# OVERALL WORK PROGRAM
# Fiscal Year 2021
**(July 1, 2020 – June 30, 2021)**

**Endorsed by the OahuMPO Policy Board on XX, XX, XXXX.**

*Proposed DRAFT for Public and Intergovernmental Review*

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Prepared by

OAHU METROPOLITAN PLANNING ORGANIZATION

In Cooperation with Its Member Agencies

State of Hawaii Department of Transportation
City and County of Honolulu Department of Transportation Services
Honolulu Authority for Rapid Transportation

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**NOTE CONCERNING FINANCIAL INFORMATION IN THIS DOCUMENT**

**The Federal funding amounts from Federal Highway Administration and Federal Transit Administration have not been published in the Federal Register as of this date; and**

**The final estimate of costs for OahuMPO's operations in Fiscal Year (FY) 2021 will be based on actual expenses through the third quarter of FY 2020 (March 31, 2020) and a forecast for the fourth quarter based on an average of the expenses incurred during the first three quarters.**

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**Table of Contents**

Executive Summary ....5
Work Element Summary ....6
Introduction ....7
Overview ....7
Oahu Planning Issues - placeholder ....7
OWP Structure ....7
Federal Funding - Overview ....7
Federal Funds ....7
Deobligation of Federal Funds from prior OWPs ....8
Non-Federal Share of OahuMPO Operations – Regular Member Dues ....11
Non-Federal Share of MPO Operations – Additional Member Dues ....11
Non-Federal Share of New Planning Studies ....12
Task 1: MPO Management & Program Administration ....13
Purpose ....13
Ongoing Work Elements ....13
1.1 Program Administration & Management ....13
1.2 OWP Development & Management ....13
1.3 Subrecipient Monitoring & Support ....13
1.4 Single Audit ....14
1.5 Public Participation ....14
Budget Summary – Task 1 ....14
Task 2: Data Development & Maintenance ....15
Purpose ....15
Ongoing Work Elements ....15
2.1 2019 Transit Rider Survey Project (203.09-18) ....15
2.2 Comprehensive Data Management & Sharing Study (201.16) ....15
2.3 Computer Model Operations and Support (301.15) ....15
2.4 Active Transportation Monitoring Data ....15
Budget Summary – Task 2 ....16
Task 3: Short Range Planning ....17
Purpose ....17
Ongoing Work Elements ....17
3.1 Transportation Improvement Program (301.17) ....17
3.2 Transportation Alternatives Program Coordination (301.18) ....17
3.3 Oahu Mass Transit Joint Feasibility Study (203.06-18) ....18
3.4 Waikiki Loading Zone Management Study (203.11-19) ....18
3.5 Ala Moana Transit Plaza Alternatives Analysis (203.14-19) ....18
3.6 Multi-Modal Transit Asset Management Plan (203.12-19) ....18

DRAFT

3.7 Kapolei Maintenance Facility & Transit Center Alternatives Analysis (203.17-19) ..... 18
3.8 Royal Kunia Public Transit and Day Care Facility Master Plan (203.13-19) ..... 19
3.9 PM Peak Period Tow Away Zone Modifications (203.03-18) ..... 19
3.10 Review and Update of Planned Rights of Way for Existing Streets (203.07-18) ..... 19
3.11 Transportation Demand Management Plan (203.17-20) ..... 19
3.12 Vision Zero Action Plan (203.19-20) ..... 19
3.13 New Mobility Plan (204.01-20) ..... 20
3.14 Autonomous Vehicle Planning Study (203.18-20) ..... 20
New Work Elements – Task 3 ..... 21
3.15 Planning for Improved Resilience to Coastal Hazards through Green Infrastructure ..... 21
3.16 Multi-Modal Mobility Hub Planning ..... 21
3.17 Alternative Deployment of Autonomous Vehicle Technology Scenarios Planning Study ..... 21
3.18 Dillingham Corridor Mobility Data Planning Study ..... 21
Budget Summary – Task 3 ..... 22
Task 4: Long Range Planning ..... 24
Purpose ..... 24
Ongoing Work Elements ..... 24
4.1 Oahu Regional Transportation Plan (301.16) ..... 24
4.2 Congestion Management Process Update (201.05) ..... 24
4.3 Farrington Highway Makaha Beach Park Realignment Feasibility Study (202.14-18) ..... 24
4.4 Energy Conservation and Emissions Reduction Plan (203.18) ..... 25
Budget Summary – Task 4 ..... 26
Summary of Funding & Programmed Expenditures ..... 27
Appendix A: Abbreviations ..... 27
Appendix B: Candidate Project Evaluation and Selection ..... 29
Appendix C: Public and Intergovernmental Comments and Dispositions ..... 33
Appendix D: Overview and Process ..... 34
OahuMPO Structure ..... 34
Oversight and Committees ..... 35
OahuMPO Staff Structure and Pay Ranges ..... 36
Overall Work Program Development ..... 37
Planning Priorities ..... 38
Consideration of the FAST Act Planning Factors ..... 38
Vision and Goals of the Oahu Regional Transportation Plan 2040 ..... 39

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# Executive Summary

This document presents the FY 2021 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY 2021 OWP serves as the key management tool for coordinating transportation planning for the island of Oahu by the State and the City. The OWP provides complete budget information to Federal, State, and City officials and to the public for the expenditure of Federal funds for planning activities being carried out by the OahuMPO and its participating agencies. OahuMPO participating agencies include the Hawaii Department of Transportation (HDOT), The City and County of Honolulu Department of Transportation Services (DTS) and the Honolulu Authority for Rapid Transportation (HART).

The OWP is a prerequisite for metropolitan transportation planning activities performed with Federal funds provided under 23 United States Code (U.S.C.) and 49 U.S.C. 53.[1]

In FY 2021,[2] OahuMPO anticipates new funding sources – a combination of Federal grants and required local matching funds – to total $2.4 million. In addition, a balance of $7.6 million in FHWA & FTA funds remains unobligated from prior years. Total funds available for metropolitan planning on Oahu equals over $10 million. OahuMPO has ample funding available to support the Overall Work Program FY2021 request of $3,145,000.

**Table ES-1. Expected Funding Sources and Programmed Expenditures**

| Expected Funding Sources | Total |
|---|---|
| FHWA-PL | $1,638,079 |
| FTA 5305(d) | $278,874 |
| Non-federal source for planning studies | $145,000 |
| Agency dues - regular | $375,000 |
| Agency dues - additional | $111,000 |
| Subtotal: FY2021 New Funding | $2,547,953 |
| Estimated unobligated balance of FHWA & FTA funds | $7,658,274 |
| TOTAL AVAILABLE FUNDING | $10,206,227 |

| Programmed Obligations | Total |
|---|---|
| OWP FY2021 Total Request | $3,155,000 |

In FY2021, OahuMPO's priorities are to focus on federally required work products, and will particularly emphasize the following:

- Development of the -Oahu Regional Transportation Plan 2045 (ORTP) is underway. This includes updates to the Transportation Demand Forecasting Model (TDFM) and Congestion Management Process (CMP), developing a list of projects and programs to be undertaken during its 20-year planning horizon, and a financial forecast;
- Completion of an interim update to the Comprehensive Data Sharing Agreement prior to the ORTP 2045 deadline
- Development and implementation of a subrecipient training program;
- Resolving findings of the 2018 Certification Review and subsequent audit;
- Update to the Overall Work Program Processes & Procedures;
- Revising the current Transportation Improvement Program (TIP);
- Work on the TIP in 2021 will include the introduction of "e-TIP" software to streamline the TIP process.
- Implementation and monitoring of Federal performance measures;

[1] 23 CFR 450.308.
[2] The State fiscal year (FY) 2021 covers the period from July 1, 2020 through June 30, 2021, inclusive. Funding for these projects utilizes the Federal appropriation received for Federal fiscal year (FFY) 2020, which covers the period between October 1, 2019 and September 30, 2020.

- Continued emphasis on proactive and transparent public involvement; and
- Continual improvement and evaluation of Title VI/EJ areas in all required work products.

The hourly budgets for work elements reflect these priorities, as well as continued work to support OahuMPO's Policy Board and advisory committees, management of ongoing agency consultant studies, and support of subrecipient studies.

### *Work Element Summary*

The FY 2021 OWP consists of the following planning activities (projects in **bold** are new):

Task 1: MPO Administration and Management

- Program Administration & Management
- OWP Development & Management
- Subrecipient Monitoring
- Single Audit
- Public Participation

Task 2: Data Development & Maintenance

- Transit Rider Survey Project
- Comprehensive Data Management & Sharing Study
- Computer Model Operations & Support
    - **TDFM Data Purchase**
- **Active Transportation Monitoring Data**

Task 3: Short Range Planning

- Transportation Improvement Program
    - **E-TIP implementation**
- Transportation Alternatives Program Coordination
- Oahu Mass Transit Joint Feasibility Study
- Waikiki Loading Zone Management Study
- Ala Moana Transit Plaza Alternatives Analysis
- Multi-Modal Transit Asset Management Plan
- Kapolei Maintenance Facility and Transit Center Alternatives Analysis
- Royal Kunia Public Transit and Day Care Facility Master Plan
- PM Peak Period Tow Away Zone Modifications
- Review and Update of Planned Rights of Way for Existing Streets
- Transportation Demand Management Plan
- Vision Zero Action Plan
- New Mobility Plan
- Autonomous Vehicle Planning Study
- **Plan for Improved Resilience to Coastal Hazards through Green Infrastructure**
- **Multi-Modal Mobility Hub Plan for Oahu**
- **Alternative Deployment of AV Technology Scenarios Plan**
- **Dillingham Corridor Mobility Data Planning Study**

Task 4: Long Range Planning

- Oahu Regional Transportation Plan
- Congestion Management Process Update
- Farrington Highway Makaha Beach Park Realignment Feasibility Study
- Energy Conservation & Emissions Reduction Plan

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# Introduction

## Overview

This document presents the FY 2021 Overall Work Program (OWP) for the Oahu Metropolitan Planning Organization (OahuMPO). The FY 2021 OWP serves as the key management tool for coordinating and conducting the transportation planning activities of the OahuMPO, State of Hawaii Department of Transportation (HDOT), City and County of Honolulu Department of Transportation Services (DTS), and Honolulu Authority for Rapid Transportation (HART) on the island of Oahu. The OWP is a prerequisite for metropolitan transportation planning activities performed with Federal funds provided under 23 United States Code (U.S.C.) and 49 U.S.C. 53.

## Oahu Planning Issues - placeholder[3]

### OWP Structure

The Overall Work Program is broadly organized into four main tasks as described below:

- **Task 1 – MPO Administration and Management** includes, primarily, the Work Elements previously designated as 300 series, including the general administration of transportation planning grants for Oahu. These work elements are on-going and/or reoccurring efforts that serve to meet Federal requirements and support continuous, comprehensive and cooperative transportation planning.
- **Task 2 – Data Development & Maintenance** describes the collection, maintenance and analyses of special and demographic data to support planning efforts.
- **Task 3 – Short Range Planning** address planning for activities taking place within a three to ten-year time frame, including the TIP and transit feasibility and operations planning. Task 3 activities assist in the development of the ORTP.
- **Task 4 – Long Range Planning** includes planning activities that develop, document, amend, and publish the Oahu Regional Transportation Plan (ORTP) to meet the needs of the metropolitan area for a 20-year horizon, in accordance with Federal, State, and local regulations.

## Federal Funding - Overview

Funds available to support the Overall Work Program FY2021 consist of Federal and non-Federal sources. The Federal funds are provided by the Federal Highway Administration and the Federal Transit Administration and cover 80% of the OWP budget. The non-Federal funds from the City Department of Transportation Services, the State of Hawaii Department of Transportation, and the Honolulu Authority for Rapid Transportation cover the remaining 20%.

The non-Federal funds for the OWP consist of member dues from partner agencies to support OahuMPO operations, and a local match for planning studies proposed by partner agencies.

