640**	**22,891**	**18,200**	**18,571**	**15,380**	**6,050**
FHWA TOTAL	**94,095**	**108,412**	**96,694**	**83,581**	**99,109**	**92,158**

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.[3]

National Highway Performance Program

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

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

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

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

Recreational Trails Program

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

Surface Transportation Program

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

Transportation Alternatives

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

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

Transportation Enhancement Program

The Transportation Enhancement (TE) Program funded activities or projects are those that add community or environmental value to any active or completed transportation project and are over and above what is 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[4]. This heightened eligibility means that FHWA has greatened the ability of transportation agencies to undertake concurrent projects. After an advance construction project is authorized, the State may convert the project to regular federal-aid funding, provided federal funds are made available for the project.

7.1.5 Local Funds

State of Hawaii Funds

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

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

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

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

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

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

[4] 23 U.S.C. 115

City and County of Honolulu Funds

Where local funding is identified in the FFYs 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 1st and ends on June 30th of the succeeding year. Appropriations authorized in the executive capital budget ordinance or any supplementary appropriation is valid for the fiscal year for which appropriation is made and twelve months thereafter; e.g., funds appropriated by the FFY 2017 capital budget ordinance are valid from July 1, 2016 until June 30, 2018 (Federal Fiscal Year 2017, quarter 3).

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

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

Honolulu Authority for Rapid Transportation Funds

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

7.2 ANNUAL FINANCIAL PLANS FOR MAJOR PROJECTS

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

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

At the FHWA Hawaii Division Administrator's discretion, projects within the State of Hawaii that fall in the range of $90-$100 million may also be required to prepare a Financial Plan.

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

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

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

7.3 FINANCIAL CONSTRAINT TABLES

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

7.3.1 FHWA Financial Constraint

The FHWA program is financially constrained, as demonstrated in the following 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	470	1,270	1,270	-
Earmark High Priority	2,200	550	2,750	2,750	-
Highway Safety Improvement Program	7,600	2,077	9,677	9,677	-
Locally Funded	-	41,510	41,510	41,510	-
National Highway Performance Program	74,193	(22,248)	51,945	51,945	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	6,874	(2,010)	4,864	4,864	-
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	3,772	-	3,772	-	3,772
LESS Off-STIP Obligations	(2,962)	-	(2,962)	-	(2,962)
FFY 2018 Balance					
Total	**94,905**	**30,192**	**125,097**	**124,287**	**810**

FHWA Financial Constraint – FFY 2020

FFY 2020	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	470	1,270	1,270	-
Earmark High Priority	-	-	-	-	-
Highway Safety Improvement Program	25	2,325	2,350	2,350	-
Locally Funded	-	50,440	50,440	50,440	-
National Highway Performance Program	77,761	12,831	90,592	90,592	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	21,260	24,799	46,059	46,059	-
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	810	-	810	-	810
Total	**109,222**	**90,016**	**199,238**	**198,428**	**810**

FHWA Financial Constraint – FFY 2021

FFY 2021	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	470	1,270	1,270	-
Earmark High Priority	-	-	-	-	-
Highway Safety Improvement Program	4,030	840	4,870	4,870	-
Locally Funded	-	35,420	35,420	35,420	-
National Highway Performance Program	67,177	11,234	78,411	78,411	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	18,600	19,025	37,625	37,625	-
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	810	-	810	-	810
Total	**97,504**	**62,261**	**159,765**	**158,955**	**810**

FHWA Financial Constraint – FFY 2022

FFY 2022	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	470	1,270	1,270	-
Earmark High Priority	-	-	-	-	-
Highway Safety Improvement Program	2,000	(1,900)	100	100	-
Locally Funded	-	50,400	50,400	50,400	-
National Highway Performance Program	62,723	(13,847)	48,876	48,876	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	17,771	4,594	22,365	22,365	-
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	810	-	810	-	810
Total	**84,391**	**39,789**	**124,180**	**123,370**	**810**

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

FTA Section Funds	Issue Year	FTA Apportionments and Allocations (x$000)	FTA Funds Carryover (x$000)	Total Available FTA Funds (X$000)	Total Project Costs (x$000)	Local Funds (x$000)	Total Uses (x$000)	FTA Carryover (x$000)
§5307/§5340	2019	35,358	-	35,358	47,147	11,789	35,358	-
	2018	-	11,807	11,807	11,807	-	11,807	-
§5309	2019	-	-	-	-	-	-	-
§5310	2019	733	-	733	1,244	511	733	-
	2018	-	721	721	721	-	721	-
	2017	-	593	593	593	-	593	-
§5329	2019	232	-	232	290	58	232	-
§5337	2019	1,650	-	1,650	2,364	714	1,650	-
	2018	-	1,090	1,090	1,090	-	1,090	-
	2017	-	113	113	113	-	113	-
§5339	2019	5,229	-	5,229	7,952	2,723	5,229	-
	2018	-	4,108	4,108	4,108	-	4,108	-
	2017	-	1,554	1,554	1,554	-	1,554	-
Totals		43,202	19,986	63,188	78,983	15,795	63,188	-

FTA Fiscal Constraint - FFY 2020

FTA Section Funds	Issue Year	FTA Apportionments and Allocations (x$000)	FTA Funds Carryover (x$000)	Total Available FTA Funds (X$000)	Total Funds Available (x$000)	Local Funds (x$000)	Total Uses (x$000)	FTA Carryover (x$000)
§5307	2020	560	-	560	700	140	560	-
§5307/§5340	2020	60,378	-	60,378	75,479	15,101	60,378	-
§5309	2020	250,000	-	250,000	781,250	531,250	250,000	-
§5310	2020	314	-	314	392	78	314	-
§5329	2020	239	-	239	299	60	239	-
§5337	2020	1,713	-	1,713	2,142	429	1,713	-
§5339	2020	2,958	-	2,958	3,698	740	2,958	-
Totals		316,162	-	316,162	863,960	547,798	316,162	-

FTA Fiscal Constraint - FFY 2021

FTA Section Funds	Issue Year	FTA Apportionments and Allocations (x$000)	FTA Funds Carryover (x$000)	Total Available FTA Funds (X$000)	Total Funds Available (x$000)	Local Funds (x$000)	Total Uses (x$000)	FTA Carryover (x$000)
§5307/§5340	2021	36,163	-	36,163	50,547	14,384	36,163	-
§5309	2021	150,000	-	150,000	468,750	318,750	150,000	-
§5310	2021	321	-	321	402	81	321	-
§5329	2021	246	-	246	307	61	246	-
§5337	2021	1,451	-	1,451	1,814	363	1,451	-
§5339	2021	3,018	-	3,018	3,772	754	3,018	-
Totals		191,199	-	191,199	525,592	334,393	191,199	-

FTA Fiscal Constraint - FFY 2022

FTA Section Funds	Issue Year	FTA Apportionments and Allocations (x$000)	FTA Funds Carryover (x$000)	Total Available FTA Funds (X$000)	Total Funds Available (x$000)	Local Funds (x$000)	Total Uses (x$000)	FTA Carryover (x$000)
§5307/§5340	2022	35,775	-	35,775	50,069	14,294	35,775	-
§5309	2022	150,000	-	150,000	468,750	318,750	150,000	-
§5310	2022	334	-	334	417	83	334	-
§5329	2022	253	-	253	316	63	253	-
§5337	2022	1,480	-	1,480	1,850	370	1,480	-
§5339	2022	3,078	-	3,078	3,848	770	3,078	-
Totals		190,920	-	190,920	525,250	334,330	190,920	-

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 #06

The intergovernmental review and public comment period for the Draft FFYs 2019-2022 Transportation Improvement Program Revision #06 began on June 17, 2019 and concluded on July 5, 2019. The Draft FFYs 2019-2022 TIP Revision #06 document was mailed and emailed to one hundred agencies and organizations for their review.

