TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 – 2022

Oahu MPO

REVISION 10
AMENDMENT

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 - 2022

Revision 10
Amendment

February 2020

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

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1 ABBREVIATIONS

1.1 OVERALL INITIALISMS AND ACRONYMS

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

1.2 PROJECT LISTING ABBREVIATIONS

FHWA Funding Categories

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

FTA Funding Categories

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

Local Funding Category

Local Only	Locally Funded

Project Phases (Chronological Order)

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

2 INTRODUCTION

The *Transportation Improvement Program – Federal Fiscal Years 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 10 - 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 10 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, 32.6% of TIP investment is in T6/EJ block groups. Individuals in T6/EJ block groups receive about $2,435 average per capital investment, while individuals in non-T6/EJ block groups receive about $2,192 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.

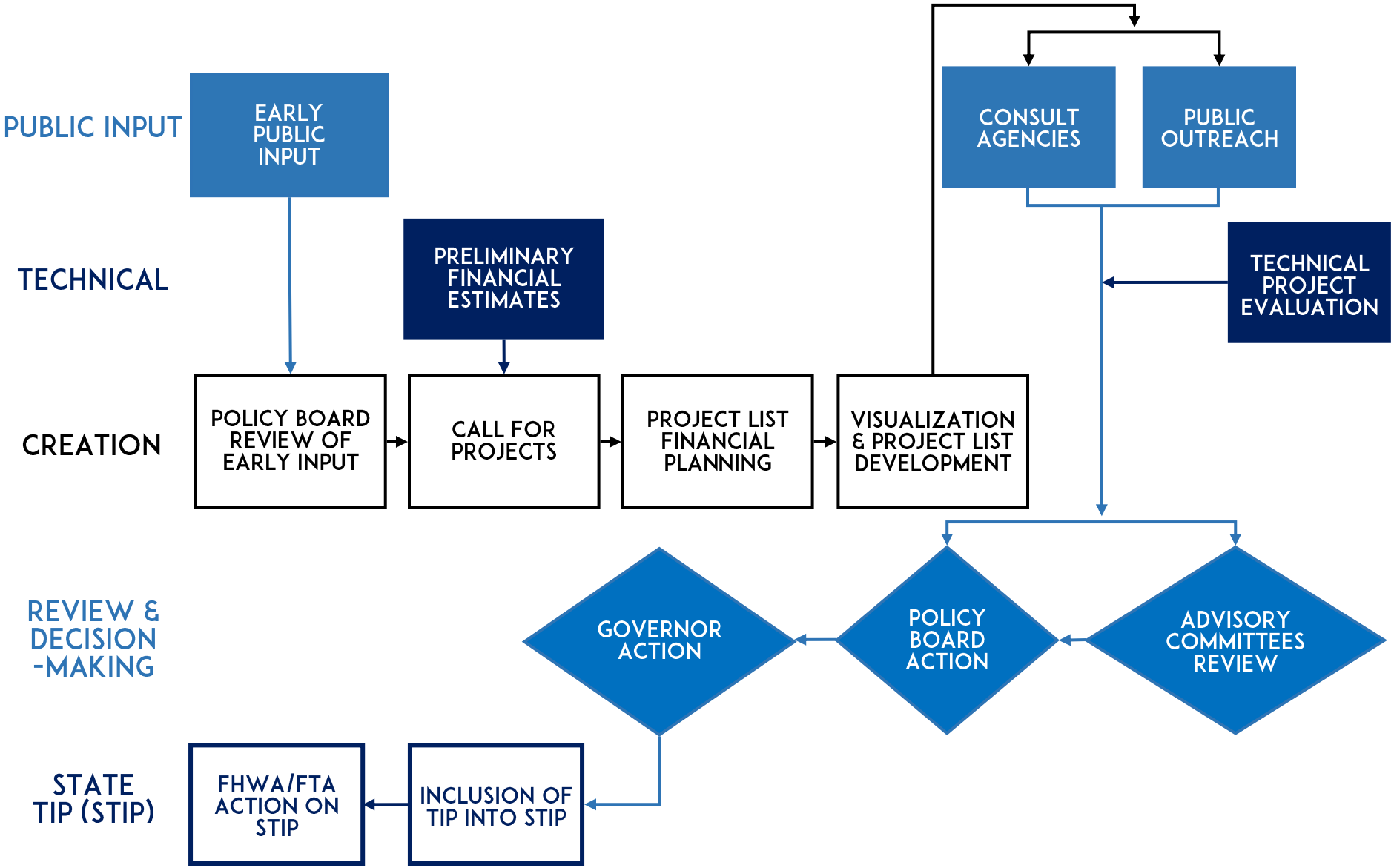


Figure 1. TIP Process.

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 7 times through February 2020. Table 2 describes the Revisions for the reader's understanding.