### Federal Funds

**New in FY2021**

[3] This section identifying key planning issues on Oahu will be completed prior to the release for public review.

Each year, OahuMPO receives a total of approximately $1,800,000 in new Federal planning funds from the Federal Highway Administration and the Federal Transit Administration. These funds are authorized by the Federal government through Fixing America's Surface Transportation Act (i.e. FAST Act) which took effect on October 1, 2015. The FAST Act is a five-year authorization of transportation programs covering Federal fiscal years 2016 through 2020[4].

The metropolitan planning funds available for state FY2021 utilizes the Federal appropriation received for Federal fiscal year (FFY) 2020 and includes the following:

**49 USC 5303/5305(d)**. These FTA funds are used for planning purposes and often involve transit-related projects. Metropolitan transportation planning activities using these funds must be programmed in the OWP.

**23 USC 104(b)** FHWA Metropolitan Planning (PL) funds: PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. PL funds cannot be used for NEPA activities or activities that will result in a project's final design.

**Remaining from prior years**
In addition to the new Federal funds described above, a balance of $5.7 million in FHWA & FTA funds remains available or unobligated from prior year apportionments. In FY2020, OahuMPO added $1.9 million to the unobligated balance of Federal funds by deobligating remaining balances from the OWP FY18 and prior. Table 1 describes the total availability of Federal funds for this work program.

**Table 1. Availability of Federal Funds[5]**

| Fund | New funding in FY20 | Unobligated - Remaining from prior years | Deobligated in March 2020 | Total |
|---|---|---|---|---|
| FTA-5303/5305(d) | $278,874 | $0 | $0 | $278,874 |
| FHWA-PL | $1,638,079 | $5,723,280 | $2,108,488 | $9,469,846 |
| **Total** | **$1,916,953** | **$5,723,280** | **$2,108,488** | **$9,748,720** |

## *Deobligation of Federal Funds from prior OWPs*

Obligation is defined as the commitment of funds to a work program. When funds remain in a prior year's work program, deobligating those funds enables the OahuMPO to reobligate and assign them to a new program.

In FY 2021, funds remaining from OWP FY 2020 will be deobligated after the start of the Federal fiscal year (October 1, 2020). Those funds will be added to the balance of planning funds available for the OWP FY 2022.

**Table 2: Summary of deobligated funds**

| Description | Total |
|---|---|
| De-obligation of excess funds from OWP FY19 | $1,332,809 |
| De-obligation of excess funds from closed out or canceled planning studies - partner agencies | $775,679 |
| Total | $2,108,488 |

[4] The FAST Act expires on September 30, 2020. OahuMPO is monitoring new activity at the Federal level surrounding transportation appropriations. The expiration of the FAST Act does not impact this work program because it is funded by the prior Federal fiscal year apportionment (FFY 2020)
[5] As of January 2020, the FFY 2020 apportionment for FTA 5303/5305(d) funds which will be programmed in OWP FY21 has not been released.

**Deobligation of excess funds remaining from FY 2019**

The work elements in Table 3 describe federally required work performed by the OahuMPO staff that has a remaining balance from OWP FY 2019. These funds will be deobligated and made available for use in the OWP FY 2021.

**Table 3: Deobligation of funds remaining from OWP FY 2019**

| Work Element # | Work Element Title | Balance to be Deobligated |
|---|---|---|
| 201.02-18 | Participation Plan Evaluation | $6,929 |
| 201.04-14 | Title VI/EJ | $34,289 |
| 201.05-18 | Congestion Management Process Update | $205,223 |
| 201.16-17 | Comprehensive Data Management Study | $126,704 |
| 202.03-18 | Transportation Revenue Forecast & Alt Revenue Exploration | $245,984 |
| 301.02-18 | General Technical Assistance & Planning Support | $24,452 |
| 301.03-18 | Overall Work Program | $0 |
| 301.04-18 | Support for Citizen Advisory Committee | $15,811 |
| 301.04-18 | Support for Citizen Advisory Committee | $48,995 |
| 301.04-19 | Support for Citizen Advisory Committee & Additional Public Outreach | $5,000 |
| 301.06-18 | Public Participation Plan | $17,292 |
| 301.06-19 | Pubic Participation Plan | $32,510 |
| 301.08-18 | Disadvantaged Business Enterprise Program | $3,420 |
| 301.09-18 | Professional Development | $46,592 |
| 301.10-18 | Computer Network & Maintenance | $9,781 |
| 301.10-19 | Computer & Network Maintenance | $64,530 |
| 301.11-18 | Subrecipient Monitoring | $42,951 |
| 301.11-19 | Subrecipient Monitoring | $30,000 |
| 301.12-17 | TOD Advisory Committee | $20,000 |
| 301.13-18 | Performance-Based Planning | $21,942 |
| 301.13-19 | Performance Based Planning | $48,678 |
| 301.14-17 | Federal Planning Requirements | $5,650 |
| 301.15-15 | Computer Model Operations & Support | $145,440 |
| 301.17-18 | Transportation Improvement Program | $41,014 |
| 301.17-19 | Transportation Improvement Program | $80,000 |
| 301.18-18 | Transportation Alternatives Program | $4,780 |
| 301.19-19 | Transportation Alternatives Program | $4,841 |

TOTAL $1,332,809

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**Deobligation of funds remaining from completed planning studies**

The remaining balances for the studies in the below table will be deobligated because the work has been completed.

**Table 4: Deobligation of funds remaining from completed or cancelled planning studies**

| Work Element ID | Work Element Title | Status | Agency | Original budget | Remaining balance |
|---|---|---|---|---|---|
| 203.10-18 | Ala Wai Canal Bridge Alternatives Analysis | This work is complete. The project has been closed and all payments have been made; any outstanding balance will be deobligated and funding re-allocated to current projects. | DTS | $535,000 | $3,821 |
| 206.02-18 | Oahu Coastal Communities Evacuation Planning Project - Phase 2 | This work is complete. As of January 2020, OahuMPO is working to process final payment. | DEM | $800,000 | $142 |
| 202.07-18 | Oahu Bike Plan Update | The update to the Oahu Bike Plan is complete. | DTS | $250,000 | $7,956 |
| 202.02-18 | Central Oahu Transportation Study | This work element is complete. | OahuMPO | $520,860 | $31,574 |
| 203.08-18 | Transit Fares Scenarios Planning Studies | Final payment pending the receipt of invoice and final deliverables from HART. | HART | $130,000 | $130,000 |
| 203.82-11 | Separate Left-Turn Phase Alternatives Study | This work is complete. The project has been closed and all payments have been made. | DTS | $118,130 | $34,080 |
| 203.16-19 | Bikeshare Expansion Plan | This work element was cancelled due to a change in priorities and lack of local match. | DTS | $200,000 | $200,000 |
| 202.05-15 | Kapalama Sub-Area Multimodal Circulation and Mobility Study | This work is complete. The project has been closed and all payments have been made. | DTS | $500,000 | $63,188 |
| 202.01-13 | Roadway Surface Conditions Assessment | This study was terminated at the request of the City and County of Honolulu based on information received from FHWA. | DTS/DFM | | $104,917 |
| 202.06-17 | ITS Architecture Update | This study was cancelled by DTS. | DTS | $200,000 | $200,000 |
| | | | | Total | $775,679 |

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### *Non-Federal Share of OahuMPO Operations – Regular Member Dues*

Federal funds that support OahuMPO staff time and its operations are matched with non-Federal funds provided by the State of Hawaii Department of Transportation Services, the City and County of Honolulu Department of Transportation Services, and the Honolulu Authority for Rapid Transportation. These funds are referred to as member dues and are established by a Finance Supplemental Agreement between OahuMPO and these three agencies. Members contribute $125,000 each annually to support OahuMPO operations. Each year, any unspent and unencumbered balance from the previous year's dues is calculated and used to offset the dues requirements for the current year.

Table 5 summarizes the unencumbered member dues balance from previous years, and the credit applied to each of OahuMPO's member agencies.

**Table 5. FY 2021 Dues and Credit for Dues Remaining from Previous Years[6]**

| Unexpended dues remaining | Credit to each partner agency | Invoice to each agency in July 2019 | Supporting funds for FY 2020 per agency | Total OahuMPO supporting funds for FY 2020 (Balance + Invoice) |
|---|---|---|---|---|
| $269,954 | $89,985 | $35,015 | $125,000 | $375,000 |

### *Non-Federal Share of MPO Operations – Additional Member Dues*

In the OWP FY 2021, OahuMPO proposes two new work elements that cost a total of $600,000 and for which OahuMPO requests additional member dues. The additional member dues will provide the full match needed for Task 2.3, TDFM Data Purchase, and approximately half of the match needed for Task 3.1, e-TIP.

**Table 6: Additional Member Dues Requested**

| Task # | Title | Federal Share | Local Share | Total Cost |
|---|---|---|---|---|
| 2.3b | Computer Modeling Operations & Support - TDFM Data Purchase | $400,000 | $100,000 | $500,000 |
| 3.1a | Transportation Improvement Program - E-TIP - 55% of total cost | $44,000 | $11,000 | $55,000 |
| | | | $111,000 | |

[6] These figures are remaining from FY20 and will be updated prior to release for public review.

### *Non-Federal Share of New Planning Studies*

In the OWP FY 2021, OahuMPO state and local agencies propose five new work elements costing a total of $725,000. Each agency will provide the required 20% match for their respective studies for a total of $145,000.

**Table 6. Local Matching Funds for Planning Studies**

| Task # | Title | Responsible Agency | Federal Share (FHWA/FTA) | Local Share | Total Cost |
|---|---|---|---|---|---|
| 2.4 | Active Transportation Monitoring Data | DTS | $160,000 | $40,000 | $200,000 |
| 3.15 | Planning for Improved Resilience to Coastal Hazards through Green Infrastructure | DLNR | $200,000 | $50,000 | $250,000 |
| 3.16 | Multi-Modal Mobility Hub Planning for O'ahu | DLNR | $100,000 | $25,000 | $125,000 |
| 3.17 | Alternative Deployment of AV Technology Scenarios Planning | HART | $40,000 | $10,000 | $50,000 |
| 3.18 | Dillingham Corridor Mobility Data Planning Study | HART | $80,000 | $20,000 | $100,000 |

Total Local Matching Funds for Planning Studies $145,000

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# Task 1: MPO Management & Program Administration

## *Purpose*

To accomplish, on a continuing basis, the plans and programs necessary to administer Federal transportation planning grants and maintain the continuing, cooperative and comprehensive (3-C) planning process in and for the Oahu Transportation Management Area.

The OahuMPO is responsible for all of Task 1 and the work elements are on-going from July 1, 2020 through June 30, 2021.

## *Ongoing Work Elements*

1.1 **Program Administration & Management**

- Preparation for and attendance at properly noticed Policy Board, Technical Advisory Committee, and Citizen Advisory Committee meetings;
- Professional development of OahuMPO staff and Policy Board members in the form of conferences, training sessions, and webinars, as well as membership in applicable professional associations;
- Provision of education and orientation sessions for the Policy Board, Technical Advisory Committee and Citizen Advisory Committee per their respective bylaws;
- Maintenance of staff timesheets;
- Maintenance of individual computers and the OahuMPO computer network;
- OahuMPO overhead/indirect costs;
- Participation in other regional and statewide planning activities and with organizations that impact the regional multimodal transportation system;
- Planning and funding of National Highway Institute Courses on Oahu for local and state agencies as recommended in the 2018 Federal Certification Review;
- Management of the Disadvantaged Business Enterprise (DBE) program to give minority-owned, women-owned, and other DBEs an opportunity to compete for Federally-assisted planning projects; and
- Maintenance of agreements with partner agencies: Comprehensive Agreement, Finance Supplemental Agreement, Administrative Supplemental Agreement, and Data Sharing Agreement.
- Update OahuMPO's Title VI and Environmental Justice (T6/EJ) populations with the race, ethnicity, income, and limited-English-proficiency data from the 2010 Census and other available resources

1.2 **OWP Development & Management**

- Development of an annual OWP that refers to the planning priorities and associated regionally significant projects for the OahuMPO and its member agencies
- On-going effort to respond to OWP applicable action items from the 2018 Federal Certification Review.
- Development of an Annual Report to the Federal Highway Administration, the Federal Transit Administration and the Hawaii State Legislature twenty days prior to the start of the regular session;[7]
- Revisions and administrative modifications of the OWP as needed; and
- Maintenance of OWP Process & Procedures document.

