TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019–2022

Oahu MPO

REVISION 12

EXPEDITED ADMINISTRATIVE MODIFICATION

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 - 2022

Revision 12

Expedited Administrative Modification

June 2020

Oahu Metropolitan Planning
Organization
707 Richards Street, Suite 200
Honolulu, Hawaii 96813-4623 (808)
587-2015 // www.oahumpo.org

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** 5
   1.1. Overall Abbreviations.....5
   1.2. Abbreviations Used in Project Listing.....6

2. **Project Listing** 7
   2.1. Project List.....7
   2.2. Project Information Sheets.....10

Appendices

Appendix A: Current Planning Factors

1. ABBREVIATIONS

1.1 OVERALL INITIALISMS AND ACRONYMS

3-C	Continuing, Cooperative, Comprehensive
ADA	Americans with Disabilities Act
APE	Area of Potential Effects
CAC	OahuMPO 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	OahuMPO 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
NHPA	National Historic Preservation Act NTD National Transit Database
OahuMPO	Oahu Metropolitan Planning Organization
ORTP	OahuMPO Oahu Regional Transportation
Plan OWP	OahuMPO Overall Work Plan
PB	OahuMPO 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	OahuMPO 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

OS Bridge	Bridge On/Off-System
CMAQ	Congestion Mitigation and Air Quality Program
Earmark HP	Earmark High Priority
Enhance	Transportation Enhancement Program
NHPP	National Highway Performance Program
HSIP	Highway Safety Improvement Program
RTP	Recreational Trails Program
SRTS	Safe Routes to School
STP Flex	Surface Transportation Program (Flexible)
TAP	Transportation Alternatives Program
TAP-U	Transportation Alternatives Program for Urbanized Areas

FTA Funding Categories

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

Local Funding Category

Local Only	Locally Funded

Project Phases (Chronological Order)

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

2. PROJECTS MODIFIED IN REVISION 12

REVISION 12 - Expedited Administrative Modifications

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

FHWA FUNDED PROJECTS:

STATE OF HAWAII

PROJECT NUMBER	PROJECT NAME (ALPHABETICAL ORDER)	REVISION DETAILS	PAGE
OS75	Kamehameha Highway (Route 83) Rockfall Protection, Waimea Bay - Haleiwa	Request to delete PE2/CON and ADVCON phase, add PE2 and CON phase since no longer proceeding as Des-Build, but rather as Des-Bid-Build (B.4).	9

FTA FUNDED PROJECTS:

CITY AND COUNTY OF HONOLULU

PROJECT NUMBER	PROJECT NAME (ALPHABETICAL ORDER)	REVISION DETAILS	PAGE
OC14	Bus Stop ADA Access and Site Improvements	Request to add Design phase (B.4).	11

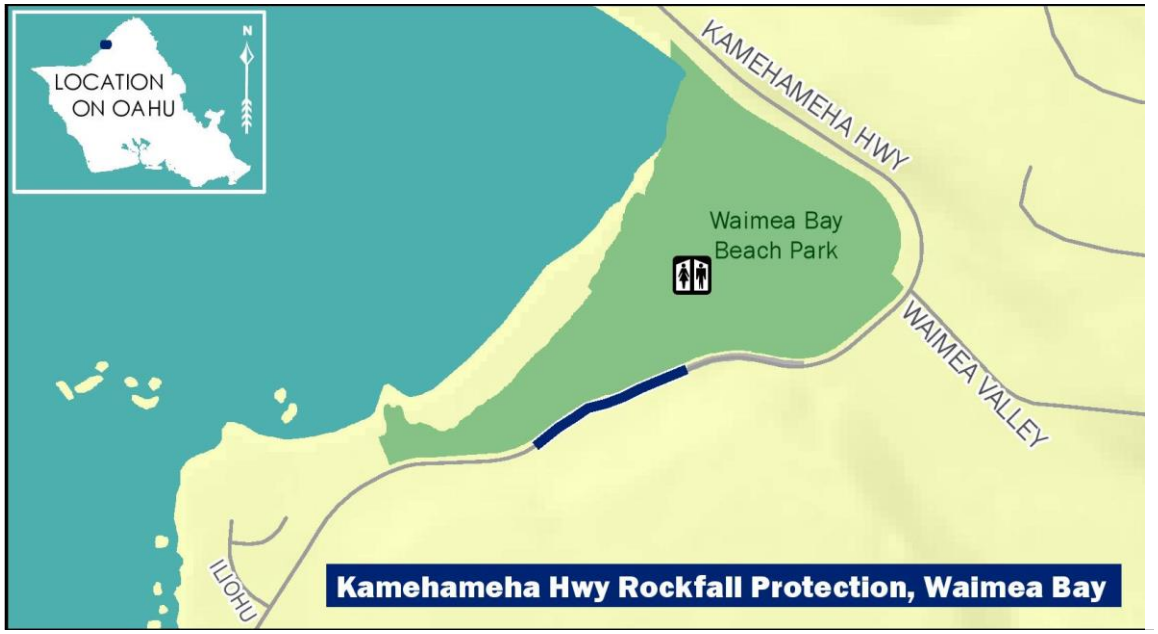
NUMBER OF PROJECTS BEING REVISED IN REVISION # 12:	PERCENTAGE OF TOTAL TIP PROJECTS REVISED IN REVISION # 12:
2	**3.3%**