Table 2. Revisions as of January 2020

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.
7	September 2019: Deferred and inflated projects, refined phasing.
8	February 2020: Deferred projects, refined project phasing, revised cost estimates.
Expedited Administrative Modifications	
2	February 2019: Deferred projects, revised funding categories, and revised cost estimates.
5	July 2019: Advanced and deferred project phases, changes to funding categories and cost estimates.
9	February 2020: Added phases to existing projects.
Amendments	
3	February 2019: Re-added project, removed projects, deferred projects, added phasing.
6	August 2019: Adding additional phases, deflate phase costs, defer and inflate phase costs, add projects, and change project limits.
10	February 2020: Add new projects, new phases to existing projects, revise total estimated project costs, change in project limits.

REVISION 10

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			
OS82	Interstate Route H-1 Improvements, Eastbound, Ola Lane Overpass to Vineyard Boulevard	Request to add a new regionally significant project to be funded with Rental Car Surcharge (C.1).	21
OS59	Interstate Route H-1, Eastbound Improvements, Waikele to Halawa Interchange	Request to extend limits from Waiawa Interchange to Waikele (C.3).	22
OS59	Interstate Route H-1, Eastbound Improvements, Waikele to Halawa Interchange	Request to add CON funding: all local State funds from Rental Car Surcharge Increase (C.5)	22

Federal Highway Administration (FHWA) - Funded Projects			
Oahu City (OC) and County of Honolulu - Sponsored Projects			
OC25	Transportation Alternatives Program (MPO) - Phase 3 - Ala Wai Bridge Project	Request to revise project costs due to preliminary estimates (C.8).	24
OC25	Transportation Alternatives Program (MPO) - Phase 3 - Ala Wai Bridge Project	Request to add CON phase (C.5).	24

Federal Transit Administration (FTA) - Funded Projects			
Oahu City (OC) and County of Honolulu - Sponsored Projects			
OC13	Bus and Handi-Van Acquisition Program - FY2020	Request to add new phase for increased quantity of revenue rolling stock >20% (C.4) and adjust EQP funds (A.11).	26
OC31	Middle Street Transit Center	Request to add a new locally funded transit project (C.1).	28

NUMBER OF PROJECTS BEING REVISED IN REVISION #10:	PERCENTAGE OF TOTAL TIP PROJECTS REVISED IN REVISION #10:
5	8%

6.2 Project Information Sheets

6.2.1 Oahu State (OS) Projects

6.2.1.1 FHWA-Funded Oahu State Projects

OS82 Interstate Route H-1 Improvements, Eastbound, Ola Lane Overpass to Vineyard Boulevard

Project Description:
Eastbound Operational/congestion improvements, and structural improvements to bridges within the limits.

Mile Post/s: 18.97 - 20.25

Complete Streets (CS):

Project will implement: Not applicable

Existing Feature/s: No information available.

Project Website: None

Neighborhood(s): Kalihi-Palama

Estimated Total Project Cost: $65,000,000

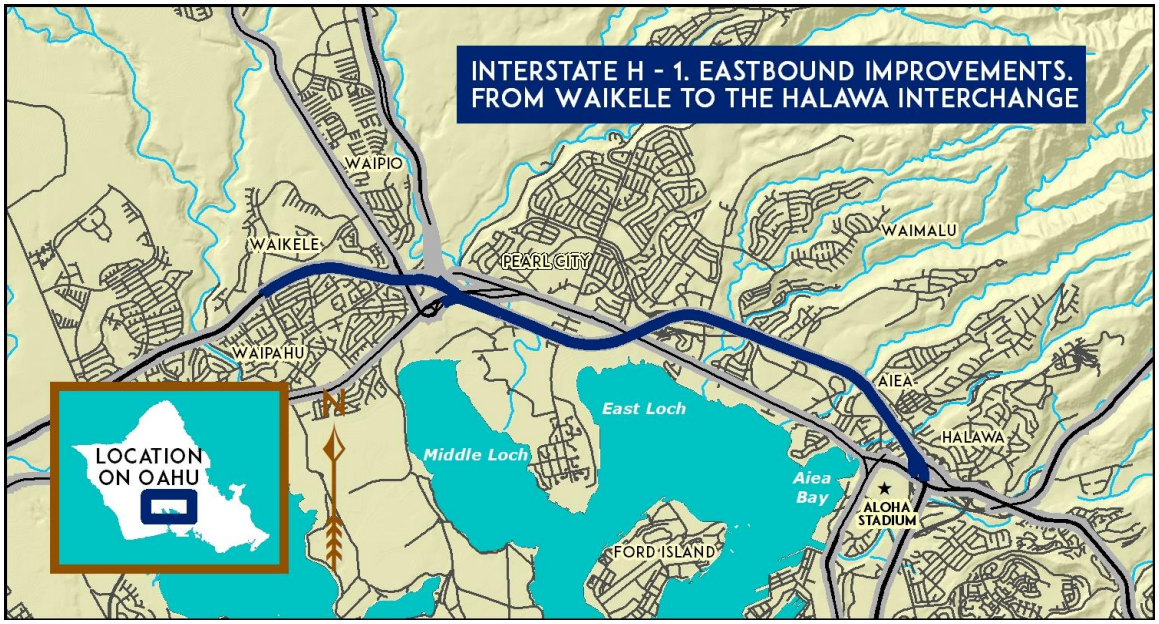
(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