AGENCY COMMENTS

Bus Stop ADA Access and Site Improvements (OC14)	
SUMMARY OF COMMENT	RESPONSE
Department of Planning and Permitting (DPP): DPP supports the addition of Project oc14, Bus Stop ADA Access and Site Improvements. This is in line with DPP's objective, stated in the OahuGeneral Plan and the regional Development Plan/Sustainable Communities Plans, of a multimodal transportation system that served traveler of all abilities, including the elderly and people with disabilities.	**Department of Trasportation Services (DTS):** No response necessary

PUBLIC COMMENTS

THE FOLLOWING AGENCIES RESPONDED WITH NO COMMENT

◊ Department of Emergency Management
◊ Spectrum Oceanic LLC
◊ Transportation & Safety Committee Hawaii Kai Neighborhood Board

APPENDIX C

Title VI and Environmental Justice Analysis
FOR THE DRAFT FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION #6

To evaluate the equity in spending of the FFYs 2019-2022 As of TIP Revision #6, 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 6
Analysis Date: June 30, 2019

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

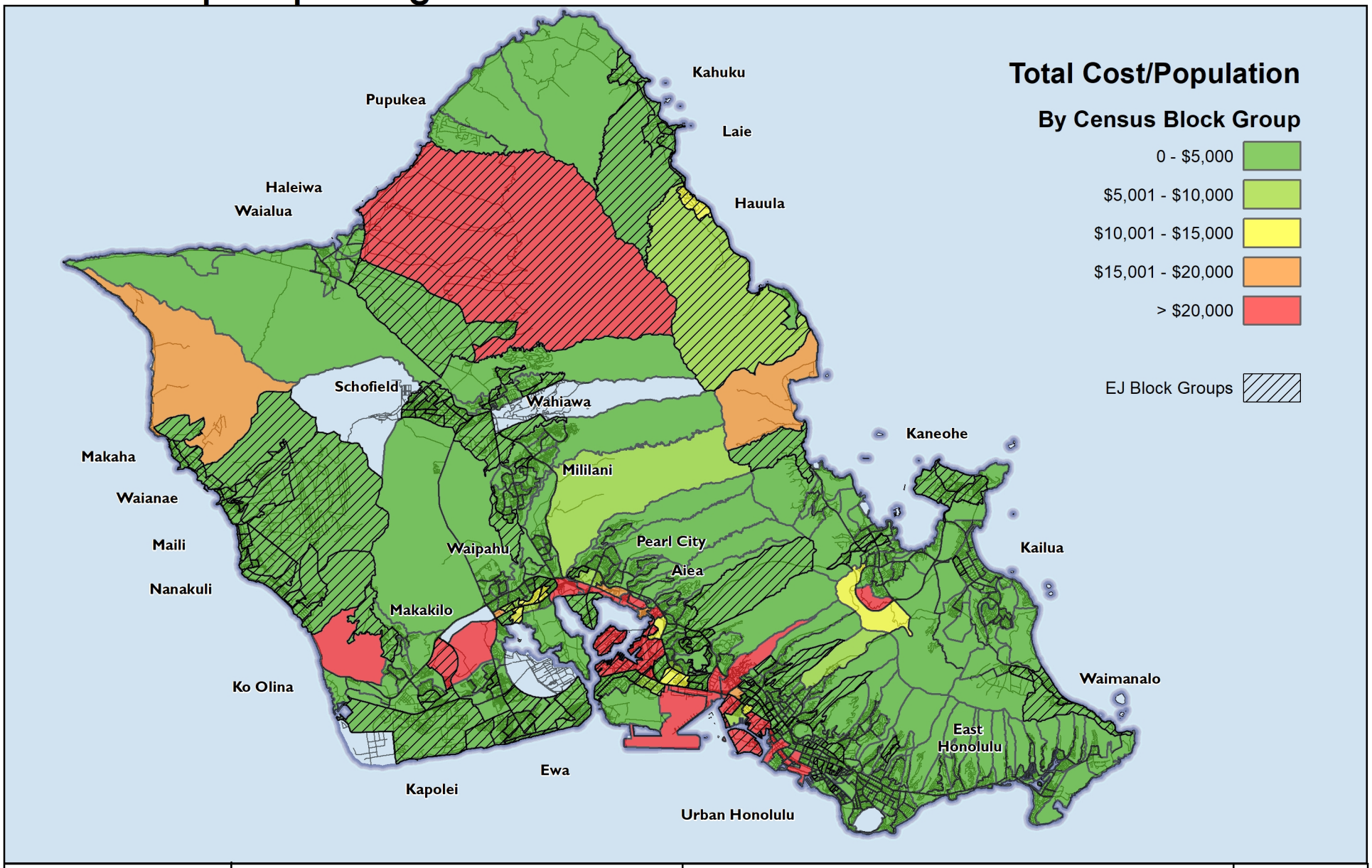
T6/EJ BG	**105** BG selected based on race (minority)
	60 BG selected based on low income
Less:	**(30)** BG counted as both minority & low income (double-counted)
	135 T6/EJ block groups
Less:	**(29)** T6/EJ BG located on military bases
	106 BG designated as T6/EJ

	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	$704,579	x 1000 =	$704,579,000
Sum of Costs in non-T6/EJ BG	$1,455,073	x 1000 =	$1,455,073,000
Total Costs	$2,159,652	x 1000 =	$2,159,652,000

	T6/EJ Block Groups	**Non-T6/EJ Block Groups**	**% Difference (EJ/Non-EJ)**	**Total Difference (Non-EJ - EJ)**
Average Investment by Block Group	5.2 M	3.2 M		
Total Cost of Projects	704.6 M	1455.1 M		
% Project Investment	32.6%	67.4%		
Total Population	289,321	663,886		
Average Per Capita Investment	$2,435	$2,192	11%	$243

Total Per Capita Spending - TIP 2019 - 2022 - As of Revision 6



0 18,500 37,000 74,000 Feet

Date: 6/30/2019 **RF Scale:** 1:330,000

Imagery: WV-2 Satellite Orthoimagery, USDA NRCS.
Streets: City & County of Honolulu centerlines.

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.

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
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BRANDON ELEFANTE
Councilmember District 8
`Aiea, Pearl City, Waipahū
Chair, Committee on Transportation
Telephone: (808) 768-5008
Email: belefante@honolulu.gov

June 21, 2019

Memorandum

To: Director Alvin Au
Oahu Metropolitan Planning Organization

Fr: Councilmember Brandon Elefante

Re: Travel Report for the 2019 53rd Annual Conference and Exhibition for the National Association of Regional Councils

Attached you will find my travel report for the Annual NACo Legislative Conference from June 9, 2019 to June 11, 2019.

Thank you.

2019 53rd Annual Conference & Exhibition
Of the National Association of Regional Councils
June 9 to 12, 2019
Omaha Marriott Downtown at the Capitol District, 222 N 10th Street, Omaha, Nebraska
Report By: Brandon Elefante, Honolulu City Councilmember, District 8

BACKGROUND

The National Association of Regional Councils (NARC) held its annual conference and exhibition in Omaha, Nebraska from June 9 to 12, 2019. According to www.narc.org NARC "serves as the national voice for regions by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC's member organizations include regional councils, councils of governments, regional planning and development agencies, Metropolitan Planning Organizations, and other regional organizations. NARC's member organizations work collaboratively with their communities – large and small, urban and rural – to address their citizens' needs and promote a regional approach to planning for the future."

This year's conference was held in Omaha, Nebraska. The majority of the conference sessions were held at the Omaha Marriott Downtown at the Capitol District, 222 N 10th Street, Omaha, Nebraska. The conference began on June 9 and ended on June 12, 2019.

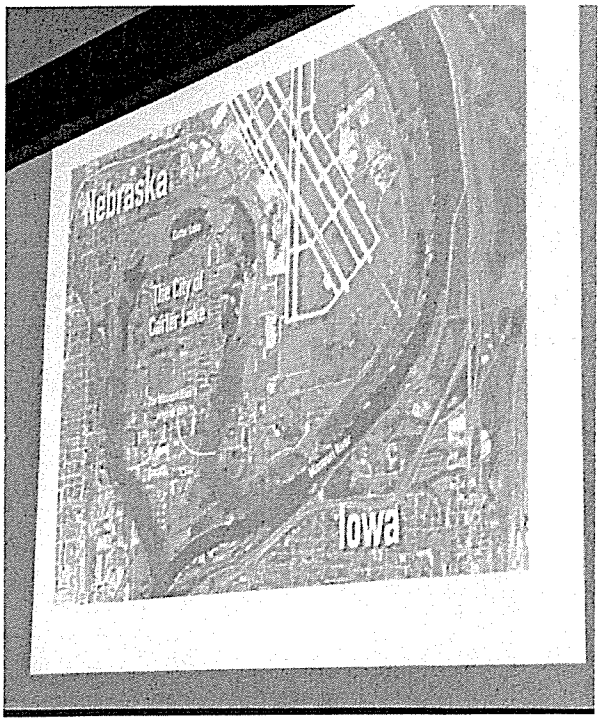
The conference attracts county elected officials, Metropolitan Planning Organizations (MPO) executive directors, planners, NARC staff, and NARC board members from across the U.S. This was my first time attending this conference. Currently, our Oahu Metropolitan Planning Organization (OahuMPO) is not a member of NARC.