1.3 **Subrecipient Monitoring & Support**

- Monitoring of subrecipients of planning grant funds consistent with 2 Code of Federal Regulations (CFR) 200;
- Ensuring that OahuMPO meets its Federal requirements as a pass-through entity; and

[7] As required by the Comprehensive Agreement.

- Monitoring and documentation of the progress of planning studies and active work elements from previous years.

1.4 **Single Audit**

- Ensuring that the financial operations of the OahuMPO and its sub-grantees comply with applicable Federal laws and regulations pursuant to the Single Audit Act Amendments of 1996, as amended.

1.5 **Public Participation**

- Provide individuals, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process

## *Budget Summary – Task 1*

| | | | OWP FY2020 Activity | | Funding Request for OWP FY2021 | | | |
|---|---|---|---|---|---|---|---|---|
| Task | Title | Agency | FY20 Expenditure | Balance as of 3/31/20 | FHWA-PL | FTA 5303(d) | Local Match | Total |
| 1.1 | Program Administration & Management | OahuMPO | $298,557 | $414,279 | $476,006 | $278,874 | $188,720 | $943,600 |
| 1.2 | OWP Development & Management | OahuMPO | $19,878 | $57,035 | $67,200 | - | $16,800 | $84,000 |
| 1.3 | Subrecipient Monitoring & Support | OahuMPO | $3,334 | $30,000 | $8,400 | - | $2,100 | $10,500 |
| 1.4 | Single Audit - Staff | OahuMPO | $40,693 | $0 | $24,000 | - | $6,000 | $30,000 |
| 1.4a | Single Audit - Auditor | OahuMPO | $25,000 | $25,000 | $24,000 | - | $6,000 | $30,000 |
| 1.4b | Single Audit - Spires | OahuMPO | $28,395 | $8,051 | $12,000 | - | $3,000 | $15,000 |
| 1.5 | Public Participation | OahuMPO | $1,655 | $32,510 | $8,720 | - | $2,180 | $10,900 |
| | **TASK 1 TOTALS** | | | | **$620,326** | **$278,874** | **$224,800** | **$1,124,000** |

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# Task 2: Data Development & Maintenance

## *Purpose*

To create, update, and maintain spatial information, demographic data, and analyses to support planning efforts.

## *Ongoing Work Elements*

### 2.1 2019 Transit Rider Survey Project (203.09-18)

The 2019 Transit Rider Survey Project will identify travel patterns and socio-economic profiles of transit riders to document the baseline conditions prior to the opening of the rail system. In addition, the survey results will be used to update and further calibrate the OahuMPO regional travel demand forecasting model (TDFM).

Consultant scope of work and identification of procurement method have been delayed due to investigation of alternative, more efficient survey methodologies and data methods---such as the use of mobile phone data or other information.

Responsible agency: HART
Project schedule: July 2018 – June 2022

### 2.2 Comprehensive Data Management & Sharing Study (201.16)

This study will improve coordination in data management and sharing between OahuMPO and its participating agencies. It will recommend a program to outline specific policies and procedures concerning the collection, management, and distribution of data to support the local, metropolitan, and state decision-making process.

Responsible agency: OahuMPO
Project schedule: July 2019 – June 2022

### 2.3 Computer Model Operations and Support (301.15)

This Work Element supports the metropolitan transportation planning process and the federally required Congestion Management Process through the ongoing use of computer modeling. The following types of computer models are included under this task: Travel Demand Forecasting Model (TDFM); Land use modeling; transit operations modeling; GIS-based analytical tools.

The last Oahu household travel survey was conducted in 2012. The data was used to develop the TDFM, which forecasts the traffic impacts of various land use changes. Since the household survey was conducted, there have been important changes on Oahu that have likely impacted travel behavior.

Given the federal requirement that project analysis be based on current data, OahuMPO plans to collect new household travel survey data in 2022 and is obligating the necessary funds in two cycles of the OWP.

Responsible agency: OahuMPO
Project schedule: On-going

### 2.4 Active Transportation Monitoring Data

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This project will collect and manage active transportation data, which are first steps toward establishing an Island Wide Active Transportation Monitoring Program. This project will allow for the monitoring of regional trends in bicycle and pedestrian travel patterns.

The data produced by this project will be shared with regional stakeholders and can be used in the calibration and validation of the TDFM, and in the prioritization of funding for bicycle and pedestrian improvement projects.

Responsible agency: DTS
Project schedule: July 2020 – June 2024

## *Budget Summary – Task 2*

| | | | OWP FY2020 Activity | | Funding Request for OWP FY2021 | | | |
|---|---|---|---|---|---|---|---|---|
| Task | Title | Agency | FY20 Expenditure | Balance as of 3/31/20 | FHWA-PL | FTA 5303(d) | Local Match | Total |
| 2.1 | 2019 Transit Rider Survey Project | DTS | $0 | $1,400,000 | **FUNDED IN OWP FY 2018** | | | |
| 2.2 | Comprehensive Data Management & Sharing Study - Staff time | OahuMPO | $0 | $15,000 | **FUNDED in OWP FY 2020** | | | |
| 2.2a | Comprehensive Data Management & Sharing Study - Consultant | OahuMPO | $0 | $130,000 | **FUNDED in OWP FY 2020** | | | |
| 2.3 | Computer Model Operations and Support - Staff time | OahuMPO | TBD | TBD | $28,800 | | $7,200 | $36,000 |
| 2.3a | Computer Model Operations and Support - Consultant | OahuMPO | $350,000 | $249,824 | $160,000 | | $40,000 | $200,000 |
| 2.3b | Computer Model Operations and Support - TDFM Data Purchase | OahuMPO | N/A | N/A | $400,000 | | $100,000 | $500,000 |
| 2.4 | Active Transportation Monitoring Data | DTS | N/A | N/A | $160,000 | | $40,000 | $200,000 |
| | **TASK 2 TOTALS** | | | | **$748,800** | **$0** | **$187,200** | **$936,000** |

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# Task 3: Short Range Planning

## *Purpose*

To perform the required short-range transportation planning activities which will assist in the development of long-range plans and on-going projects.

## *Ongoing Work Elements*

### 3.1 Transportation Improvement Program (301.17)

The Transportation Improvement Program (TIP) is a four-year program for short-term, ready-to-go, and federally funded surface transportation projects. The TIP is revised on a bi-annual schedule in coordination with the State of Hawaii Department of Transportation, City and County of Honolulu Department of Transportation Services, and the Honolulu Authority of Rapid Transportation; with potential for numerous Pre-Approved revisions to be completed outside of the two customary annual revision cycles.

Within the predetermined schedule, a call for project revisions is issued to partner agencies in April and then in September and the cycle culminates roughly three months later. There are three types of TIP revisions:

- Pre-Approved administrative modifications are rapid and simple changes to projects that do not need either public or intergovernmental consideration and do not need committee endorsement or approval;
- Expediated administrative modifications require TAC endorsement and Policy Board approval but do not need to consider public, intergovernmental, or CAC consideration;
- Amendments are major changes to projects that must illicit public comments and intergovernmental review as well as be endorsed by TAC, and then finally approved by the Policy board.

The original FFYs 2019-2022 TIP was approved by the Policy Board on July 27, 2018 and the Governor's designee on August 7, 2018.

In FY2021, OahuMPO is planning to implement an e-tip system. The e-tip is a collaborative, continuous, comprehensive, and transparent way of managing project information for the TIP/STIP. It is an online database with an intuitive interface which allows agencies to directly submit project requests for the TIP/STIP. It allows agencies to work together on one platform, thus avoiding possible errors and inconsistencies, while allowing for more project information to be tracked over long periods of time. The public may also use the e-tip to view upcoming transportation projects in their community.

Responsible agency: OahuMPO
Project schedule: On-going

### 3.2 Transportation Alternatives Program Coordination (301.18)

OahuMPO is responsible for the funding allocated to Oahu under the Transportation Alternatives Program. This includes the TAP-U program under MAP-21 (Moving Ahead for Progress in the Twenty-First Century) and the STBG TA set aside under the FAST Act. TAP-U funding is generally available for implementing projects that support bicycling and pedestrian modes of transportation. OahuMPO staff will solicit, evaluate, and award TAP-U funding; monitor project implementation; and coordinate with grantees, DTS, and HDOT to ensure timely implementation of projects and use of TAP-U funds.

Responsible agency: OahuMPO
Project schedule: On-going

### 3.3 Oahu Mass Transit Joint Feasibility Study (203.06-18)

The Oahu Mass Transit Joint Operations Feasibility Study ("the study") shall examine various operational alternatives for bus – rail mass transit operations on Oahu, including but not limited to joint operations, independent operations and/or hybrid operations. The study shall examine Oahu's existing bus mass transit system as a baseline, Honolulu's rail mass transit project, including but not limited to projected rail operations, and other bus – rail systems and operations in peer municipalities and cities nationally and world-wide.

Responsible agency: DTS
Project schedule: July 2018-June 2022

### 3.4 Waikiki Loading Zone Management Study (203.11-19)

The Waikiki Loading Zone Management Study will conduct site specific transportation assessments using methodologies contained in recent reports performed for private sector sponsors to identify, analyze, evaluate and resolve severe commercial vehicle loading conflicts within Waikiki. Those examples include the "*Royal Hawaiian Avenue Commercial Vehicle Operator Transportation Assessment*" and the "*Transportation Assessment of Commercial Vehicle Operations Along Ala Moana Boulevard in Waikiki*".

Responsible Agency: DTS
Project schedule: July 2018 – June 2022

### 3.5 Ala Moana Transit Plaza Alternatives Analysis (203.14-19)

This study will develop preliminary planning and design alternatives for a new transportation facility that will facilitate transfers between bus and rail transit modes for public transit system passengers. It is envisioned as a multi-modal transit plaza with support facilities for bike-share operations and bus transit vehicles, including short-term parking, layovers, and electric charging stations. The study will assess options for incorporating commercial and residential uses as part of an integrated development.

Responsible Agency: DTS
Project schedule: July 2018 – June 2022

### 3.6 Multi-Modal Transit Asset Management Plan (203.12-19)

This project will continue the development of a Transit Asset Management (TAM) Plan for the City and County of Honolulu that addresses State of Good Repair policies for maintaining a multi-modal transit system and incorporates targets, strategies and an evaluation plan for integrated bus and rail transit facilities.

Responsible agency: DTS
Project schedule: July 2018 – June 2022

### 3.7 Kapolei Maintenance Facility & Transit Center Alternatives Analysis (203.17-19)

The focus of this project is the development of a new support facility for the public transit system, including new administration, maintenance and parking facilities to serve as the West Oahu base for the bus transit fleet. The alternatives analysis will assess options for incorporating commercial and residential uses as part of an integrated development.

Responsible agency: DTS



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Project schedule: July 2018 – June 2022

**3.8 Royal Kunia Public Transit and Day Care Facility Master Plan (203.13-19)**

This study will develop preliminary planning and design alternatives for the redevelopment of the existing Royal Kunia park-and-ride facility and transit center as a mixed-use facility including a light duty maintenance facility for the City and County of Honolulu's paratransit (TheHandi-Van) vehicles, public transit park-and-ride and transit center, and a multi-generational day care facility.