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

	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	0	0	0	60,000	0	60,000	0	0	0	0	0	0	0	0	0	0	0	0	Local Only
Total	0	0	0	60,000	0	60,000	0	0	0	0	0	0	0	0	0	0	0	0	

OS59 Interstate Route H-1, Eastbound Improvements, Waikele to Halawa Interchange



Project Description:
Capacity/congestion improvements through the most well-travelled section of the primary urban corridor. Improvements could include adding a through lane and/or improving ramps, shoulders, and geometrics.

Mile Post/s: MP 8.68 to MP 13.03

Complete Streets (CS):

Project will implement: Not applicable

Existing Feature/s: No information available.

Project Website: None

Neighborhood(s): H-1 Travel Corridor

Estimated Total Project Cost: $105,000,000

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

Project Sponsor: State of Hawaii (FHWA Funded)

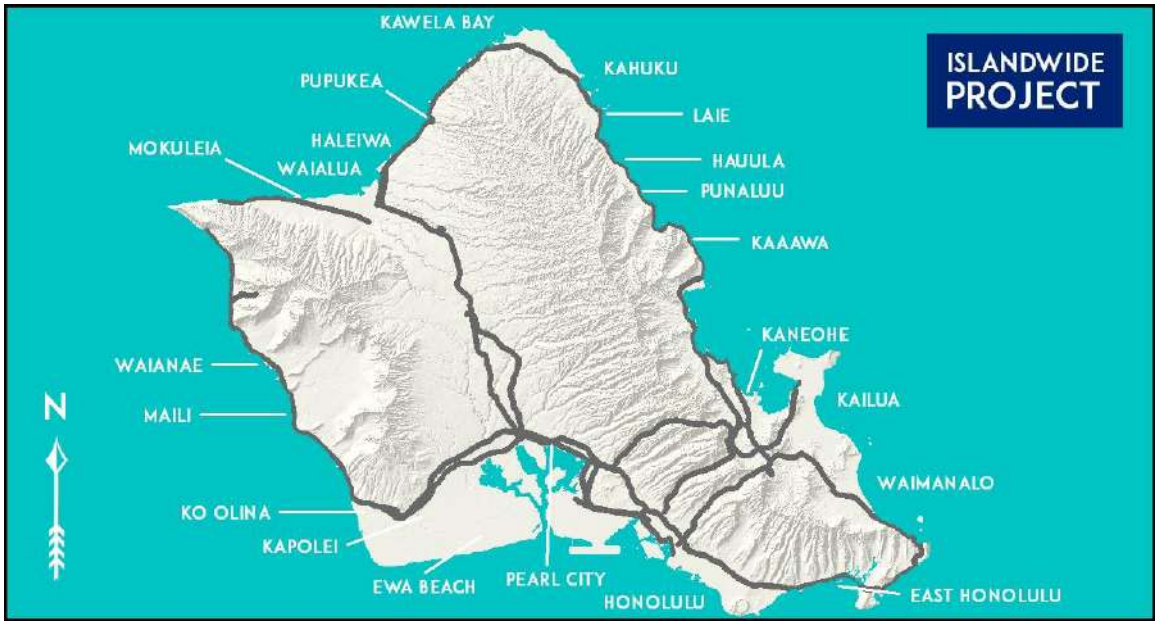
Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

	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
PE2	0	0	0	1,500	0	1,500	0	0	0	0	0	0	0	0	0	0	0	0	Local Only
ROW	0	0	0	500	0	500	0	0	0	0	0	0	0	0	0	0	0	0	Local Only
CON	0	0	0	0	0	0	100,000	0	100,000	0	0	0	0	0	0	0	0	0	Local Only
Total	0	0	0	2,000	0	2,000	100,000	0	100,000	0	0	0	0	0	0	0	0	0	

6.2.2 Oahu City (OC) Projects

6.2.2.1 FHWA-Funded Oahu City Projects

OC25 Transportation Alternatives Program (MPO) at Various Locations



Project Description:
The Transportation Alternatives Program (TAP) is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. Locations to be determined by the OahuMPO TAP Project Evaluation and Ranking process. HART projects may be flexed from FHWA to FTA.