2.2 Project Information Sheets

2.2.1 FHWA-Funded Projects

2.2.1.1 Oahu State Projects

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



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

Mile Post/s: MP 5.40 to MP 5.52

Complete Streets (CS):

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

Existing Feature/s: No information available.

Project Website: None

Neighborhood(s): North Shore

Estimated Total Project Cost: $35,450,000

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

Project Sponsor: State of Hawaii (FHWA Funded)

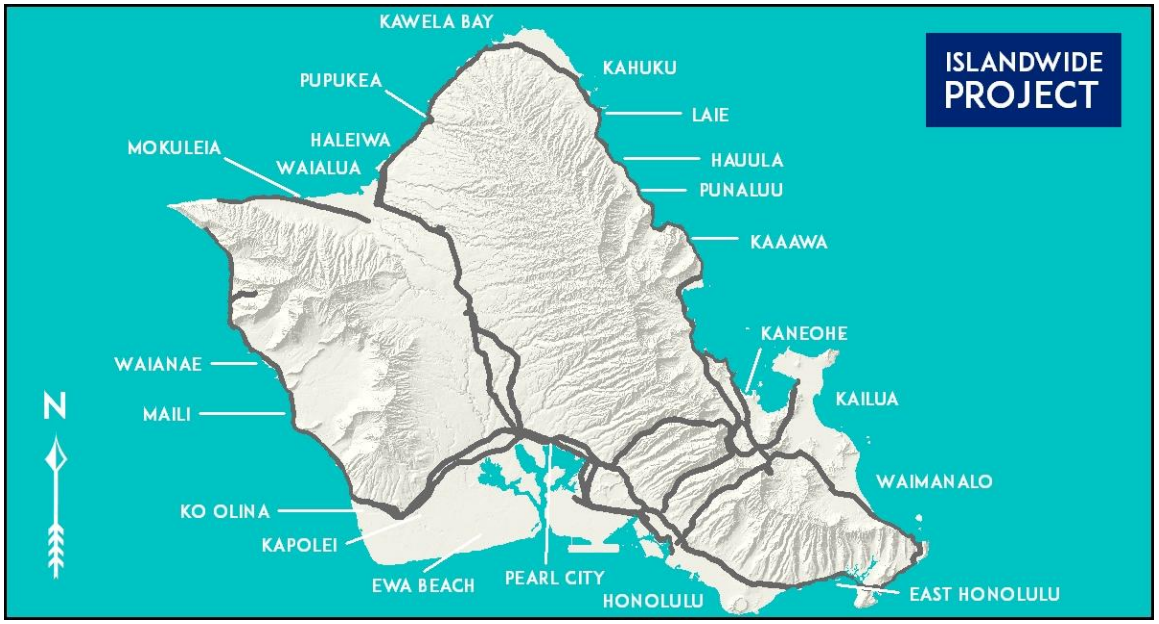
Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