Sunday, June 9, 2019
Arrival Day in Omaha, Nebraska

Opening Reception

I arrived in Omaha, Nebraska during the late morning, picked up my registration packet at the conference hotel, and attended the opening reception at the Holland Performing Arts Center, Skyview Terrace at 12000 Douglass Street in Omaha, Nebraska. The opening reception featured welcoming remarks from key officials and it also served as an opportunity to meet other conference attendees.

Monday, June 10, 2019
9AM to 10AM
Plenary Breakfast and Welcome to the Region



The opening session begun with a welcome to the region. The conference was hosted by the NARC office in conjunction with the host region, MAPA Omaha-Council Bluffs Metropolitan Area Planning Agency.

Current NARC President Geof Benson from Town of Beverly Shores, Indiana, opened up the conference and welcomed the following speakers:

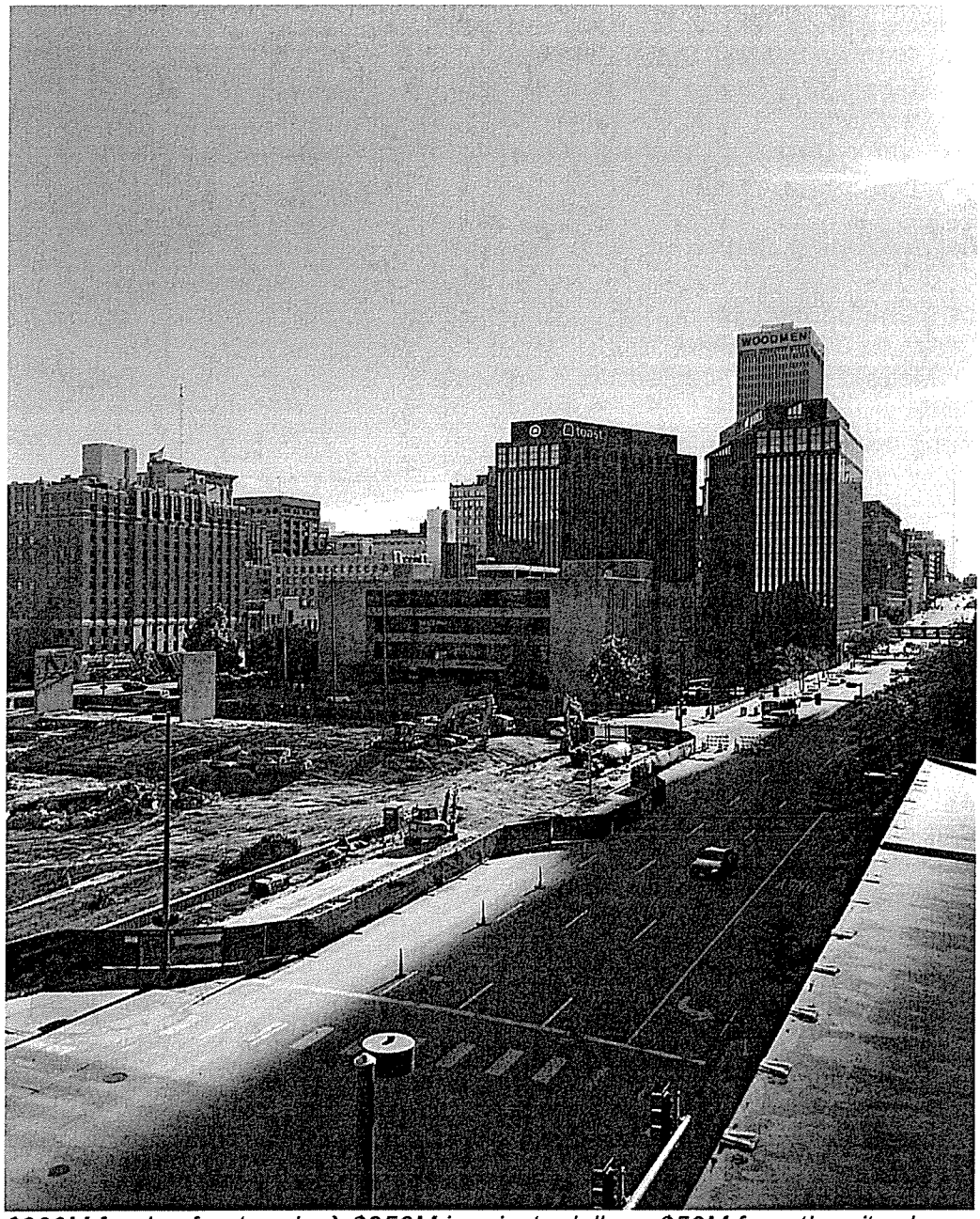
The Honorable Douglas Kindig, Mayor, La Vista, Nebraska
The Honorable Jean Stothert, Mayor, Omaha, Nebraska
The Honorable Don Bacon, U.S. House of Representatives 2nd Congressional District of Nebraska
Mr. Greg Youell, Executive Director, Omaha-Council Bluffs Metropolitan Area Planning Agency

The Honorable Douglas Kindig, Mayor, La Vista, Nebraska

- 2012 Elected Official of the Year
- MAPA has made us a better leader
- Population in Metro Omaha is 900,000 and is expected to increase to over one million people by 2025
- Fastest growing county in the state
- Interstate I-80 is one of the main freeways in the area
- Air Force base located here
- "We don't govern for today, we govern for the next generation."
    - Plan for the future
    - Don't give up on the naysayers
        - Show them what you do is the right thing

The Honorable Jean Stothert, Mayor, Omaha, Nebraska

- First woman mayor of Omaha
- Top priorities
    - Public Safety
    - City Budget
    - Economic Development
- Home of the College World Series
- Number one in city tech cities
- One of 10 of the most affordable cities
- Second best city next to Honolulu
- Measures crime in seven categories
- Unemployment rate is 2.8%
- Construction boom in downtown Omaha



$300M for riverfront park → $250M in private dollars; $50M from the city share

- Revitalization of three city parks
- Building great partnerships
- Bus Rapid Transit (BRT) on the road next year → ORBIT
    - Taking public input on Transit Oriented Development (TOD)
        - One out of 11 cities for SMART cities initiatives
- Government is a customer service business

The Honorable, Don Bacon, U.S. House of Representatives 2nd Congressional District of Nebraska

Video Message

- Could not be in attendance because he was attending D-Day ceremonies for the 75th Anniversary of D-Day
- Number one industry is Agriculture in Nebraska
- Home to the following companies:
    - TD Ameritrade, Kiewit, Union Pacific, Mutual of Omaha, Berkshire Hathaway
- More startup companies in Omaha
- Facebook is building a new data center
- Diverse region in Greater Omaha
- Experienced massive flooding in March
- Testing driverless vehicles (e.g., cars, trucks, and maybe trains)

Mr. Greg Youell, Executive Director, Omaha-Council Bluffs Metropolitan Area Planning Agency

- Omaha, Nebraska area was developed by infrastructure from the 1804 Louisiana Purchase
    - Lewis and Clark Expedition
    - 1859 Abraham Lincoln met with General Dodge
        - Tasked to build the railroad
    - 1869 Transcontinental railway
        - From New York City to San Francisco
    - 1898 World Fair
        - Over two million people attended
        - 180 acres in North Omaha → Classical buildings
    - Late 1800s → People came because of the stockyards
    - Today
        - Home to the following companies:
            - Union Pacific, Mutual of Omaha, Berkshire Hathaway, Strategic Air Command, ConAgra, and other large trucking companies
            - Economic Growth at 1% per year; 41,000 new jobs
            - Since 2007 experienced a 9% growth
            - Healthy birth rate
            - Had flooding issues
            - 2011 Great Flood
                - Record snow and huge rainfall

Heartland 2050 Project Goals

- Has the best zoo in the country
- Dodge Street (east to west street) Has ORBIT and transit buses
- First Major League Baseball (MLB) game played in Omaha on Thursday, June 13, 2019 between the Detroit Tigers and Kansas City Royals.