Mile Post/s:

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: http://www.oahumpo.org/resources/publications-and-reports/transportation-alternatives-program-oahu/

Neighborhood(s): Various Locations

Estimated Total Project Cost: $21,073,000

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

Project Sponsor: City and County of Honolulu

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

	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
Phase 3 - Ala Wai Bridge Project																			
PE1	300	240	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TAP-U
PE2	0	0	0	390	0	390	2,210	1,768	442	0	0	0	0	0	0	0	0	0	TAP-U
CON	0	0	0	0	0	0	0	0	0	13,423	10,738	2,685	0	0	0	0	0	0	STP Flex
CON	0	0	0	0	0	0	2,500	0	2,500	0	0	0	3,578	2,862	716	0	0	0	TAP-U
Phase 5 - East Kapolei Rail Station Multi-Modal																			
PE2	1,000	800	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TAP- U
Total	1,300	1,040	260	390	0	390	4,710	1,768	2,942	13,423	10,738	2,685	3,578	2,862	716	0	0	0	

6.2.2 Oahu City (OC) Projects

6.2.2.2 FTA-Funded Oahu City Projects

OC13 Bus and Handi-Van Acquisition Program

Project Description:
Purchase replacement transit buses and Handi-Van vehicles.

By FFY:
2019: 30 < 30' buses + 10 - 40' buses + 19 - 60' buses
2020: 36 < 30' buses + 14 - 40' buses + 20 - 60' buses
2021: 30 < 30' buses + 10 - 40' buses + 10 - 60' buses
2022: 30 < 30' buses + 10 - 40' buses + 10 - 60' buses
2023: TBD
2024: TBD

Mile Post/s: Not applicable

Complete Streets (CS):

Project will implement: Not applicable

Existing Feature/s: Not applicable

Project Website: http://www.thebus.org and http://www.honolulu.gov/dts

Neighborhood(s): Various Locations

Estimated Total Project Cost: $127,833,000

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

Project Sponsor: City and County of Honolulu

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

	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
2019: 30 <30' buses +10 - 40' buses +19 - 60' bus																			
DES	642	513	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5339 (2017)
EQP	1,223	978	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
EQP	14,353	11,482	2,871	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/5340 (2018)
EQP	916	733	183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5310-Urban
EQP	741	593	148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5310-Urban (2017)
EQP	901	721	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5310-Urban (2018)
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5337 SOGR
EQP	141	113	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5337 SOGR (2017)
EQP	1,363	1,090	273	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5337 SOGR (2018)

OC13 Bus and Handi-Van Acquisition Program

	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
2019: 30 <30' buses +10 - 40' buses +19 - 60' bus																			
EQP	1,947	1,558	389	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5339
EQP	1,301	1,041	260	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5339 (2017)
EQP	5,135	4,108	1,027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5339 (2018)
INSP	49	39	10	49	39	10	49	39	10	49	39	10	49	39	10	49	39	10	§5307/§5340
2020: 36 <30' buses + 14 - 40' buses + 20 - 60' bu																			
EQP	0	0	0	10,489	8,391	2,098	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
EQP	0	0	0	9,390	7,512	1,878	0	0	0	0	0	0	0	0	0	0	0	0	§5307/5340 (2019)
EQP	0	0	0	406	325	81	0	0	0	0	0	0	0	0	0	0	0	0	§5310
EQP	0	0	0	2,093	1,674	419	0	0	0	0	0	0	0	0	0	0	0	0	§5337
EQP	0	0	0	2,063	1,650	413	0	0	0	0	0	0	0	0	0	0	0	0	§5337 SOGR (2019)
EQP	0	0	0	5,135	4,108	1,027	0	0	0	0	0	0	0	0	0	0	0	0	§5339
EQP	0	0	0	4,589	3,671	918	0	0	0	0	0	0	0	0	0	0	0	0	§5339 (2019)
2021: 30 <30' buses + 10 - 40' buses + 10 - 60' bu																			
EQP	0	0	0	0	0	0	15,630	8,232	7,398	0	0	0	0	0	0	0	0	0	§5307/§5340
EQP	0	0	0	0	0	0	402	321	81	0	0	0	0	0	0	0	0	0	§5310
EQP	0	0	0	0	0	0	1,814	1,451	363	0	0	0	0	0	0	0	0	0	§5337
EQP	0	0	0	0	0	0	3,772	3,018	754	0	0	0	0	0	0	0	0	0	§5339
2022: 30 <30' buses + 10 - 40' buses + 10 - 60' bu																			
EQP	0	0	0	0	0	0	0	0	0	16,364	8,818	7,546	0	0	0	0	0	0	§5307/§5340
EQP	0	0	0	0	0	0	0	0	0	417	334	83	0	0	0	0	0	0	§5310
EQP	0	0	0	0	0	0	0	0	0	1,850	1,480	370	0	0	0	0	0	0	§5337
EQP	0	0	0	0	0	0	0	0	0	3,848	3,078	770	0	0	0	0	0	0	§5339
2023: TBD																			
EQP	0	0	0	0	0	0	0	0	0	0	0	0	16,691	8,994	7,697	0	0	0	§5307/§5340
EQP	0	0	0	0	0	0	0	0	0	0	0	0	426	341	85	0	0	0	§5310
EQP	0	0	0	0	0	0	0	0	0	0	0	0	1,888	1,510	378	0	0	0	§5337
EQP	0	0	0	0	0	0	0	0	0	0	0	0	3,925	3,140	785	0	0	0	§5339
2024: TBD																			
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,025	9,174	7,851	§5307/§5340
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	434	347	87	§5310
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,925	1,540	385	§5337
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,003	3,202	801	§5339
Total	28,712	22,969	5,743	34,214	27,370	6,844	21,667	13,061	8,606	22,528	13,749	8,779	22,979	14,024	8,955	23,436	14,302	9,134	