Responsible agency: DTS
Project schedule: July 2018 – June 2022

**3.9 PM Peak Period Tow Away Zone Modifications (203.03-18)**

The objective of this project is to analyze the effectiveness of current PM peak tow restrictions on urban arterial streets in the City & County of Honolulu and to determine what, if any, modifications to existing tow away times would improve overall traffic conditions.

Responsible agency: DTS
Project schedule: July 2015 – June 2022

**3.10 Review and Update of Planned Rights of Way for Existing Streets (203.07-18)**

This study will review the City's existing policies regarding widening and improvement of existing streets island wide, consistent with recommendations from the Primary Urban Center Development Plan and the ongoing Complete Streets Implementation Study.

Responsible agency: DTS
Project schedule: July 2016 – June 2021

**3.11 Transportation Demand Management Plan (203.17-20)**

The primary objective is to develop a Transportation Demand Management (TDM) Plan for the City and County of Honolulu that will develop targets, strategies, and evaluation measures to reduce vehicle miles traveled (VMT) and reduce single-occupancy vehicle (SOV) mode share.

The City and County of Honolulu TDM Plan will reduce and mitigate VMT in line with the City 2018 Climate Change directive. The consultant will be responsible for developing island-wide residential and employer mode share targets and strategies. These targets will be consistent with legislated State targets and draw from best practices research. Recommendations for legislative changes and enabling policies will also be provided by the consultant. The consultant shall develop a TDM program website, in addition to providing marketing support and educational materials that will be easily accessible online. Community outreach and engagement with key stakeholders in the form of a working group will be managed by the consultant. The consultant will also develop an online TDM monitoring and web map reporting system for the City website.

Responsible agency: DTS
Project schedule: July 2019- June 2023

**3.12 Vision Zero Action Plan (203.19-20)**

The primary objective is to develop a Vision Zero Action Plan within the existing City and County of Honolulu Complete Streets Program that will identify high crash locations, establish and prioritize Vision Zero projects, develop educational materials, and evaluate safety improvements.

The City and County of Honolulu is committed to ending traffic violence on Oahu. The Vision Zero Action Plan will eliminate traffic deaths and serious injuries on our streets by 2035. The City will identify Oahu's high crash network (HCN) streets and intersections in Title VI/EJ areas, which will be

prioritized for safety investments. The HCN and safety statistics will be presented to the public online through interactive maps on a new Vision Zero website page that will be linked to the City's existing Complete Streets website. The Plan will develop educational, pledge and safety materials that will enhance the action plan messaging of safety, health and equitable mobility for all, including speed awareness. Legislative recommendations will be made with respect to fixed speed safety and red-light cameras. Design recommendations, including intersection visibility design guidelines, will be produced and applied to the HCN locations. Safety projects will be prioritized, tested and evaluated for their potential for future capital improvement projects. A public-facing dashboard will be developed that outlines Vision Zero Actions and performance measures. Key action areas include street design, impairment, speed, dangerous behaviors, and education and accountability. Deliverables will be reviewed by a technical advisory group and presented at community pop-ups and/or meetings.

Responsible agency: DTS
Project schedule: July 2019- June 2023

**3.13 New Mobility Plan (204.01-20)**

The primary objective of this study is to develop a New Mobility Plan for the City and County of Honolulu that will provide policies, principles, strategies and specifications to assist in the regulation of disruptive and emerging technologies in the new mobility marketplace.

The City will define and inventory existing mobility services and technologies, and typologize and evaluate them in their approach to mobility on Oahu. The City will be responsible for developing guiding principles and policies for new emerging mobility, based off of best practices and provide legislative and/or administrative rule recommendations. The City will conduct a new mobility attitudes survey, addressing public opinion regarding new mobility, including public opinion for new mobility zones. City will hold meetings with key stakeholders, including new mobility providers, to better understand mobility technologies and current gaps in knowledge. The City will provide plan-level circulation element and specifications focusing on fleet parking dock zones and wayfinding in order to address new mobility first-last mile connections around rail station areas. The City will develop specifications for permitting new mobility including but not limited to equity and inclusion. The main deliverables are to be made available along with educational materials on a project website, appended to the City's existing Complete Streets page.

Responsible agency: DTS
Project schedule: July 2019- June 2023

**3.14 Autonomous Vehicle Planning Study (203.18-20)**

This study aims to develop techniques to simulate the long-term impacts of shared or autonomous vehicle (SAV) deployments and other new mobility technology within the regional Travel Demand Forecasting Model (TDFM). The model results will be used to assess the potential impacts of SAV and new mobility technologies on transit ridership and the overall transportation system. The modeling tools developed by this project will improve HART and the OahuMPO's ability to plan for both shared and privately-owned AV scenarios, and will also inform the development of 2050 Oahu Regional Transportation Plan update.

Responsible agency: HART
Project schedule: July 2019- June 2023

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## *New Work Elements – Task 3*

### 3.15 Planning for Improved Resilience to Coastal Hazards through Green Infrastructure

The State of Hawaii through the Department of Land and Natural Resources (DLNR) in coordination with the Hawai'i Climate Change Mitigation and Adaptation Commission, proposes a feasibility study of a green infrastructure project in the Punalu'u Beach Park area that will help to protect Kamehameha Highway from flooding and erosion, and improve resiliency with regard to rising sea levels and increasing coastal storms, both in frequency and intensity.

This study will assess project alternatives, while considering critical coastal and marine geotechnical and biological surveys, agency and community input, and produce a report that informs the next phase of the potential project.

Responsible agency: Department of Land and Natural Resources
Project schedule: July 2020 – December 2022

### 3.16 Multi-Modal Mobility Hub Planning

The study proposes to assess state parking facilities on O'ahu that will allow for multi-modal use. It proposes to identify and describe state parking facilities, including their utilization rates and evaluate various ways to make better use of these state assets in ways that encourage the use of alternative transportation and mobility options. This study and the resulting plan will help the State and City meet their clean transportation goals, while maximizing public benefit.

Responsible agency: Department of Land and Natural Resources
Project schedule: July 2020 – June 2023

### 3.17 Alternative Deployment of Autonomous Vehicle Technology Scenarios Planning Study

This study aims to model scenarios for autonomous vehicle technology deployment to understand their potential impacts on access to HRTP stations. The scenarios will be built from the regional Travel Demand Forecasting Model that is currently used to forecast rail ridership. These scenarios will capture a range of possible outcomes with respect to modal choice, access to rail stations, road network performance, transit performance relative to different technology scenarios and different ownership scenarios (public vs. private ownership, shared vs. individual use).

Responsible agency: HART
Project schedule: July 2020 – June 2023

### 3.18 Dillingham Corridor Mobility Data Planning Study

This study aims to use mobile device data and a community "data Charrette" to study mobility patterns in the Dillingham corridor where the Honolulu Rail Transit Project will be doing intensive construction work over the next several years. The study will utilize cell phone data to highlight local mobility patterns. Data visualizations will be incorporated into community processes to further investigate the mobility needs and opportunities along the corridor.

Responsible agency: HART
Project schedule: July 2020 – June 2023

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## *Budget Summary – Task 3*

| | | | OWP FY2020 Activity | | Funding Request for OWP FY2021 | | | |
|---|---|---|---|---|---|---|---|---|
| Task | Title | Agency | FY20 Expenditure | Balance as of 2/28/20 | FHWA-PL | FTA 5303(d) | Local Match | Total |
| 3.1 | Transportation Improvement Program | OahuMPO | $78,765 | $161,314 | $28,000 | - | $7,000 | $35,000 |
| 3.1a | TIP - eTIP | OahuMPO | N/A | N/A | $80,000 | - | $20,000 | $100,000 |
| 3.2 | Transportation Alternatives Program Coordination | OahuMPO | $22,271 | -$4,910 | $12,000 | - | $3,000 | $15,000 |
| 3.10 | PM Peak Period Tow Away Zone Modifications | DTS | $80,000 | $197,500 | **FUNDED IN OWP FY 2018** | | | |
| 3.11 | Review and Update of Planned Rights of Way for Existing Streets | DTS | $0 | $500,000 | **FUNDED IN OWP FY 2018** | | | |
| 3.3 | Oahu Mass Transit Joint Feasibility Study | DTS | $0 | $302,400 | **FUNDED IN OWP FY 2018** | | | |
| 3.5 | Waikiki Loading Zone Management Study | DTS | $0 | $235,000 | **FUNDED IN OWP FY 2019** | | | |
| 3.6 | Ala Moana Transit Plaza Alternatives Analysis | DTS | $0 | $500,000 | **FUNDED IN OWP FY 2019** | | | |
| 3.7 | Multi-Modal Transit Asset Management Plan | DTS | $0 | $250,000 | **FUNDED IN OWP FY 2019** | | | |
| 3.8 | Kapolei Maintenance Facility & Transit Center Alternatives Analysis | DTS | $0 | $500,000 | **FUNDED IN OWP FY 2019** | | | |
| 3.90 | Royal Kunia Public Transit and Day Care Facility Master Plan | DTS | $0 | $500,000 | **FUNDED IN OWP FY 2019** | | | |
| 3.13 | TDM Plan | DTS | $0 | $535,000 | FUNDED IN OWP FY 2020 | | | |
| 3.14 | Vision Zero Action Plan | DTS | $0 | $2,000,000 | FUNDED IN OWP FY 2020 | | | |
| 3.15 | New Mobility Plan | DTS | $0 | $565,000 | FUNDED IN OWP FY 2020 | | | |
| 3.16 | Autonomous Vehicle Planning Study | HART | $0 | $50,000 | FUNDED IN OWP FY 2020 | | | |

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| Task | Title | Agency | FY20 Expenditure | Balance as of 2/28/20 | FHWA-PL | FTA 5303(d) | Local Match | Total |
|---|---|---|---|---|---|---|---|---|
| 3.15 | Planning for Improved Resilience to Coastal Hazards through Green Infrastructure - Punalu'u | DLNR | N/A | N/A | $200,000 | - | $50,000 | $250,000 |
| 3.16 | Multi-Modal Mobility Hub Planning for O'ahu | DLNR | N/A | N/A | $100,000 | - | $25,000 | $125,000 |
| 3.17 | Alternative Deployment of AV Technology Scenarios Planning | HART | N/A | N/A | $40,000 | - | $10,000 | $50,000 |
| 3.18 | Dillingham Corridor Mobility Data Planning Study | HART | N/A | N/A | $80,000 | - | $20,000 | $100,000 |
| | **TASK 3 TOTALS** | | | | **$540,000** | **$0** | **$135,000** | **$675,000** |

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# Task 4: Long Range Planning

## *Purpose*

To develop, document, amend, and publish the Oahu Regional Transportation Plan (ORTP) to meet the needs of the metropolitan area for a 20-year horizon, in accordance with Federal, state, and local regulations. Task 4 also includes special studies with a longer than 10 year planning horizon.

## *Ongoing Work Elements*

### 4.1 Oahu Regional Transportation Plan (301.16)

The ORTP is the federally required deliverable supported by this Work Element. It is a forecast and assessment of anticipated project and programs that may be developed during the next 20 years. The plan assists in educating decision-makers about the options that are available to improve the transportation system and how they address mobility needs and ensure that programming is based on a full understanding of a policy framework, the role of data, and technical analyses.[8] An update to the ORTP is required every five years, with the next one due by April 2021.

Included in the ORTP is Transportation Revenue Forecasting & Alternative Revenue Exploration. This task forecasts the "reasonably expected" future revenues for transportation for the State and the City from existing sources, under existing policies. It estimates the average impact to households of existing policies, identifies and evaluates various potential alternative transportation funding sources.

Responsible agency: OahuMPO
Project schedule: On-going

### 4.2 Congestion Management Process Update (201.05)

The Congestion Management Process (CMP) provides for safe and effective integrated management and operation of the multimodal transportation system. Per the 2018 Federal Certification Review, the revised CMP will include procedures to implement CMP outcomes and will be taken into consideration during project selection for the ORTP and TIP. The CMP will also include performance measures that demonstrate the effectiveness of congestion reduction strategies.