10AM to 10:45AM
What's on the World's Mind
Mr. Jon Clifton, Global Managing Partner, Gallup

- Mr. Clifton is originally from Nebraska
- Gallup is based in Nebraska
- 70% of decisions made are emotional
- Behavioral economics was the focus of the presentation
- World Happiness Report
    - Norway happiest county
- Four biggest events in the last 10 years; overall Gross Domestic Product (GDP)[1]may have gone up, however, people might feel differently about it
- He did a comparison of GDP in relation to behavioral economics

[1] https://www.bea.gov/resources/learning-center/what-to-know-gdp

1. Brexit
2. Egypt GDP and Well Being
3. Ukraine (Euromaidan Revolution)
4. U.S. Presidential Election in 2016 in measurement of behavior economics
    a. 9% drop from 59% to 50% from 2014 to 2016
        i. Increased back to 56% in 2017 and 2018

- Gallup conducts face-to-face interviews
    - Break down by districts in other countries
    - Use people from the area
    - Can pin drop
    - Do interviews in 150 countries
    - Love and happiness has to be translated differently
    - North Korea, Papua New Guinea and Central Africa are regions that they have not been to as areas might be deemed as unsafe and too dangerous
- Russia GDP and Well Being
    - Thriving increased and then decreased in the last two years
- Japan GDP and Well Being
    - GDP steadily increased
        - Aging population
        - Thriving decreased by 11% from 2006 to 2018
- China GDP and Well Being
    - GDP steadily increased in GDP
    - Increase with happiness of 21%; however 79% don't really feel good
- India GDP and Well Being
    - GDP steadily increased
    - Thriving trend decreased from 21% to 3% from 2006 to 2017
- These examples from four different countries were given because it shows some trends occurring in the respective countries between the relationship between GDP and how are people feeling (i.e., behavioral economics)
- Gallup focuses on engagement
- Visit www.gallup.com for analytics
    - Data is available on individual district
    - In Nebraska, well-being is pretty good
    - People like to be around family and friends
    - Coming to work with family and friends
        - Put people in their strengths
        - Shared story of the chairperson of Gallup 15 years ago and how he walked into Barnes and Noble looking for a book on Best Colleges
            - Service representative was not helpful and talking on the phone with a friend
            - On his way out another service representative assisted him and the chairperson purchased $100 worth of books and had the intention of purchasing just $25 when he walked in
            - Service representative was engaged with the chairperson of Gallup

10:45 to 11AM Break

11AM to 12:15AM
Changing Demographics, Changing Times

Moderator: The Honorable Alan D. Wapner, Council Member, City of Ontario, California
Speakers: Mr. Brian Martin, Executive Director, Miami Valley Regional Planning Commission, Mr. Gary Hittmann, Executive Director, MetroPlan Orlando, Mr. Kent Sovern, Volunteer, AARP

- 21% increase in the Latino population and aging population

Mr. Brian Martin, Executive Director, Miami Valley Regional Planning Commission

- 800,000 population
- Increase in racial diversity
- 41% of adults are over the age of 65 years old
- 62 out of 150 metro regions experience income inequality
- Greater Region Mobility Initiative
    - MPO has three counties
- Partnership with AARP for Livable Communities
    - Livability, Diversity, Senior Transportation, and Equity
        - Create grants
        - Have interns who are seniors and University of Dayton students

Mr. Gary Huttmann, Executive Director, MetroPlan Orlando

- From Nebraska
- Population in the county he represents is 2.1 million
    - MPO has three counties:
        - Seminole, Orange, and Osceola
        - Staff of 18 positions
        - Operate with 17 positions
            - Nine for planning
            - Five for finance
            - Three for public affairs
- By 2040 the region will have one million more people
    - 75 million visitors in 2018 to Central Florida
- 27 MPOs in Florida
- Completed Title VI work
    - 12.1% in the region
    - Workforce transportation is a priority

Asset Limited Income Constrained Employed (ALICE) Report

- UnitedForAlice.org
- $55,164 is the average for a family of four living in Central Florida in order to survive
    - $2,500 average cost of transportation per month
    - Residents have to make key choices on what to spend

- Hawai'i has a ALICE Report
- Millennials are choosing different transportation options
- Baby Boomers will soon be unable to drive
- Low income need to get to health care facilities
- Need to invest in transportation (both bus and rail)

Mr. Kent Sovern, Volunteer, AARP

- From Des Moines, Iowa; 71 years old
- One out of three nationwide are members of AARP
    - Age wave → we are facing the age wave → opportunity to embrace them
- By 2050 1/3 will be over 50
- People want to live in place
    - Roadways have to safely be designed
        - Important to feel safe
- Over last 50 years, we designed facilities for speed
    - "Speed kills"
- How can we be mobile without driving?
    - Healthy community
    - Connected Community
    - Adequate housing opportunities
    - Redesign communities → mixed use, walkable neighborhoods
    - For more information visit, www.aarp.org/livable

12:15PM to 1:30PM
Lunch Plenary
Is the World of Work Really Changing?

Moderator, The Honorable Marge Vogt, Councilmember, Olathe, Kansas; Mid-America Regional Council; NARC President-Elect
Keynote: Ms. Jane Oates, President, WorkingNation
Speakers: Mr. David Warm, Executive Director, Mid-America Regional Council, Mr. Chuck Wemple, Executive Director, Houston-Galveston Area Council, Mr. Anthony W. Starr, Executive Director, Western Piedmont Council of Governments

Ms. Jane Oates, President, WorkingNation

- No shortages of solutions
- www.workingnation.com (A nonprofit)
- 25% of all jobs will be impacted by technology in the next three years
- Challenges with autonomous driving → getting through tunnels and over bridges
    - Driving is the number one job in 32 states
- Data is moving at a unprecedented speed
- Labor market participation
    - 22-60 years old → actively working or looking for work
    - April 2019
        - 3.6% unemployment

        - Open Jobs
            - Transportation, Utilities, Warehousing, Construction
    - Exciting time to be in the talent development business
        - Healthcare experienced 31 consecutive months of growth
        - Cybersecruity jobs everywhere
            - Threat will only increase
        - Key other areas are: data analytics, academics, and lifelong learning
- Amazon Worldwide Services → 19 Los Angeles Community Colleges teaching cloud computing and established an education program
- Changing workplace
    - Remote work by 2020 will be 30% in Aspen
    - Movement to a shared workspace
    - Gig work → don't have a full time job
        - 30% of millennials → 90% would prefer a full time job
    - A new industry
        - Platform Boards: Trello, Dioist, Meet Edgar, Remote You
        - Partnerships are going to be key between public and private companies

Ms. Oates concluded her presentation and joined the rest of the speakers in a panel discussion with questions and answers:

Q: How do you engage the workforce in a rural town without colleges?
A: Rotary clubs, partnerships, high schools are focusing on curriculum relating to career industries, adult learners as well. 31 million Americans have some college, yet no degree.

Other points that were discussed during the panel discussion:

- Largest number of jobs will not pay a living wage or will be threatened by technology
- Convenience vs. Quality of Life
- Missouri and Arkansas passed laws to increase the minimum wage
- Drone technology
- Entrepreneurship is key

2PM to 3:15PM Transportation Committee
Co-Chair The Honorable Fred Strong, Councilmember, City of Paso Robles, California; San Luis Obispo Council of Governments
Co-Chair Mr. Greg Stuart, Executive Director, Broward Metropolitan Planning Organization
Co-Chair Ms. Miriam Gillow-Wiles, Executive Director, Southwest Colorado Council of Governments
Speakers: Mr. Egan Smith, Managing Director, Intelligent Transportation Systems Joint Program Office, U.S. Department of Transportation; Ms. Susanna Hughes-Reck, Capacity Team Leader, Office of Transportation Performance Management, U.S. Federal Highway Administration; Mr. James Garland, Transportation Planning Capacity Building Team Leader, Office of Planning, U.S. Federal Highway Administration; Mr. Erich Zimmermann, Deputy Director / Transportation Director, NARC

Mr. Egan Smith, Managing Director, Intelligent Transportation Systems Joint Program Office, U.S. Department of Transportation

- Discussed about the Interstate-80 Freeway and the connected pilot for autonomous vehicles
- Tampa also has a connected vehicle pilot for autonomous vehicles
- www.grants.gov for more information on potential grant opportunities

Ms. Susanna Hughes-Reck, Capacity Team Leader, Office of Transportation Performance Management, U.S. Federal Highway Administration

- 23 CFR Part 490 → National Performance Management Measures
    - 17 measures
    - Description of the applicability of measures
    - Data needed to support measures
    - Minimum condition requirements and penalties
        - Pavement and bridge
- Transportation Performance Management (TPM) Framework
    - https://www.fhwa.dot.gov/tpm/
    - Training available via web base
    - MPO Coordination