OC31 Middle Street Transit Center

Project Description:
Acquire property located at the Middle Street Transit Center, plan, and design the entire transit campus.

Mile Post/s:

Complete Streets (CS):
Project will implement:

Existing Feature/s:

Project Website:

Neighborhood(s): Kalihi-Palama

Estimated Total Project Cost: $31,436,000
(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: City and County of Honolulu

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

	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
*Prior Transit Investment**																			
ROW	0	0	0	(25,148)	(25,148)	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/5340
Middle Street Transit Center- New Project																			
PE1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Local Funds Only
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Local Funds Only
ROW	0	0	0	31,436	25,148	6,288	0	0	0	0	0	0	0	0	0	0	0	0	§5307/5340
Total	0	0	0	6,288	0	6,288	0	0	0	0	0	0	0	0	0	0	0	0	

** This project is the acquisition of a Middle Street Transit Center property to compensate the Federal Transit Administration (FTA) for its interest in a former City transit property previously acquired with federal funding but no longer being used for transit purposes. This acquisition enables the City to compensate FTA by transferring FTA's interest from the former transit property to Middle Street Transit Center.*

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 7 Total	71,585	60,955	10,630	179,026	105,821	73,205	119,040	78,494	40,546	84,735	71,010	13,725	103,168	83,729	19,439	142,439	86,108	56,327
As of Rev 10 Changes	(210)	(168)	(42)	39,215	(11,478)	50,693	117,200	6,460	110,740	2,200	(2,240)	4,440	0	4,300	(4,300)	(4)	0	0
Total as of Revision 10	71,375	60,787	10,588	218,241	94,343	123,898	236,240	84,954	151,286	86,935	68,770	18,165	103,168	88,029	15,139	142,435	86,108	56,327
Oahu City (OC)																		
As of Revision 7 Total	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
As of Rev 10 Changes	0	0	0	(8,743)	(1,065)	(7,678)	37,995	558	37,437	(2,114)	(1,571)	(543)	(5,467)	7,466	(12,933)	5,074	4,059	1,015
Total as of Revision 10	14,702	9,640	5,062	52,159	21,826	30,333	77,910	18,758	59,152	36,521	17,000	19,521	101,078	22,846	78,232	12,910	10,109	2,801
TOTAL FHWA	86,077	70,427	15,650	270,400	116,169	154,231	314,150	103,712	210,438	123,456	85,770	37,686	204,246	110,875	93,371	155,345	96,217	59,128

	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 7 Total	834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194
As of Rev 10 Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total as of Revision 10	834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194
Oahu City (OC)																		
As of Revision 7 Total	78,696	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	226,866	208,071	87,005	121,066
As of Rev 10 Changes	(16,087)	(13,158)	(2,929)	25,310	14,929	10,381	0	0	0	0	0	0	0	0	0	0	0	0
Total as of Revision 10	62,609	49,798	12,811	888,274	330,292	557,982	525,288	190,953	334,335	524,937	190,667	334,270	362,520	135,654	226,866	208,071	87,005	121,066
TOTAL FTA	63,443	50,465	12,978	889,133	330,979	558,154	526,171	191,660	334,511	525,847	191,395	334,452	363,459	136,405	227,054	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)						
Earmark High Priority	0	2,200	0	0	0	0
Highway Safety Improvement Program	7,600	25	4,030	2,000	1,600	0
National Highway Performance Program	52,725	84,443	75,637	66,323	84,142	85,821
Recreational Trails Program	287	287	287	287	287	287
Transportation Enhancement	175	2,388	5,000	0	0	0
Surface Transportation Program - Flexible	0	5,000	0	160	2,000	0
Interstate Maintenance Discretionary	0	0	0	0	0	0
Re-Purposed Earmarks	0	0	0	0	0	0
State - FHWA Total	**60,787**	**94,343**	**84,954**	**68,770**	**88,029**	**86,108**
Oahu City (OC)						
Bridge Off-System	800	800	800	800	800	800
Federal Lands Highway Discretionary	586	4,826	0	0	0	0
Safe Routes To School	0	0	0	0	0	0
Surface Transportation Program - Flexible	6,874	16,200	16,026	16,200	19,184	9,309
Transportation Alternatives Program	340	0	164	0	0	0
Transportation Alternatives Program - Urban	1040	0	1768	0	2,862	0
City - FHWA Total	**9,640**	**21,826**	**18,758**	**17,000**	**22,846**	**10,109**
FHWA TOTAL	**70,427**	**116,169**	**103,712**	**85,770**	**110,875**	**96,217**