Responsible Agency: OahuMPO
Project schedule: On-going

### 4.3 Farrington Highway Makaha Beach Park Realignment Feasibility Study (202.14-18)

This study will examine the social, environmental, technical, and economic impacts, costs, and benefits of realignment alternatives of Farrington Highway mauka of Makaha Beach Park. The study will make a recommendation as to the feasibility of realigning the roadway based on a technical evaluation.

Responsible agency: OahuMPO
Project schedule: July 2014 – June 2020

[8] See NCHRP Report 591, *Factors that support the Planning-Programming Linkage*, (Transportation Research Board), Table 6 on page 27 and section 5.2.4(14) on page 60.



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### 4.4 Energy Conservation and Emissions Reduction Plan (203.18)

This study will provide an energy conservation and emissions reduction plan for city transportation systems which shall include methods to meet city and state commitments to reduce greenhouse gas emissions and transition to sources of clean energy. An interdepartmental working group will be established to: 1) ensure departmental consistency regarding GHG reduction and clean energy goals, 2) develop a preliminary recommended framework for analyzing transportation projects and improvements with energy implications, and 3) develop a number of specific energy conservation strategies to reduce transportation-related emissions.

Responsible Agency: City and County of Honolulu Office of Climate Change, Sustainability and Resiliency
Project schedule: July 2018 – June 2022

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## *Budget Summary – Task 4*

| | | | OWP FY2020 Activity | | Funding Request for OWP FY2021 | | | |
|---|---|---|---|---|---|---|---|---|
| Task | Title | Agency | FY20 Expenditure | Balance as of 2/28/20 | FHWA-PL | FTA 5303(d) | Local Match | Total |
| 4.1 | Oahu Regional Transportation Plan - Staff Time | OahuMPO | $240,000 | $239,531 | $124,000 | - | $31,000 | $155,000 |
| 4.1a | ORTP - Consultant (Jacobs) | OahuMPO | $28,108 | $190,114 | $160,000 | - | $40,000 | $200,000 |
| 4.1b | ORTP - Consultant (DTL) | OahuMPO | $61,845 | $38,155 | $44,000 | - | $11,000 | $55,000 |
| 4.2 | Congestion Management Process Update - Staff Time | OahuMPO | $992 | $219,125 | $8,000 | - | $2,000 | $10,000 |
| 4.2a | Congestion Management Process Update - Consultant (Jacobs) | OahuMPO | $37,601 | $161,166 | $0 | - | $0 | $0 |
| 4.4 | Farrington Highway Makaha Beach Park Realignment Feasibility Study - Consultant | OahuMPO | N/A | TBD | **FUNDED IN OWP FY 2018** | | | |
| 4.4a | Farrington Highway Makaha Beach Park Realignment Feasibility Study - Staff Time | OahuMPO | N/A | TBD | | | | |
| 4.5 | Energy Conservation and Emissions Reduction Plan | OCCSR | $0 | $500,000 | **FUNDED IN OWP FY 2019** | | | |
| | **TASK 4 TOTALS** | | | | **$336,000** | | **$84,000** | **$420,000** |

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# Summary of Funding & Programmed Expenditures

Table 1 summarizes programmed expenditures by task, with the breakdown of Federal and non-Federal funding sources.

**Table 1. OWP FY2020 Budget Summary by Task**

| Task | Title | FHWA-PL | FTA 5305(d) | Non-Federal Match Subrecipient Studies | Non-Federal Match Member Dues | Total |
|---|---|---|---|---|---|---|
| 1 | MPO Management & Program Administration | $620,326 | $278,874 | - | $224,800 | $1,124,000 |
| 2 | Data Development & Maintenance | $748,800 | | $40,000 | $147,200 | $936,000 |
| 3 | Short Range Planning | $540,000 | | $105,000 | $30,000 | $675,000 |
| 4 | Long Range Planning | $336,000 | | - | $84,000 | $420,000 |
| | TOTAL | $2,245,126 | $278,874 | $145,000 | $486,000 | $3,155,000 |

Table 2 shows the total anticipated funding sources and programmed expenditures for FY 2021 OWP. Expected funding sources includes the dues that OahuMPO participating agencies must contribute to leverage the Federal funds programmed in that year. OahuMPO's FY 2021 OWP totals ~$3.1 million; funding is available for the entire program. The "Difference" shows that there is an available pool of unobligated funds from which OahuMPO can draw when additional local match is available.

**Table 2. Summary of Estimated FY 2021 Revenues and Programmed Expenditures (SUBJECT TO CHANGE)**

| Description | FHWA-PL | FTA 5305(d) | Member Agency Dues - Regular | Member Agency Dues - Additional | Subrecipient Match | Total |
|---|---|---|---|---|---|---|
| **FY2021 Expected Funding Sources** | $1,638,079 | $278,874 | $375,000 | $111,000 | $145,000 | $2,547,953 |
| **Estimated Unobligated Balance** | $7,831,768 | $0 | $0 | $0 | $0 | $7,831,768 |
| **Total Available Funding** | $9,469,846 | $278,874 | $375,000 | $111,000 | $145,000 | $10,379,720 |
| **Programmed Obligations** | $2,245,126 | $278,874 | $375,000 | $111,000 | $145,000 | $3,155,000 |
| **Difference** | $7,224,720 | $0 | $0 | $0 | $0 | $7,224,720 |

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# Appendix A: Abbreviations

| Abbreviation | Definition |
|---|---|
| CAC | Citizen Advisory Committee (OahuMPO) |
| CFR | Code of Federal Regulations |
| DBE | Disadvantaged Business Enterprise |
| DBEDT | Department of Business, Economic Development, and Tourism (State) |
| DDC | Department of Design and Construction (City) |
| DFM | Department of Facilities Maintenance (City) |
| DOH | Department of Health (State) |
| DPP | Department of Planning and Permitting (City) |
| DTS | Department of Transportation Services (City) |
| FAA | Federal Aviation Administration |
| FAST Act | Fixing America's Surface Transportation Act |
| FFY | Federal Fiscal Year (October 1st-September 30th) |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FY | State of Hawaii Fiscal Year (July 1st-June 30th) |
| HART | Honolulu Authority for Rapid Transportation |
| HDOT | Department of Transportation (State) |
| ID | Identification Number |
| MAP-21 | Moving Ahead for Progress in the Twenty-First Century |
| MARAD | Federal Maritime Administration |
| OahuMPO | Oahu Metropolitan Planning Organization |
| OPP | OahuMPO Participation Plan |
| OP | Office of Planning (State) |
| ORTP | Oahu Regional Transportation Plan |
| OWP | Overall Work Program |
| PL | Planning Funds (FHWA) |
| SB | Senate Bill |
| STBG TA | Surface Transportation Block Grant Transportation Alternatives |
| T6/EJ | Title VI and Environmental Justice |
| TAC | Technical Advisory Committee (OahuMPO) |
| TDFM | Travel Demand Forecasting Model |
| TDM | Transportation Demand Management |
| TIP | Transportation Improvement Program |
| US | United States |
| USDOT | United States Department of Transportation (Federal) |
| WE | Work Element |
| § | Section |

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# Appendix B: Candidate Project Evaluation and Selection

All candidate projects submitted for consideration were evaluated for possible funding through OahuMPO. OahuMPO received four candidate proposals from the Citizen Advisory Committee; and four proposals from OahuMPO member agencies.

The candidate projects are described below and presented in prioritized order along with a short discussion and evaluation. The evaluation tables list which FAST Act Planning Factor(s) and ORTP Goal(s) are addressed by the proposed study. Refer to page 39-40 in Appendix D for the full list of FAST Act Planning Factors and ORTP goals.

It is important to note that this prioritization process informs the selection process by OahuMPO and its member agencies but does not determine selection. OahuMPO and its member agencies must also consider availability of local match, agency/department workloads, annual funding constraints, duplication of on-going or previous studies, and other competing planning priorities.

**Priority One Candidate Studies –** *Studies that fulfill requirements under metropolitan transportation regulations set forth in 23 CFR 450 subpart C and 23 CR 420.*

*None*

**Priority Two Candidate Studies –** *Studies that are necessary to enable the OahuMPO and its participating agencies to support the metropolitan transportation planning process or fulfill other Federal, State, or City regulations applicable to this process.*

**Alternative Deployment of Autonomous Vehicle Technology Scenarios Planning Study**

This study aims to model scenarios for autonomous vehicle technology deployment to understand their potential impacts on access to HRTP stations. The scenarios will be built from the regional Travel Demand Forecasting Model that is currently used to forecast rail ridership. These scenarios will capture a range of possible outcomes with respect to modal choice, access to rail stations, road network performance, transit performance relative to different technology scenarios and different ownership scenarios (public vs. private ownership, shared vs. individual use).

Evaluation:

| | *1* | *2* | *3* | *4* | *5* | *6* | *7* | *8* | *9* | *10* |
|---|---|---|---|---|---|---|---|---|---|---|
| Federal Planning Factors Addressed | x | | | x | | x | x | | | |
| ORTP 2040 Goals Addressed | 1 | 2 | | | | x | | | | |

**Priority Three Candidate Studies –** *Studies that support planning efforts for projects identified in the Oahu Regional Transportation Plan (ORTP).*

**Dillingham Corridor Mobility Data Planning Study**

This study aims to use mobile device data and a community "data Charrette" to study mobility patterns in the Dillingham corridor where the Honolulu Rail Transit Project will be doing intensive construction work over the next several years. The study will utilize cell phone data to highlight local mobility patterns. Data visualizations will be incorporated into community processes to further investigate the mobility needs and opportunities along the corridor.

Evaluation:

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Federal Planning Factors Addressed | | | | x | | | | | | |
| ORTP 2040 Goals Addressed | x | x | | | x | x | | | | |

**Multi-Modal Mobility Hub Planning**

The study proposes to assess state parking facilities on O'ahu that will allow for multi-modal use. It proposes to identify and describe state parking facilities, including their utilization rates and evaluate various ways to make better use of these state assets in ways that encourage the use of alternative transportation and mobility options. This study and the resulting plan will help the State and City meet their clean transportation goals, while maximizing public benefit.

Evaluation:

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Federal Planning Factors Addressed | | | | x | x | x | x | | | |
| ORTP 2040 Goals Addressed | x | x | | | x | x | | | | |

**Planning for Improved Resilience to Coastal Hazards through Green Infrastructure**

The State of Hawai'i through the Department of Land and Natural Resources (DLNR) in coordination with the Hawai'i Climate Change Mitigation and Adaptation Commission, proposes a feasibility study of a green infrastructure project in the Punalu'u Beach Park area that will help to protect Kamehameha Highway from flooding and erosion, and improve resiliency with regard to rising sea levels and increasing coastal storms, both in frequency and intensity.

This study will assess project alternatives, while considering critical coastal and marine geotechnical and biological surveys, agency and community input, and produce a report that informs the next phase of the potential project.

Evaluation:

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Federal Planning Factors Addressed | | | x | | x | | | x | x | |
| ORTP 2040 Goals Addressed | | x | | x | | | x | | | |

**Leeward Coast Transportation Study**

The goal of the LCTS is to assess the multi-modal transportation needs of the Leeward Coast stretching from East Kapolei to Ka'ena point. Given the large area, we are amenable to subareas being designated, however the scope should remain all-encompassing to provide the holistic overview required.

The study needs to examine future development, changing regional travel patterns, environmental conditions, impact of climate change on existing and future infrastructure and the need for new transportation infrastructure to keep pace with anticipated housing developments.

The results of the LCTS will support the participating agencies by identifying projects in the study area that help the district and the island-wide transportation system.