Mr. James Garland, Transportation Planning Capacity Building Team Leader, Office of Planning, U.S. Federal Highway Administration

- Will be conducting regional workshops
    - First one in Denver, Colorado in July
- Capacity building is discussed usually with the National Association of Counties (NACo)
    - Peer requests are normally at the staff levels

Co-Chair The Honorable Fred Strong, Councilmember, City of Paso Robles, California; San Luis Obispo Council of Governments
Co-Chair Mr. Greg Stuart, Executive Director, Broward Metropolitan Planning Organization
Co-Chair Ms. Miriam Gillow-Wiles, Executive Director, Southwest Colorado Council of Governments
Mr. Erich Zimmermann, Deputy Director / Transportation Director, NARC

- Process for a new reauthorization bill by 2020 is moving in Congress
    - A handout was passed to those in attendance along with an agenda which is attached to this report as Appendix A-1 and A-2
        - Highlights of the Transportation Reauthorization Priorities
            - Provide adequate, stable, and flexible funding
            - Enhance the role of MPOs and RTPOs
            - Prioritize transportation safety
            - Empower regions to meet the challenges and opportunities created by technology and data
    - Process at NARC to approving its position on the Transportation Reauthorization Bill in Congress
        - The Subcommittee on Transportation develops proposed legislation
            - Executive Directors Councils votes and approves

- Board of Directors also votes and approves

Joint Committee Meeting
Environment and Public Safety
3:20PM to 4:35PM

Co-Chair: The Honorable Lee Constantine, Commissioner, Seminole County, Florida
Co-Chair: Ms. Rosa De León Park, Executive Director, Stanislaus Council of Governments, Modesto, California
Co-Chair: The Honorable Byron Ryder, Judge, Leon County, Texas; Brazos Valley Council of Governments
Co-Chair: Ms. Diane Rath, Executive Director, Alamo Area Council of Governments
Moderator: The Honorable Carol Vinton, Supervisor, Mills County, Iowa; Omaha-Council Bluff Metropolitan Area Planning Agency
Speakers: Mr. Robert Haywood, Federal Disaster Recovery Coordinator, U.S. Federal Emergency Management Agency; Ms. Marlene Nagel, Director, Community Development, Mid-America Regional Council; Mr. Mike Alexander, Director, Center for Livable Communities, Atlanta Regional Commission

Supervisor Vinton opened the session by showing drone footage of the flooding and how the floods and inclement weather has impacted their region and destroyed homes and livelihoods of her constituents.
Ways to fix the levees:

1. Fix the holes → make it higher
2. Go higher and get flood insurance

- Mills County was devastated by the floods
  - Glenwood lost 88 schoolchildren
  - People in Mills County want to stay in the area
- Pacific Junction is lost

Mr. Robert Haywood, Federal Disaster Recovery Coordinator, U.S. Federal Emergency Management Agency

- Originally from New Orleans
- National Recovery Framework
  - Disaster Response and Recovery Continuum
    - Must also be effective on the community level
    - Have disaster CDBG funding available
- In Nebraska they have an inter-agency recovery coordination
  - These are recovery support functions

Ms. Marlene Nagel, Director, Community Development, Mid-America Regional Council

- Experienced flooding and tornadoes
- Focus now on recovery
- Map storm sirens

Mr. Mike Alexander, Director, Center for Livable Communities, Atlanta Regional Commission

- Atlanta has flooded
  - More rainfall than Seattle
    - Thinking about Climate Change
- Resilience Tool Development
  - Future growth and land use changes
- Atlanta City Simulator Model (BETA)
  - Modeling rainfall
    - It can indicate which roadways will be impacted

<u>Tuesday, June 11, 2019</u>
Breakfast Plenary
Supreme Court Update for Regional Communities
8:15AM to 9AM

Moderator: The Honorable Geof Benson, Council Member, Town of Beverly Shores, Indiana; Northwestern Indiana Regional Planning Commission, NARC President

Speaker: Ms. Lisa Soronen, Executive Director, State and Local Legal Center

- Explained background of the Supreme Court
- There is a book about the Chief Justice (CJ) titled: *The Chief: The Life and Turbulent Times of John Roberts*
  - Spoiler Alert: Once a Conservative, Always a Conservative
    - CJ Roberts is a moderate conservative with pragmatic streaks
      - Holds much power on the Supreme Court
- Issues important to NARC members
  - Two Big Cases Coming Down Soon
    - 6/20/2019
      - Census Case
      - Partisan Gerrymandering Case
- Two Other Cases of Interest
  - Cross Case → A county purchased a cemetery with a cross that is a memorial for WWI fallen heroes

Overall this session was very interesting to hear about the impacts of our Federal Supreme Court on counties and also about updates on the issues of interest to the Court.

Plenary
Welcome to the Region Part II

Moderator: The Honorable Rusty Hike, Mayor, Bellevue, Nebraska, Omaha-Council Bluff Metropolitan Area Planning Agency

Speaker: Mr. Jimmy Weber, Head of Communications, USSTRATCOM, U.S. Air Force

- USSTRATCOM is based in Omaha, Nebraska
  - Historical context of the location of USSTRATCOM
    - Railroad from east to west met here
    - Telephone lines ran along the railroad lines
    - Central location
  - Three primary roles of USSTRATCOM
    - Mission Center
    - Major role in Department of Defense (DOD) infrastructure
    - Provides operational and functional space for headquarters staff and supporting agencies
  - $1.2 billion for the construction and design of the new USSTRATCOM facility
    - Kiewit Phelps is the contractor
    - Water tables are high in the area
    - Goal is to move in by March 2020
    - Home to 3,500 employees

The Intersection of Land Use, Transportation, and Urban Design at Multiple Scales

Moderator: The Honorable Julie Pierce, Council Member, City of Clayton, California

Speakers: Mr. Doug Bisson, Community Planning and Urban Design Lead, HDR; Mr. Nelson Peng, Senior Urban Designer, HDR; Ms. Kaia Nesbit, National Development Sector Director, HDR

Mr. Nelson Peng, Senior Urban Designer, HDR

- HDR has been in China for the past nine years
- Phase 1: Lineral type of housing: (Hutong/Alley)
- Phase II: Cluster housing
- Phase III: Superblock
- Designed smaller blocks and walkable and interesting spaces
- Correlation between high use of vehicle travel to superblock vs. traditional or grid design
- Transit Oriented Development in China (Zhuhai District)

Ms. Kaia Nesbit, National Development Sector Director, HDR

- Denver's Mobility Choice Blueprint
- Impact on mobility on multiple scales
- Mobility Choice Blueprint (public and private partnership)
  - Community Engagement
  - Imagine the year 2030 and what your quality of life would like to be
  - Universal mobility app for trip planning and platform
    - Not individual apps → better for seamless (one type of app)
  - Denver Mobility Blueprint online
  - Mobility Gridlock vs. Mobility Bold
    - Gridlock/congestion vs. options and happier commute

Mr. Doug Bisson, Community Planning and Urban Design Lead, HDR

- Papillion Comp. Plan Update → South Central area
- In Omaha, Nebraska
    - Four reservoirs
        - Connectivity
            - Papillion → Progressive and Proactive
                - Parks and Greenways
                - Connected by boulevards, parkways, and trails
                - Walkable urbanism
                - Transit ready/Bus Rapid Transit (BRT)
            - Des Moines, Iowa
                - Transforming industrial land into a hip neighborhood
                - Create a mixed-use district
                - Park and open space network
                - A destination
                - Overlooking the river
                - Passive park can hold storm water during storm type of events
                - Dense walkable neighborhood
                - Smaller scale blocks
                - No transit in the area → however, proposing for an interconnector and automated shuttle
                - Mobility
                - Robust bike and pedestrian
                - Use of urban form
                - Tax increment financing for Market Street

The session then went into a question and answer forum:

Q: How do you address challenges with different views?
A: Identify groups and embrace those groups. Also, test ideas and test them with the public. Have partnerships. Have public meetings. Embrace technology → social media and web based platforms. Create games online for survey purposes.

Q: How are you planning for the future?
A: Autonomous vehicles, adaptive traffic signals. Las Vegas has an innovative district. Pilot projects are important. Human element is important. Get people comfortable.