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	-	-	-	-	-
Federal Lands Highway Discretionary (FLAP)	586	147	733	733	-
Highway Safety Improvement Program	7,600	2,077	9,677	9,677	-
Locally Funded	-	41,510	41,510	41,510	-
National Highway Performance Program	52,725	(36,240)	16,485	16,485	-
Recreational Trails Program	287	72	359	359	-
Safe Routes to School	-	-	-	-	-
STP (TE) Enhancement	175	9,279	9,454	9,454	-
STP Flexible	6,874	(2,010)	4,864	4,864	-
TAP	340	85	425	425	-
TAP Urban	240	60	300	300	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	3,772	-	3,772	-	3,772
LESS Off-STIP Obligations	(2,962)	-	(2,962)	-	(2,962)
FFY 2019 Balance					
Total	**70,437**	**15,450**	**85,887**	**85,077**	**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	2,200	550	2,750	2,750	-
Federal Lands Highway Discretionary (FLAP)	4,826	1,207	6,033	6,033	-
Highway Safety Improvement Program	25	2,325	2,350	2,350	-
Locally Funded	-	97,420	97,420	97,420	-
National Highway Performance Program	84,443	24,689	109,132	109,132	-
Recreational Trails Program	287	72	359	359	-
Safe Routes to School	-	-	-	-	-
STP (TE) Enhancement	2,388	(2,388)	-	-	-
STP Flexible	21,200	29,496	50,696	50,696	-
TAP	-	-	-	-	-
TAP Urban	-	390	390	390	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	-	-	-	-	-
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2020 Balance	810	-	810	-	810
Total	**116,979**	**154,231**	**271,210**	**270,400**	**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	-	-	-	-	-
Federal Lands Highway Discretionary (FLAP)	-	-	-	-	-
Highway Safety Improvement Program	4,030	840	4,870	4,870	-
Locally Funded	-	136,730	136,730	136,730	-
National Highway Performance Program	75,637	19,974	95,611	95,611	-
Recreational Trails Program	287	72	359	359	-
Safe Routes to School	-	-	-	-	-
STP (TE) Enhancement	5,000	(5,000)	-	-	-
STP Flexible	16,026	54,369	70,395	70,395	-
TAP	164	41	205	205	-
TAP Urban	1,768	2,942	4,710	4,710	-
Congestion Mitigation Air Quality (CMAQ)	-		-	-	
De-Obligations	-	-	-	-	-
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2021 Balance	810	-	810	-	810
Total	**104,522**	**210,438**	**314,960**	**314,150**	**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	-	-	-	-	-
Federal Lands Highway Discretionary (FLAP)	-	-	-	-	-
Highway Safety Improvement Program	2,000	(1,900)	100	100	-
Locally Funded	-	50,400	50,400	50,400	-
National Highway Performance Program	66,323	(17,947)	48,376	48,376	-
Recreational Trails Program	287	72	359	359	-
Safe Routes to School	-	-	-	-	-
STP (TE) Enhancement	-	-	-	-	-
STP Flexible	16,360	6,591	22,951	22,951	-
TAP	-	-	-	-	-
TAP Urban	-	-	-	-	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	-	-	-	-	-
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2022 Balance	810	-	810	-	810
Total	**86,580**	**37,686**	**124,266**	**123,456**	**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

	A	B	C	F	G
FTA Section Funds	**FTA Apportionments and Allocations (x $1000) Current Year**	**FTA Funds Carryover (x $1000) Previous Years**	**Total Available FTA Funds (x $1000) A+B=C**	**Total FTA Funds Obligated (x $1000)**	**FTA Funds Unobligated (x $1000) C-F=G**
FTA §5307/§5340	30,138	-	30,138	22,620	7,518
FTA §5307/§5340 (2018)	-	11,807	11,807	11,807	-
FTA §5337 SOGR	1,650	-	1,650	-	1,650
FTA §5337 SOGR (2018)	-	1,090	1,090	1,090	-
FTA §5337 SOGR (2017)	-	113	113	113	-
FTA §5339	3,671	-	3,671	-	3,671
FTA §5339 (2018)	-	4,108	4,108	4,108	-
FTA §5339 (2017)	-	1,554	1,554	1,554	-
FTA §5310	733		733	733	-
FTA §5310 (2018)	-	721	721	721	-
FTA §5310 (2017)	-	593	593	593	-
FTA §5329	232	-	232	232	-
FTA §5309	-	-	-	-	-
Totals	36,424	19,986	56,178	43,571	12,839