Evaluation:

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| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Federal Planning Factors Addressed | | | x | x | | | x | x | x | |
| ORTP 2040 Goals Addressed | x | x | | | | | | | | |

**North Shore Corridor Study**

The objectives of this study are to (1) identify problem areas that needs to be addressed to ensure that the corridor (Route 83) remains open, serviceable, and functionally interconnected, (2) identify potential projects to address resilience in transportation infrastructure and identify immediate and long-term risks that take into consideration economic development (tourism, agriculture, education, military), safety, congestion, proposed land uses in the future, and criticality, and (3) evaluate solutions that are specific to this corridor, including resilient corridor concepts that will protect and integrate the environmental needs that are unique to it.

Evaluation:

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Federal Planning Factors Addressed | | x | x | x | x | x | x | | x | x |
| ORTP 2040 Goals Addressed | x | x | | x | x | x | x | | | |

**Cordon Area Congestion Pricing Study**

Cordon area congestion pricing involves charging a fee paid by users to enter an area, usually a city center, as part of a demand management strategy to relieve traffic congestion with that area. The Cordon Area Congestion Pricing Study aims to assess whether implementing a congestion pricing program in Honolulu makes sense. Through the study's technical feasibility assessment and a public input process, the potential benefits and impacts of a congestion charge will be explored, recommendations will be made, and a possible implementation plan will be laid out.

Evaluation:

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Federal Planning Factors Addressed | x | | | x | | | x | | | |
| ORTP 2040 Goals Addressed | | x | x | | | | | | | |

**Priority Four Candidate Studies:** *Studies that support planning efforts consistent with the direction set forth in master plans or other planning documents adopted by the OahuMPO, the State, and/or the City.*

*None*

**Priority Five Candidate Studies:** *Studies that support planning efforts to enable the State and the City to meet other needs that support Oahu's integrated, multimodal transportation system.*

*None*

**Proposed projects already addressed in ongoing projects** – *The following projects were not evaluated because they are duplicates of previous work or can be incorporated into ongoing planning efforts.*

None

**Proposed projects ineligible for funding -** *The following projects were not evaluated because they are not eligible for the type of funding programmed in the OWP.*

None

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# Appendix C: Public and Intergovernmental Comments and Dispositions

*The public and intergovernmental review period for the FY 2021 Overall Work Program began on February xx, 2020 and concluded on April xx, 2020. The draft of the OWP FY2021 was e-mailed to fifty-four agencies and organizations for their review. Comments from intergovernmental agencies include:*

*Comments from the public include:*

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# Appendix D: Overview and Process

### *OahuMPO Structure*

The process of developing the annual OWP entails a closely coordinated effort among the OahuMPO and its participating agencies: The State Department of Transportation (HDOT), the City and County of Honolulu Department of Transportation Services (DTS), and the Honolulu Authority for Rapid Transportation (HART).

A diagram of the OahuMPO's organization is shown in Figure 1. The current *Comprehensive Agreement*[9] describing the specific roles and responsibilities of the OahuMPO and its participating agencies, was signed by the Governor, the City Council Chair (on behalf of the City as the transit operator), and the OahuMPO Policy Board Chair in 2015.

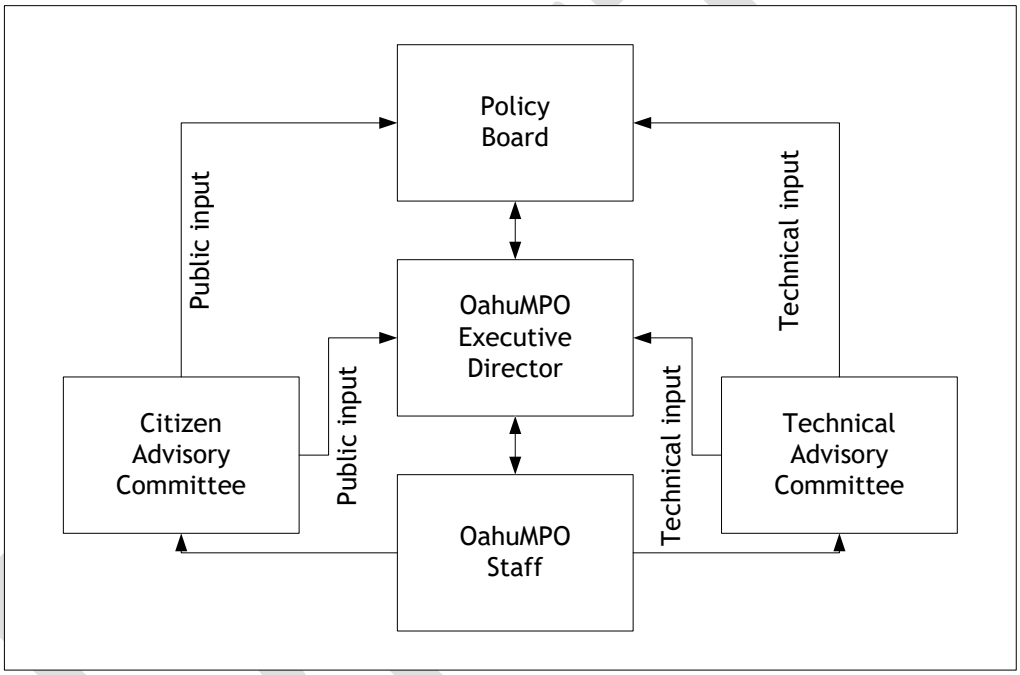


**Figure 1. OahuMPO organizational components and information flow.**

[9] https://www.oahumpo.org/?wpfb_dl=1523

### *Oversight and Committees*

As stated in Federal Regulations, the Policy Board (PB) is the MPO and, as such the decision-making body of the OahuMPO. The Technical Advisory Committee (TAC) provides technical input to both the PB and the OahuMPO Executive Director to carry out the continuing, cooperative, and comprehensive multimodal transportation planning process for OahuMPO. Table 1 shows voting and non-voting membership in the TAC and the PB.

**Table 1: TAC and PB Membership**

| **Policy Board** | |
|---|---|
| **Voting** | **Non-Voting** |
| Two State Senators<br>Two State Representatives<br>Three City Councilmembers<br>The HDOT Director<br>The DTS Director<br>The DPP Director<br>The HART Director | FHWA Hawaii Division Office Administrator<br>The Director of DOH<br>The Director of State Office of Planning |
| **Technical Advisory Committee** | |
| **Voting** | **Non-Voting** |
| Two staff members from HDOT<br>One staff member from DBEDT<br>One staff member from OP<br>Two staff members from DTS<br>Two staff members from DPP<br>Two staff members from HART | One representative from HTA<br>One representative from FHWA<br>One representative from FAA<br>One representative from FTA<br>One staff member from City DDC<br>One staff member from City DFM |

The **Citizen Advisory Committee (CAC)** is the primary vehicle for individuals to provide public input to the Policy Board and the OahuMPO Executive Director on Oahu's transportation planning needs and processes. At present, the CAC[10] consists of representatives from 47 community associations, neighborhood boards, professional associations, businesses, private transportation providers, a transportation management association, developers, and other interested parties. Activities of the CAC are organized based on the *OahuMPO Participation Plan* (OPP),[11] which is compliant with the Federal requirements.[12]

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[10] See http://www.oahumpo.org/about-mpo/committees/citizen-advisory-committee/
[11] See http://www.oahumpo.org/ParticipationPlan2015_0630
[12] 23 CFR 450.316.

### *OahuMPO Staff Structure and Pay Ranges*

One of the biggest expenses for OahuMPO is staff. The Policy Board approves staff positions and pay ranges. The current, approved staffing plan for the agency includes eight full-time equivalent (FTE) staff members, and one part-time clerk typist.

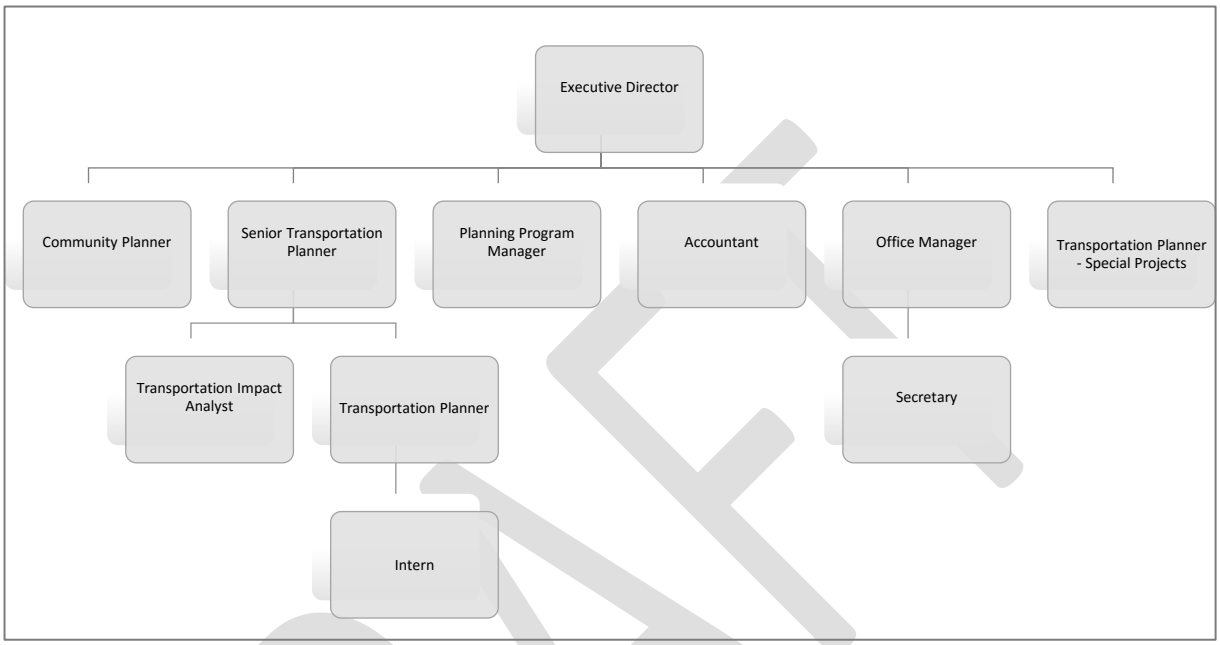


**Figure 2. Approved OahuMPO Staffing Structure**

Brief descriptions of job responsibilities and the approved pay ranges for each position are as follows:

- **Executive Director ($80,000 - $124,000)**: responsible for the implementation of the metropolitan transportation planning process; responsible for the OWP process as well as preparing OahuMPO budgets; prepares, updates, clarifies operational policies and procedures; hires OahuMPO staff and manages day-to-day operations; monitors Administrative Supplemental Agreement; oversees personnel and human resource matters; represents the Policy Board in meetings, and is the Policy Board coordinator.
- **Senior Transportation Planner ($74,000-$106,000)**: responsible for the ORTP process as well as overseeing modeling work and products completed internally or by participating agencies or consultants; manages and completes various corridor and sub-area studies led by the OahuMPO; supervises and coordinates the work of the Transportation Planner and Planning Analyst.
- **Transportation Planner ($60,000 – 89,520)**: responsible for assisting the Senior Transportation Planner in the development and maintenance of the ORTP; manages the completion of various corridor and sub-area studies led by OahuMPO.
- **Transportation Impact Analyst ($60,000 - $89,520)**: responsible for development and maintenance of the Transportation Improvement Program; maintains data bases and communicates with participating agencies regarding transportation data; monitors transportation system performance, collects data and analyzes; maintains the Data-Sharing Supplemental agreement and recommends updates as needed; monitors performance measures and targets and recommends updates as needed; maintains and implements the agency's performance-based planning and programming process; maintains and implements the Transportation Alternatives Program.
- **Planning Program Manager ($65,000 - $95,000)**: responsible for monitoring and assisting Federal grant subrecipients; serves on steering committees for participating agency projects; provides intergovernmental staff interface to carry out the metropolitan transportation planning process; is the coordinator for the Technical Advisory Committee.