Lunch Plenary
U.S. Economic Development Administration
11:30AM to 12:30PM

Moderator: The Honorable Robert Cannon, Supervisor, Clinton Township, Michigan; Southeast Michigan Council of Governments; NARC Senior Vice President

Speaker: The Honorable John C. Fleming, M.D., Assistant Secretary of Commerce for Economic Development, U.S. Economic Development Administration

Prior to the start of the presentation, Mr. Kent Sovern, from AARP made a brief presentation of the following:

- We have an aging population
- 65 years and older only 27% stay in the workforce
    - Want to stay connected and age in place
    - Want to live in a walkable cities and in multi-generational cities

Speaker: The Honorable John C. Fleming, M.D., Assistant Secretary of Commerce for Economic Development, U.S. Economic Development Administration

- He was appointed by President Trump
    - In the current role for the past three months
- A four time member of the U.S. Congress from Louisiana
    - He is also a physician
- Mission of the U.S. Economic Development Administration (EDA)
    - To provide support to economic needs
    - Grant money to non-profits
    - Six regional offices
        - Grant comes into regional offices to economic development
        - 391 economic development districts
        - $19 billion in Disaster Recovery Supplemental Budget that the President signed into law
            - $600 million to EDA
- 80 out of 93 counties in Nebraska are declared a disaster county
- Regional Innovational Strategy
- Opportunities' Zones → Anything you sell that would be a capital gains tax
    - You can invest into an opportunity zone
    - Now you can invest all of it
        - For example: $1 million → all of it vs. Capital Gains Tax 20% off so only $800K
    - EDA puts down payment and also looks for other stakeholders "skin in the game"
    - It is revitalizing areas
    - Operating above 3% GDP

Plenary
Smart Regions and Transformative Technology
12:45PM to 2PM

Part I

Moderator: The Honorable Geof Benson, Council Member, Town of Beverly Shores, Indiana; Northwestern Indiana Regional Planning

Moderator and Co-Chair: The Honorable Jennifer Robinson, Council Member, Town of Cary, North Carolina, Triangle J Council of Governments, NARC Board of Directors

- Data is becoming a commodity

- Smart Communities
  - Set laws and contracts to protect data
  - Collect → Communicate → Crunch
  - An example of data tracking with smart meters is a police department would track water usage so that they know areas to patrol that has less water consumption (people wouldn't be home)
- Utilization of services
  - Combining data from other agencies
- Realty Analytics
  - Visualize analytics in three dimension
    - Holding an iPad to the problem area to see it in 3D which area is malfunctioning
    - In New York City, camera on cars to determine who's renting or leasing based on signs
    - Lots of value in technology
    - Create strategic plan for data management

Part II

Moderator: Ms. Jean Rice, Senior Broadband Program Specialist, U.S. National Telecommunications and Information Administration

Speakers: Mr. William Murdock, Executive Director, Mid-Ohio Regional Planning Commission; Mr. Austin Yates, TSMO Engineer, District 4, Iowa Department of Transportation; Mr. Eric Anderson, Executive Director, Maricopa Association of Governments

Mr. William Murdock, Executive Director, Mid-Ohio Regional Planning Commission

- Smart mobility
  - Leverage balance between urban and rural
  - Columbus, Ohio was a winner of Smart Cities Technology
  - Established a task force between public and private stakeholders
  - Adopted Smart Streets → Complete Streets
  - Transportation and Infrastructure
    - Integrated into plans with smart streets
      - Transit is free in the downtown area
        - Double digit gains in ridership
  - Overlay growth and density into different corridors
    - Get creative and use partnerships

Mr. Austin Yates, TSMO Engineer, District 4, Iowa Department of Transportation

- Overview of MAPA
  - Five county region
  - There will be a sixth county subject to board approval
- Works in the Iowa Department of Transportation
  - Six districts

- I-80 Freeway → automated vehicle corridor study
- Looking at automated freight vehicles
- Why?
  - Economic impact
  - Critical driver shortage
  - Vehicle industry target

Mr. Eric Anderson, Executive Director, Maricopa Association of Governments

- Automated vehicle implications
- Most advanced AV in the world in December 2018
- Convenience → door-to-door access
- Use of AV to transit stations

Communications Session
2:15PM to 3:30PM

Moderator: The Honorable Joy Fuchs, Commissioner, Washington County, Texas; Brazos Valley Council of Governments; NARC Board of Directors

Speakers: Mr. Steve Wolf, Community Engagement Director, JEO Consulting Group; Ms. Meagan Coughlin, Director of Communications, Houston-Galveston Area Council; Ms. Sue Cutsforth, Information Officer, Omaha-Council Bluffs Metropolitan Area Planning Agency; Ms. Kelly Shoff, Communications Assistant, Omaha-Council Bluffs Metropolitan Area Planning Agency

Mr. Steve Wolf, Community Engagement Director, JEO Consulting Group

- Public Decision Environment
  - Educate people on the need
  - Don't assume everything
  - Make sure to budget for communications
  - Communications usually gets cut
    - 10% of operational budget on communication
  - Community Engagement Challenges
    - Don't assume that the public meeting is the involvement
    - Follow the iap^2 process
      - International Associations for Public Participation
        - Planners can get continuing education credits
          - Certified and Master Certifications
      - Canada and Australia must follow this process as it is part of their law
- Core Values
  - Public participation process
    - Communicate how their input will impact what they will do
    - Have a goal with public involvement
    - Collaboration

- Keys to Success
  - Have a P2 plan or strategy
  - Be humble and let citizens take as much ownership and credit for the decision as possible
  - Transparency and high visibility
  - Distinguish between wants and needs

Ms. Meagan Coughlin, Director of Communications, Houston-Galveston Area Council

- Transportation connects us
- People do care
- They know more than you think and also less than you think
- Case Study
  - 2045 Regional Transportation Plan
  - Adopted in April 2019
    - Houston-Galveston Area
      - Eight counties
      - 194 million miles driven daily
      - Challenges: Safety, Congestion, and Funding
      - Strategy
        - Educate our communities and engage in two-way conversation
  - Tactics
    - All types
    - Social media advertising → digital advertising
- By 2045 home to 11 million people
- Held a "Meet the Media"
  - Educate folks on what is a MPO
- Need to improve engagement
- Go to where the people are
  - Education and Engagement → Partner with English as a Second Language folks and their teachers

Ms. Sue Cutsforth, Information Officer

- Have block talks
- Identify areas of greatest impact
- Have a strategic communications plan
- Outreach to stakeholders
- Partnered with AARP

Ms. Kelly Shoff, Communications Assistant, Omaha-Council Bluffs Metropolitan Area Planning Agency

- Social media
- Weekly email
- Facebook Page started with 529 followers; now is almost at 1,000 followers in six months

  - Had 5,000 views of their drone footage of the flooding areas
  - Viral video of the I-29 traffic jam
- Find balance between social media and traditional methods
  - Find authentic people to share stories

Mobile Tour – Bike Tour
4PM to 5:30PM

Central Omaha Bike Tour on electric Bikeshare bicycles

I thought it would be of great benefit to explore areas of Central Omaha and see areas that are undergoing a revitalization of housing and mixed use districts around the Creighton University area. I've attached a map as Appendix B for the area we covered. Please note that the tour was shortened due to time constraints. We started at the Marriott Hotel and our last area was the Highlanders area and we headed back to the hotel.

Awards Dinner
6:30PM to 9PM

I attended the awards dinner. The event highlighted outstanding MPO staff members and executive directors for their leadership and achievements. Awards were given for major metro, medium metro, and rural regions based on population sizes. In addition, the leadership award was given to Executive Director Tim Brennan from the Pioneer Valley Planning Commission for his outstanding achievements. Director Brennan will be retiring as well.

I am pictured below with NARC President Geof Benson.

Closing Remarks

This was the first time to my knowledge that representatives from Hawai'i attended this conference. In addition, Mr. Dion Mesta, from my staff also attended. We definitely learned a lot about best practices, new innovative ideas, updates from Congress, and most notably, we had an opportunity to connect and interact with fellow attendees to the conference which most of them are NARC members. The OahuMPO is currently not a NARC member. However, the OahuMPO could consider joining NARC as a member. In addition, the conference was positive and had about over 150 attendees. I really enjoyed my time in Omaha, Nebraska and will offer my ideas and suggestions to the OahuMPO Policy Board and staff on best practices and look for possible solutions on how we can collaborate, be innovative, and also grow as an organization. As the current Chair of the OahuMPO Policy Board, I believe the information provided will be beneficial and helpful to our MPO. I am very grateful for attending. For more information about the presentations, please visit: http://narc.org/events/conferences/annual-conference-and-exhibition/2019-annual-conference/

Appendix A-1

National Association of Regional Councils
Annual Conference
Transportation Committee
Agenda

Co-chairs:
The Honorable Fred Strong, Councilman, San Luis Obispo, CA
Greg Stuart, Executive Director, Broward Metropolitan Planning Organization, Fort Lauderdale, FL
Miriam Gillow-Wiles, Executive Director, Southwest Colorado Council of Governments, Durango, CO

Omaha Marriott Downtown at the Capitol District | 222 North 10th Street | Omaha, NE

June 10, 2019
2:00 p.m. – 3:15 p.m.