FTA Fiscal Constraint - FFY 2020

	A	B	C	F	G
FTA Section Funds	**FTA Apportionments and Allocations (x $1000) Current Year**	**FTA Funds Carryover (x $1000) Previous Years**	**Total Available FTA Funds (x $1000) A+B=C**	**Total FTA Funds Obligated (x $1000)**	**FTA Funds Unobligated (x $1000) C-F=G**
FTA §5307/§5340	30,008	-	30,008	30,008	-
FTA §5307/§5340 (2019)	-	7,518	7,518	7,518	-
FTA §5337 SOGR	1,674	-	1,674	1,674	-
FTA §5337 SOGR (2019)	-	1,650	1,650	1,650	-
FTA §5339	4,108	-	4,108	4,108	-
FTA §5339 (2019)	-	3,671	3,671	3,671	-
FTA §5310	325	-	325	325	-
FTA §5329	239	-	239	239	-
FTA §5309	250,000	-	250,000	250,000	-
Totals	286,354	12,839	299,193	299,193	-

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

FTA Fiscal Constraint - FFY 2021

	A	B	C	F	G
FTA Section Funds	**FTA Apportionments and Allocations (x $1000) Current Year**	**FTA Funds Carryover (x $1000) Previous Years**	**Total Available FTA Funds (x $1000) A+B=C**	**Total FTA Funds Obligated (x $1000)**	**FTA Funds Unobligated (x $1000) C-F=G**
FTA §5307/§5340	29,893	-	29,893	29,893	-
FTA §5337 SOGR	1,451	-	1,451	1,451	-
FTA §5339	3,018	-	3,018	3,018	-
FTA §5310	321	-	321	321	-
FTA §5329	246	-	246	246	-
FTA §5309	150,000	-	150,000	150,000	-
Totals	184,929	-	184,929	184,929	-

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

FTA Fiscal Constraint - FFY 2022

	A	B	C	F	G
FTA Section Funds	**FTA Apportionments and Allocations (x $1000) Current Year**	**FTA Funds Carryover (x $1000) Previous Years**	**Total Available FTA Funds (x $1000) A+B=C**	**Total FTA Funds Obligated (x $1000)**	**FTA Funds Unobligated (x $1000) C-F=G**
FTA §5307/§5340	30,485	-	30,485	30,485	-
FTA §5337 SOGR	1,480	-	1,480	1,480	-
FTA §5339	3,078	-	3,078	3,078	-
FTA §5310	334	-	334	334	-
FTA §5329	253	-	253	253	-
FTA §5309	150,000	-	150,000	150,000	-
Totals	185,630	-	185,630	185,630	-

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

APPENDIX A

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

From 23 CFR §450.306(b)

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

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

(2) Increase the safety of the transportation system for motorized and non-motorized users;

(3) Increase the security of the transportation system for motorized and non-motorized users;

(4) Increase accessibility and mobility of people and freight;

(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(7) Promote efficient system management and operation;

(8) Emphasize the preservation of the existing transportation system;

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

(10) Enhance travel and tourism.

ACCESSED DECEMBER 16, 2016

APPENDIX B

INTERGOVERNMENTAL REVIEW & PUBLIC COMMENT
FOR THE DRAFT FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION #10

The intergovernmental review and public comment period for the Draft FFYs 2019-2022 Transportation Improvement Program Revision #10 began on January 13, 2020 and concluded on January 30, 2020. The Draft FFYs 2019-2022 TIP Revision #10 document was mailed and emailed to one hundred agencies and organizations for their review.

AGENCY COMMENTS

Middle Street Transit Center (OC31)	
SUMMARY OF COMMENT	RESPONSE
City and County of Honolulu, Department of Budget and Fiscal Services: Middle Street Transit Center (page 28) Federal and Local funding correction to Federal Share of $25,148,000 and Local Share of $6,288,000, total cost of $31,436,000.	Oahu Metropolitan Planning Organization (OahuMPO): The correction to Middle Street Transit Center Project, OC31 (page 28), has been made to show federal and local funding.