- **Community Planner ($60,000 - $89,520)**: responsible for developing, maintaining, and implementing the Public Participation Plan; is the coordinator for the Citizen Advisory Committee; monitors Title VI & Environmental Justice issues and completes reports as needed; maintains website and social media resources; serves as OahuMPO's "customer service representative" to the public.
- **Accountant ($55,000 - $85,500)**: responsible for all financial and accounting matters related to the OahuMPO, including general accounting functions and financial management/reporting; monitors and maintains the Finance Supplemental Agreement; also serves as procurement specialist for the agency.
- **Office Manager ($52,000 - $85,500)**: responsible for overseeing day-to-day administrative functions of the OahuMPO office, including filing, copying, mailing, meeting coordination, posting meeting notices, preparing Policy Board meeting minutes, and completing the annual OIP, PIA, Form 7, and other operations related reports; assists the Executive Director in developing policies and procedures consistent with applicable State and Federal laws and regulations; acts as coordinator to personnel department; coordinates the Policy Board in conjunction with the Executive Director; responsible for the maintenance of office equipment leases; assists with the maintenance of the website; and supervises the Secretary.
- **Secretary ($42,500-$66,216)**: responsible for assisting the Office Manager with routine typing, filing, meeting coordination, meeting material mailings, development of meeting minutes, answering phones, and other duties as needed.
- **Transportation and Community Planning Intern ($20/hour - $23/hour):** responsible for assisting the Transportation Planner with the preparation and development of the ORTP, as well as technical assistance with any corridor and sub-area studies led by OahuMPO. Also responsible for assisting the Community Planner in the coordination and execution of Citizen Advisory Committee meetings, and any of their associated committees and permitted interaction groups. In addition, the intern will also be responsible for assisting with community engagement for the ORTP and any other sub-area and corridor studies led by OahuMPO.
- **Transportation Planner – Special Projects ($60,000 - $90,000)**: responsible for the development of a Strategic Plan and the coordination of revisions needed to the supplemental agreements between OahuMPO and partner agencies. Provides support to the Executive Director on technical requirements of the 3-C planning process and follow-up on the federal certification review findings.

### *Overall Work Program Development*

The development of the OWP begins with input from the CAC and the drafting of potential studies or work elements by the OahuMPO and its participating agencies. In addition to being used to develop and promote transportation programs and policies, and to provide guidance for capital improvement projects, these work elements may respond to requests made by the public, State Legislature, City Council, or a Federal agency.

**Table 2. Approximate OWP Development Timeline**

| | |
|---|---|
| Aug – Sept | OahuMPO staff solicits early input regarding candidate work elements (WEs); and solicits lists of planning studies from other agencies for regional planning coordination. |
| Sept – Oct | OahuMPO staff provides the candidate WEs to the Policy Board members and participating agencies; issues a call for candidate WEs to the Policy Board members and participating agencies |
| Nov – Dec | OahuMPO staff receives progress reports from all previously obligated projects and evaluate; accounts for previously obligated WEs and deducts staff time or funding from available resources as warranted; prioritizes all first-time candidate work elements; develops a first-draft list of WE proposed for programming in the OWP; presents the first-draft list to the CAC, TAC, and the Policy Board for comments and feedback; *this is the last opportunity for new candidate work elements to be identified for evaluation and possible inclusion in the OWP* |

| | |
|---|---|
| Jan-Mar | OahuMPO staff considers the feedback and comments received on the first-draft list of WEs; develops the Public Review Draft of the OWP; and presents Public Review Draft to the TAC and CAC for review and comment prior to releasing it for public and intergovernmental review. |
| April | OahuMPO staff releases the Public-Review Draft OWP for 45 days of public and intergovernmental review and comment; notifies CAC, TAC, Policy Board, intergovernmental review list, and interested parties of the release of draft OWP; and posts Public Review Draft to the OahuMPO website and provides instructions for submitting comments. |
| April-May | OahuMPO staff considers comments received on the Public Review Draft; documents all comments received and their final disposition in the OWP; and develops Final Draft OWP. |
| May | OahuMPO staff presents Final Draft OWP to the TAC and CAC for recommendation to the Policy Board; and presents the Final Draft OWP to the Policy Board along with recommendations of the advisory committees. |
| June – Sept | OahuMPO staff submits Policy Board endorsed OWP to FHWA/FTA for approval; and sends invoices to participating agencies for annual dues (i.e., local match).<br>HDOT staff: submits grant applications to appropriate Federal agencies<br>Federal agencies: award grants |

The OahuMPO coordinates the review of the draft work elements by staff members of the participating agencies, CAC, the public, TAC, and Federal agencies (USDOT: FTA, FHWA, FAA, Federal Maritime Administration (MARAD); Environmental Protection Agency; and Department of Housing and Urban Development), as well as an intergovernmental review. The OWP is then submitted to the Policy Board for its endorsement prior to its submittal for FHWA and FTA approval.

### *Planning Priorities*

The OahuMPO uses the following priorities to evaluate projects for funding through the OWP:

1. Projects that fulfill requirements under metropolitan transportation regulations set forth in 23 Code of Federal Regulations (CFR) 450 Subpart C and 23 CFR 420.
2. Projects which are necessary to enable the OahuMPO and its participating agencies to support the metropolitan transportation planning process or fulfill other Federal, State, or City regulations applicable to this process.
3. Projects that support planning efforts for projects identified in the Oahu Regional Transportation Plan (ORTP).
4. Projects that support planning efforts consistent with the direction set forth in master plans or other planning documents adopted by the OahuMPO, the State, and/or the City.
5. Projects that support planning efforts to enable the State and the City to meet other needs that support Oahu's integrated, multimodal transportation system.

### *Consideration of the FAST Act Planning Factors*

Federal regulations require that the metropolitan planning process consider projects and strategies that address ten planning factors below[13] which are part of the framework used to evaluate Oahu's transportation planning program.

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[14] of the transportation system for motorized and non-motorized users.

[13] 23 CFR 450.306(a) and (b).
[14] Congressional intent is that "security," in this context, means both infrastructure protection and emergency preparedness.

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 resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

### *Vision and Goals of the Oahu Regional Transportation Plan 2040*

#### *ORTP 2040 Vision*

*"In 2040, Oahu will be a place where we will have efficient, well-maintained, safe, secure, convenient, appropriate, and economical choices in getting from place to place. Our transportation system will move us and the goods we use in a manner that supports the island's high quality of life, natural beauty, economic vitality, and land use policies by supporting appropriate density development and avoiding urban sprawl. This system will promote energy conservation and economic sustainability as well as the protection of our ports of entry, preparation for emergency situations, and changes in global climate patterns."*

#### *Goals*

1. **Transportation Facilities** - Provide an inclusive, multi-modal transport system whose connectedness provides efficient means for users desiring to move about this island by bicycle, freight carrier, pedestrian facility, road, transit service, and intermodal connectors
2. **Transportation Operations and Services** - Develop, operate, maintain, and improve Oahu's island wide transportation system to ensure the efficient, dependable, safe, secure, convenient, and economical movement of people and goods
3. **Freight Movement and Economic Vitality** - Improve the freight network for Oahu, interisland, and trans-Pacific movements, strengthen the ability of rural communities to access trade markets, and support Oahu's economic development
4. **Natural Environment** - Develop, operate, maintain, and improve Oahu's transportation system in a manner that sustains environmental quality
5. **Human Environment and Quality of Life** - Develop, operate, maintain, and improve Oahu's transportation system in a manner that supports community-wide values related to health, safety, culture, and civil rights
6. **Land Use and Transportation Integration** - Develop, operate, maintain, and improve Oahu's transportation system in a manner that integrates effective land use and transportation with established sources of funding in a fair and equitable manner
7. **Infrastructure Condition** - Improve and maintain Oahu's transportation system in a state of good repair
8. **Reduce Project Delivery Delay** - Reduce project costs, promote jobs and the economy, eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

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# TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 – 2022

Oahu MPO

## REVISION 10
AMENDMENT

# TRANSPORTATION IMPROVEMENT PROGRAM

## FEDERAL FISCAL YEARS 2019 - 2022

**Revision 10**
**Amendment**

**January 2020**

Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200
Honolulu, Hawaii 96813-4623
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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.