1. Introductions (5 minutes)	Councilman Fred Strong, Greg Stuart, Miriam Gillow-Wiles, co-Chairs
2. USDOT Staff, followed by question and answer period (40 minutes)	Egan Smith, Managing Director, Intelligent Transportation Systems Joint Program Office, U.S. Department of Transportation Susanna Hughes-Reck, Capacity Development Team Leader, Office of Transportation Performance Management, U.S. Federal Highway Administration James Garland, Transportation Planning Capacity Building Team Leader, Office of Planning, U.S. Federal Highway Administration
3. Transportation Reauthorization Priorities Update and Discussion (30 minutes)	Erich Zimmermann, Deputy Executive Director/Transportation Director, NARC Adopted Plan for approval
4. Old/New Business	Councilman Strong
5. Adjournment	

Appendix A-2

BF

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Transportation Reauthorization Priorities

To support regional planning and local prioritization in the upcoming transportation reauthorization, Congress should:

1. **Provide adequate, stable, and flexible funding** so regions can choose the investments that work best for them across all modes.
2. **Enhance the role of MPOs and RTPOs** to achieve increased mobility, access to opportunities, and economic prosperity, while addressing rapid shifts in demographics, technology, and climate.
3. **Prioritize transportation safety** to eliminate deaths and serious injuries.
4. **Empower regions to meet the challenges and opportunities created by technology and data,** which are rapidly emerging issues in transportation and planning.

America needs a new transportation authorization bill by 2020. Transportation infrastructure is the nation's economic backbone – essential to job creation, competitiveness, and high quality of life. Maintaining and expanding the nation's system of highways and roads, bridges, transit systems, and bicycle and pedestrian facilities is essential for the well-being of all Americans.

Reauthorization needs to provide stronge support for regional planning. Metropolitan Planning Organizations (MPOs) and Rural or Regional Transportation Planning Organizations (RTPOs) are where cities and counties literally come together in collaboration with state DOTs, transit agencies, businesses, and other public and private stakeholders to set local priorities for transportation investments.

Regional collaboration ensures that transportation investments spur economic growth, meet the needs of both employers and workers, and meet other local and national priorities. Transportation investments are a means to achieve increased economic activity and greater regional prosperity. MPOs and RTPOs analyze demographic changes, future residential development, and expected job placement; they perform technical analysis, conduct public engagement, and convene regional leaders to ensure the best possible return on infrastructure investments.

Regional planning organizations ensure the successful local implementation of the federal transportation program.

Regions rely on federal transportation funding. State and local governments together provide more than two-thirds of the funding spent annually on transportation projects. Federal funding is essential to leveraging local spending and should be increased to reflect the national importance of these investments.

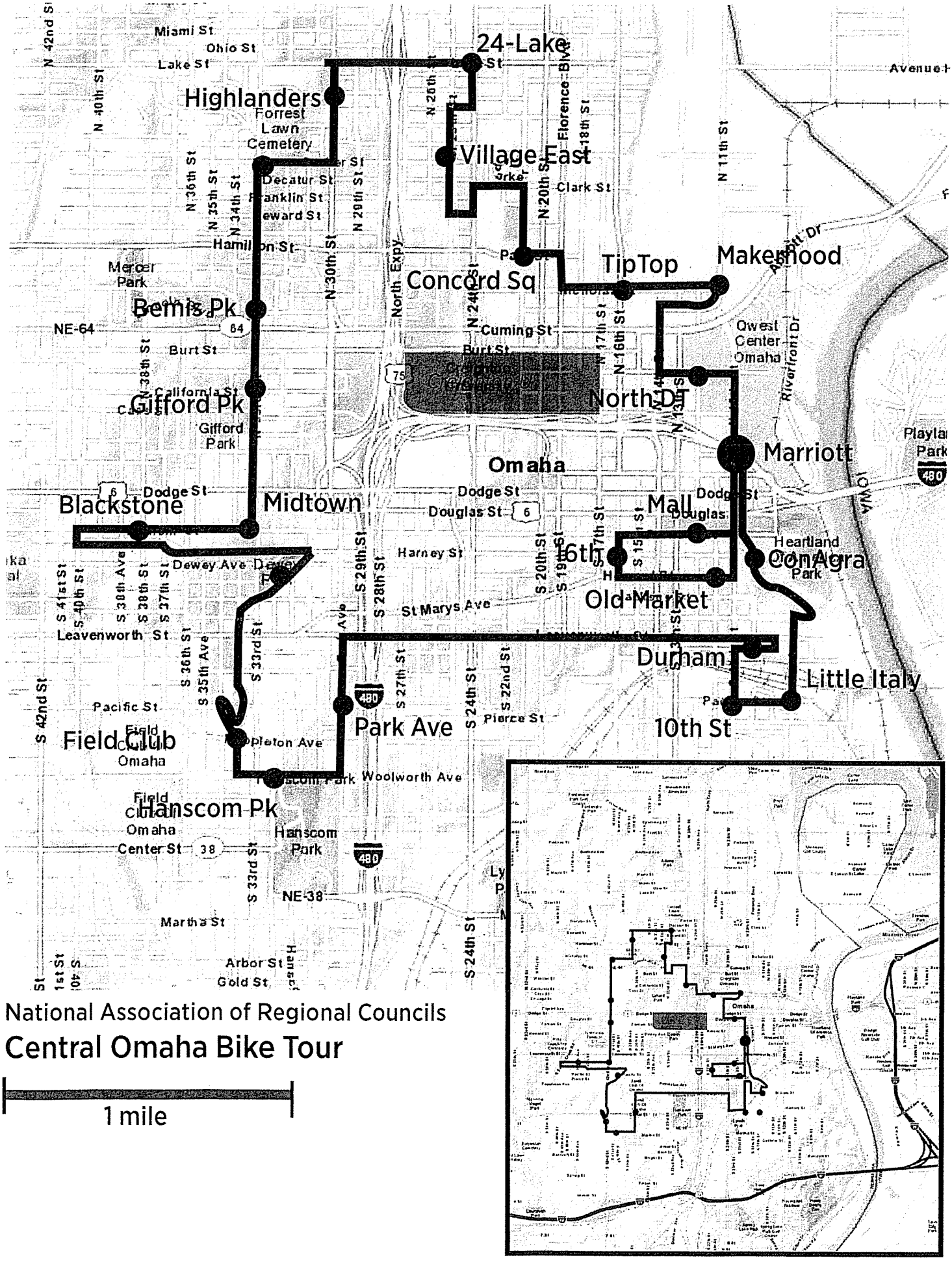
For decades, per-gallon taxes on gasoline and diesel (fuel taxes) fully funded the federal transportation program. More recently, as vehicles have begun using less fuel per mile or stopped using gas altogether, fuel tax collections have flattened. Additionally, as federal gas taxes have not been raised in a quarter-century, inflation has further reduced their purchasing power.

These factors have created a widening gap between gas tax revenues and the funding needed to maintain and improve our transportation system. Congress has transferred $144 billion in general funds to the highway trust fund (HTF) over the previous decade to close this gap. The cycle of general fund transfers will continue without increased dedicated funding. Funding uncertainty makes planning for and investing in long-term infrastructure difficult.

Increasing the fuel tax is necessary in the near-term. A fuel tax increase will serve as a bridge until implementation studies are completed for future-focused funding streams like the mileage-based user fee currently under consideration by several states.