PUBLIC COMMENTS

THE FOLLOWING AGENCIES RESPONDED WITH NO COMMENT

◊ Department of Parks and Recreation
◊ Department of Design and Construction
◊ Department of Planning and Permitting
◊ Department of Hawaiian Home Lands

APPENDIX C

Title VI and Environmental Justice Analysis
FOR THE DRAFT FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION #10

To evaluate the equity in spending of the FFYs 2019-2022 As of TIP Revision #10, 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 10
Analysis Date: January 8, 2020

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

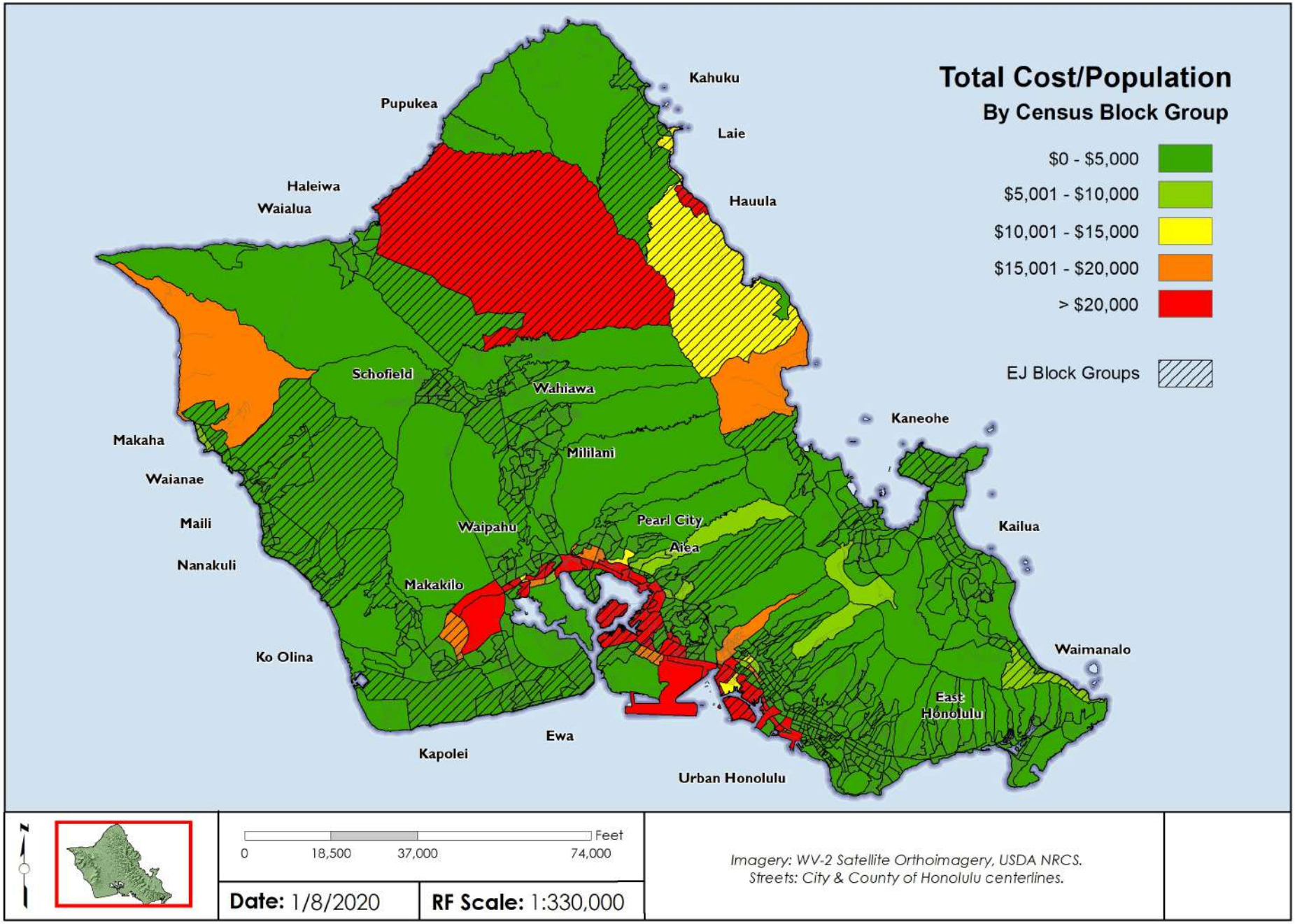
T6/EJ BG	**105** BG selected based on race (minority)
	60 BG selected based on low income
Less:	**(30)** BG counted as both minority & low income (double-counted)
	135 T6/EJ block groups
Less:	**(29)** T6/EJ BG located on military bases
	106 BG designated as T6/EJ

	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	$733,663	x 1000 =	$733,663,000
Sum of Costs in non-T6/EJ BG	$1,622,628	x 1000 =	$1,622,628,000
Total Costs	$2,356,291	x 1000 =	$2,356,291,000

	T6/EJ Block Groups	**Non-T6/EJ Block Groups**	**% Difference (EJ/Non-EJ)**	**Total Difference (Non-EJ - EJ)**
Average Investment by Block Group	5.4 M	3.6 M		
Total Cost of Projects	733.7 M	1622.6 M		
% Project Investment	31.1%	68.9%		
Total Population	289,321	663,886		
Average Per Capita Investment	$2,536	$2,444	4%	$92

TOTAL PER CAPITA SPENDING - TIP 2019-2022 - AS OF REVISION 10



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.