# CONTENTS


1 Abbreviations ..... 6

1.1 Overall Initialisms and Acronyms ..... 6

1.2 Project Listing Abbreviations ..... 7

2 Introduction ..... 8

2.1 TIP Revision 10 - Amendments ..... 8

3 Development Process ..... 9

3.1 Development of Financial Estimates ..... 9

3.2 Call for Projects ..... 9

3.3 Public Outreach ..... 9

3.4 Technical Project Evaluations ..... 10

3.6 Project Selection ..... 10

3.7 Incorporation of the TIP into the STIP ..... 11

3.8 FHWA and FTA Action on the STIP ..... 11

4 Revisions ..... 14

4.1 Administrative Modifications ..... 14

4.2 Amendments ..... 15

4.3 Revision Examples ..... 15

5 TIP History ..... 18

5.1 Revision History ..... 18

6 Projects Amended in Revision 10 ..... 19

6.1 Project List ..... 19

6.2 Project Information Sheets ..... 20

6.3 Funding Summary ..... 27

6.4 FHWA Formula Funds Programmed ..... 28

7 Financial Planning ..... 29

7.1 Funding Sources ..... 29

7.2 Annual Financial Plans for Major Projects ..... 36

7.3 Financial Constraint Tables ..... 38


## Figures & Tables


Figure 1: TIP Process ..... 12

Table 1: Examples of Administrative Modifications and Amendments ..... 16

Table 2: Revisions as of January 2020 ..... 18


## Appendices


Appendix A: Federal Planning Factors

Appendix B: Disposition of Intergovernmental Review and Public Comment

Appendix C: Title VI and Environmental Justice Analysis

# 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.

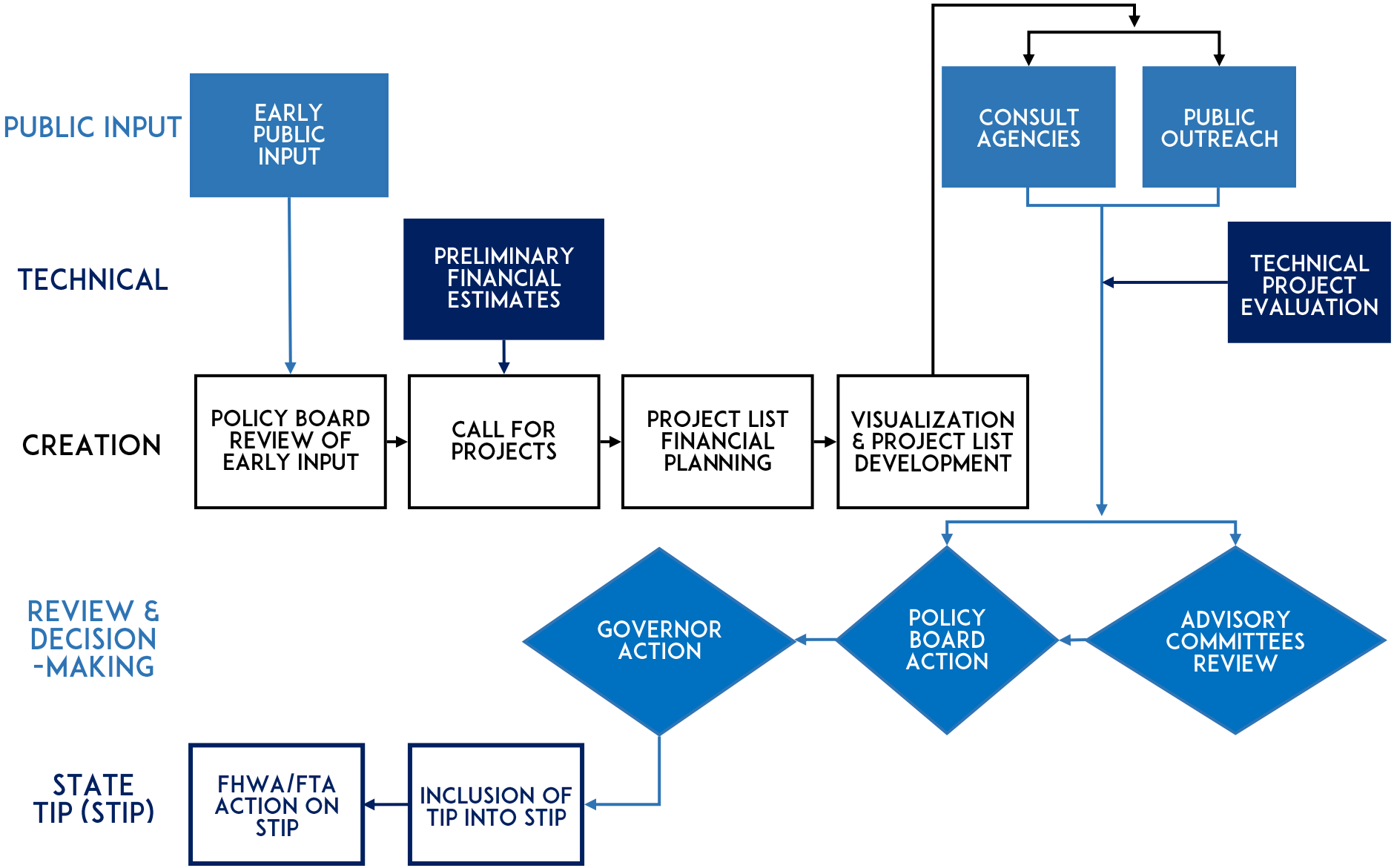



**Figure 1. TIP Process.**

# 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.**<br>2. Deferring a project to a later year within the current TIP if it is not ready-to-go as originally programmed.<br>3. Revising, clarifying, or expanding a project's description as long as the project's scope is not modified.<br>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.<br>5. Adding or deleting projects from grouped listings as long as the funding amounts stay within the guidelines in Table 2, C.8.<br>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<br>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.<br>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.<br>2. Deleting a project from the TIP, including deferring a project to a year that is outside of the four-year TIP.<br>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).<br>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:<br>a. Changing from replacement buses to expansion buses (and vice versa);<br>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.<br>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.<br>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).<br>9. Changing a project's funding from federal to local or state funding.<br>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:<br>a. The total estimated project cost, after the revision, exceeds $10 million; and<br>b. The amount programmed for the federal portion of the project cost is increased by more than 50%; and<br>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 January 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 | DRAFT January 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 | DRAFT January 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 | DRAFT January 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

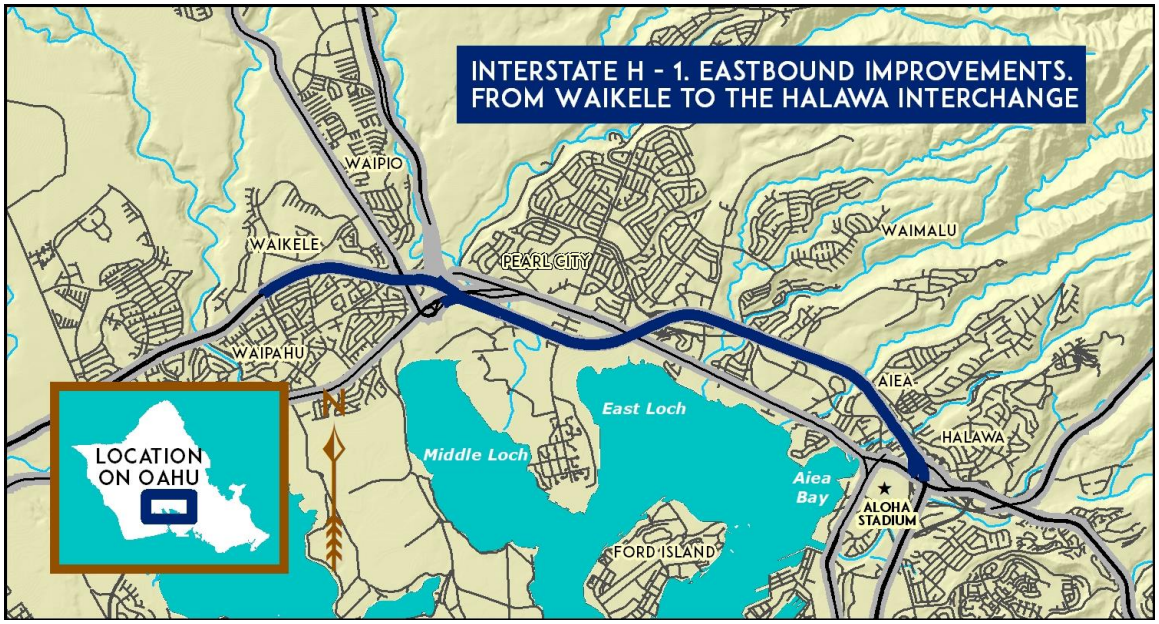
*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**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)

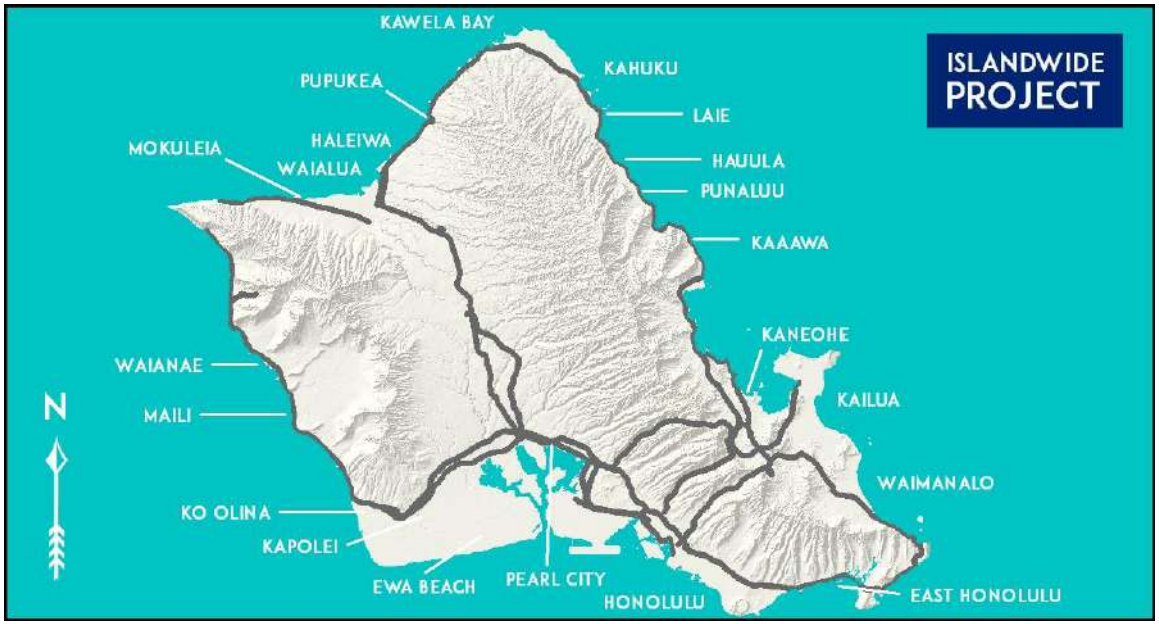
**Agency Responsible for Carrying Out Project/Phase:**
Hawaii Department of Transportation

| | 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 State 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' vehicles + 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 |
| **Department of Planning and Permitting (DPP):** 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 Organisation (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

# 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 |

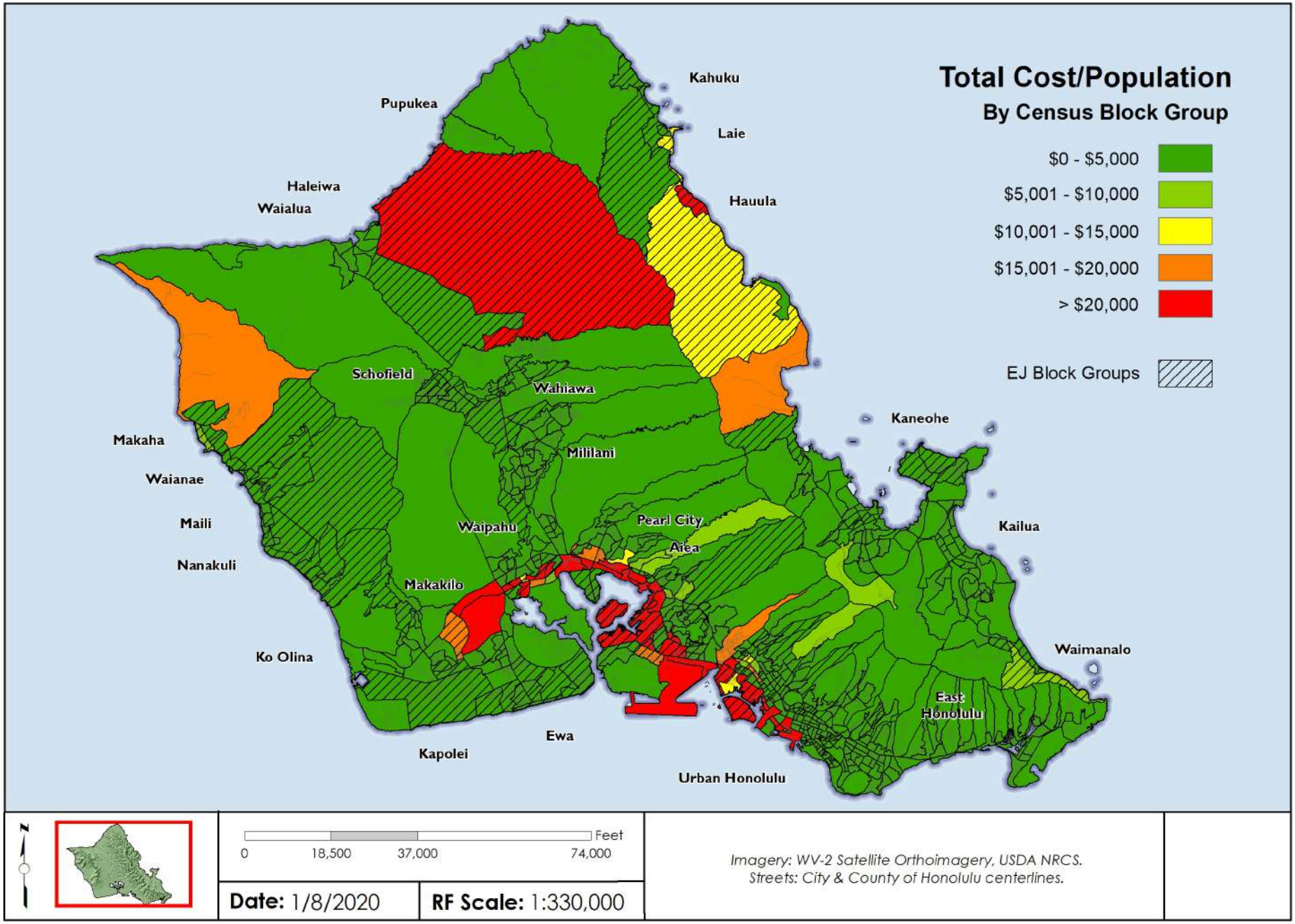
| | |
|---|---|
| **T6/EJ BG** | **105** BG selected based on race (minority) |
| | **60** BG selected based on low income |
| **Less:** | **(30)** BG counted as both minority & low income (double-counted) |
| | **135** T6/EJ block groups |
| **Less:** | **(29)** T6/EJ BG located on military bases |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

# 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

## 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.*