National Association of Regional Councils
Erich Zimmermann, NARC Deputy Director, erich@narc.org, 202.618.5697

Appendix B



National Association of Regional Councils

Central Omaha Bike Tour

1 mile

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1. Provide adequate, stable, and flexible funding

- **Dedicate additional revenue to fix the Highway Trust Fund.** Congress must close the existing funding gap and grow the program over the coming decade. Increasing and indexing existing federal fuel taxes can achieve near-term solvency. This will provide a window to identify, study, and implement a long-term solution such as a mile-based user fee.
- **Support multimodal investments.** Transit, rail, bike and pedestrian, safety, and other similar projects should remain federal priorities. Flexible funding allows communities to prioritize federal funding that reflects local needs.
- **Increase funding for transportation planning.** MPOs and RTPOs are responsible for an increasingly complex array of activities and analyses. Effective planning crafts solutions that address a wide variety of transportation needs. Additional funding is needed to support these activities.
- **Increase the portion of the Surface Transportation Block Grant Program (STBGP) provided to local areas through their MPO.** STBGP is the most direct way to fund local transportation priorities and leverage local dollars. More funding for local priorities enhances the authority of local decision makers.
- **Expand decision-making authority for STBGP and Transportation Alternatives funds to MPOs of all sizes**. Provide MPOs of all sizes with the option to direct funding to projects within their planning area.
- **Increase authority and funding for non-metropolitan planning organizations to incentivize rural planning and urban-rural collaboration.** Encouraging more states to create and support RTPOs would help rural communities compete economically.
- **Create a separate, dedicated freight fund and make MPOs eligible recipients.** Freight movement is a national priority with local and regional impacts. Make MPOs eligible for funding to facilitate freight planning. Give a say to impacted non-metropolitan and rural areas in how funding is distributed and how projects are implemented.
- **Continue the formula-based distribution of a significant portion of federal transportation dollars.** Formula distribution is more equitable, provides funding to communities of all sizes, and ensures predictability and stability in funding, which is essential for infrastructure investment decision-making.
- **Continue to use performance-based criteria for discretionary grant program decisions.** Maintain local and regional benefits, such as economic development, as the basis for project funding decisions. Prohibit funding decisions based on the share of funding a local sponsor can provide, which is particularly important in rural areas where local match is harder to provide, especially for larger transportation projects.
- **Remove the federal tolling prohibition.** Tolling can raise funds to rebuild aging Interstates and allow for greater use of managed lanes as a congestion management strategy. In consultation with impacted metropolitan and rural areas, give states authority to decide whether tolling is appropriate, how it is implemented, and how resulting funds are spent. Ensure tolling in one state does not have undue impact on goods and people movement in surrounding states.

2. Enhance the Role of MPOs and RTPOs

- **Increase opportunities for transportation planning organizations in rural areas to shape their regions and incentivize rural planning and urban-rural collaboration.** Increase funding for non-metropolitan planning organizations and increasing their authority to direct how project funds are distributed. Encourage and incentivize more states to create and support RTPOs to help rural communities compete economically.
- **Maintain the regional planning process but improve it to better respond to current and emerging opportunities and challenges.** Regional planning and the MPO process are essential elements of the federal transportation program. Update planning law to reflect emerging issues such as technology and resilience and provide MPOs and RTPOs with additional authority, data, and funding to meet these challenges within their communities. In the STBGP, add non-traditional and emerging technologies to the list of projects eligible for funding so they are part of the regional prioritization process.
- **Shorten the time and resources needed to review projects.** Streamlining reduces red tape, saves resources, and moves projects along more quickly, while protecting natural and historic resources.
- **Ensure state rules and requirements do not reduce or limit efficient expenditure of federal transportation funding, including planning funding.** Prevent states from adding encumbrances on MPOs for the expenditure of federal funds.
- **Integrate resilience as a core consideration in planning and project prioritization.** Provide funding and authority for planning and implementation of projects to increase system resilience, including making drainage projects to reduce flooding an eligible expense. Increase coordination of federal approaches across agencies. Continue to provide federal data sources to support regional and local planning.

3. Prioritize transportation safety

- **Expand opportunities for ensuring the safety of all system users.** Preventing deaths of and serious injuries to pedestrians, cyclists, and vehicle drivers and passengers, young and old, urban, suburban, and rural is paramount and requires funding and authority across all levels of government to achieve.
- **Provide MPOs and RTPOs Highway Safety Improvement Program (HSIP) funding.** To ensure all areas of a state benefit from this important funding and to help MPOs and RTPOs meet federal safety performance measure requirements, suballocate HSIP to MPOs and RTPOs for local prioritization. Expand the eligible projects to ensure non-driving modes are better protected, including planning and projects for Vision Zero.
- **Increase funding for Transportation Alternatives (including Safe Routes to Schools) and expand eligible projects.** TAP provides funding for projects to make biking and walking viable and safe mobility options. SRTS encourages walking and biking to the nation's schools and enhances the safety of the most vulnerable users. Restrict the ability of states to transfer funds from the Transportation Alternatives program for other uses.

4. Empower regions to meet the challenges and utilize the opportunities created by technology and data

- **Provide funding for research, case studies, and implementation of new technologies to incentivize regional and local solutions.** Recognize and amplify the important role of MPOs and RTPOs in the study and implementation of emerging technologies.
- **Ensure regional access to data.** Public access to automated vehicle safety data will improve planning and maximize public benefit. Regional organizations can help communities manage the quantities and types of data resulting from emerging technologies, including data storage, analysis, and security, and facilitating regional data sharing agreements, while protecting the proprietary and personal nature of the data. Additionally, federal assistance with data on access to jobs and educational opportunities can help ensure more equitable and efficient project prioritization.
- **Empower local governments to enact policies about emerging technologies, including automated vehicles**. Do not preempt local authority, to ensure policies are consistent with local mobility goals.
- **Ensure technology interoperability, particularly across state lines and other jurisdictional boundaries and on roads of all sizes.** Federal standards will help ensure this can be achieved.
- **Avoid heavy-handed restrictions on or regulation of private companies.** Ensure federal action does not stifle private innovation while prioritizing the public safety and data protection.

The Value of Regional Planning

Where we live, work, socialize, recreate, and shop is not confined to a single city or town. Our well-being depends on a web of services and opportunities that exist across a broader region. The economic health and sustainability of regions is an important factor in our ability to realize a good quality of life.

To create vibrant regions, regional planning considers the interplay between transportation and mobility, strong economic performance, and access to opportunities, at a scale that also accounts for the dynamics between urban, suburban, and rural areas. Regional planning organizations bring together elected officials and others to prioritize an approach to these issues that maximizes benefits and minimizes costs.

This multi-jurisdictional approach helps achieve thriving regional economies and a stronger American economy, efficient investment strategies, and increased innovation. Meanwhile, rapid shifts in technology, data, demographics, climate, and transportation – all of which occur across jurisdictional boundaries – put regional planning organizations and their work at the center of these changes.

What are MPOs and RTPOs?

Many regional planning organizations serve as a federally-designated **Metropolitan Planning Organization (MPO)**, which are governing boards comprised of local elected or appointed municipal and/or county government officials and often other transportation stakeholders – state departments of transportation, transit agencies, non-profit and advocacy organizations, and others. Federal law requires each urbanized area over 50,000 in population to be covered by a metropolitan planning process.

In rural and other non-metropolitan areas, some states have facilitated the creation of **rural or regional transportation planning organizations (RTPO)**, which are similarly structured and perform many of the same functions as MPOs, though without a federal mandate or dedicated federal funding.

The Importance of Regional Transportation Planning

A unique, decades-long partnership among federal, state, tribal, and local governments and regional planning organizations – each with unique roles in carrying out the transportation program – ensures federal funds are spent in a manner reflecting local prioritization and decision-making while working to achieve federal goals.

Thousands of municipal and county governments exist across the nation, each with unique infrastructure needs eligible for federal funding. Limited federal dollars cannot support all these projects at once. To prioritize the distribution of limited funds most efficiently, MPOs and RTPOs coordinate their region's priorities and funding across transportation, housing, economic development and more, and based on this understanding they convene local officials and empower them to consider the broad range of economic, social, environmental, and other factors important to their communities when collectively deciding how federal transportation dollars are spent. MPOs and RTPOs ensure projects are carefully considered and appropriately prioritized within an entire region.

About NARC

The National Association of Regional Councils is the national voice for regions and regional solutions. NARC's member organizations include regional councils, councils of governments, regional planning and development agencies, MPOs, RTPOs, and other regional organizations. These organizations bring local elected and appointed officials together to work collaboratively to address their residents' needs and promote a regional approach to planning for the future. For over 50 years, NARC has represented the interests of its members and advanced regional cooperation on transportation, economic and community development, energy and environment, public safety, and a variety of other local issues undertaken by its member organizations.

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