													FOR INFORMATION ONLY						
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
PREROW	0	0	0	0	0	0	100	80	20	0	0	0	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	500	400	100	0	0	0	0	0	0	NHPP
Haleiwa																			
PE1	0	0	0	1,200	960	240	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	800	640	160	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000	16,000	4,000	NHPP
Sunset Beach																			
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,000	6,400	1,600	NHPP
Total	0	0	0	1,200	960	240	100	80	20	1,300	1,040	260	0	0	0	28,000	22,400	5,600	

2.2.2 FTA-Funded Projects

2.2.2.1 Oahu City (OC) Projects

OC14 Bus Stop ADA Access and Site Improvements



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

Mile Post/s: Not applicable

Complete Streets (CS):

Project will implement: Not applicable

Existing Feature/s: Not applicable

Project Website: None

Neighborhood(s): Various Locations

Estimated Total Project Cost: $2,280,000

(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
DES	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
CON	741	304	437	741	304	437	380	304	76	380	304	76	380	304	76	380	304	76	§5307/§5340
CON	0	0	0	406	325	81	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
Total	741	304	437	1,148	629	519	380	304	76	380	304	76	380	304	76	380	304	76	

This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019–2022

Oahu MPO

REVISION 13
AMENDMENT

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 - 2022

Revision 13

AMENDMENT

June 2020

Oahu Metropolitan Planning
Organization
707 Richards Street, Suite 200
Honolulu, Hawaii 96813-4623 (808)
587-2015 // www.oahumpo.org

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** 5
   - 1.1. Overall Abbreviations 5
   - 1.2. Abbreviations Used in Project Listing 6
2. **Introduction** 7
3. **Development Process** 8
   - 3.1. Development of Financial estimates 8
   - 3.2. Call for projects 8
   - 3.3. Public Outreach 8
   - 3.4. Technical Project evaluation 9
   - 3.5. Project selection 9
   - 3.6. Incorporation of the TIP into the STIP 9
   - 3.7. FHWA and FTA Action on the STIP 9
4. **Revisions** 11
   - 4.1. Administrative Modifications 11
   - 4.2. Amendments 12
   - 4.3. Revision Examples 13
5. **TIP History** 15
   - 5.1. Revision History 15
6. **Project Listing** 16
   - 6.1. List of Amended Projects 16
   - 6.2. Project Information Sheets 17
   - 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 37

Appendices

Appendix A: Current 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	OahuMPO 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	OahuMPO 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
NHPA	National Historic Preservation Act NTD National Transit Database
OahuMPO	Oahu Metropolitan Planning Organization ORTP OahuMPO Oahu Regional Transportation Plan OWP OahuMPO Overall Work Plan
PB	OahuMPO 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	OahuMPO 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

BUILD	2019 BUILD Transportation Grant
OS Bridge	Bridge On/Off-System
CMAQ	Congestion Mitigation and Air Quality Program
Earmark HP	Earmark High Priority
Enhance	Transportation Enhancement Program
NHPP	National Highway Performance Program
HSIP	Highway Safety Improvement Program
RTP	Recreational Trails Program
SRTS	Safe Routes to School
STP Flex	Surface Transportation Program (Flexible)
TAP	Transportation Alternatives Program
TAP-U	Transportation Alternatives Program for Urbanized Areas

FTA Funding Categories

§5307/5340	Urbanized Area Formula/ Growing States and High-Density States Formula
§5309	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 $3.4 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.

[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

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. Public Open House

OahuMPO hosted three public open house dates: June 20, 21, and 28, 2018. The open houses were an opportunity for the public to provide OahuMPO feedback about projects scheduled in the TIP, and to ask questions about the TIP, its processes, and projects.

3.3.4. Agency Consultations

Details on the draft TIP are also circulated under 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.

3.3.5. 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 B).

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:

- Compliance with federal planning factors
- Detailed project evaluations, including consistency with relevant management system priorities
- Consistency with the Oahu Regional Transportation Plan (ORTP)
- Consistency with the Oahu Regional Intelligent Transportation System (ITS) Architecture
- Title VI (T6) and Environmental Justice (EJ) analysis
- Congestion Management Process (CMP) analyses.

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 endorsement by the Policy Board, the TIP is also sent to the 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.

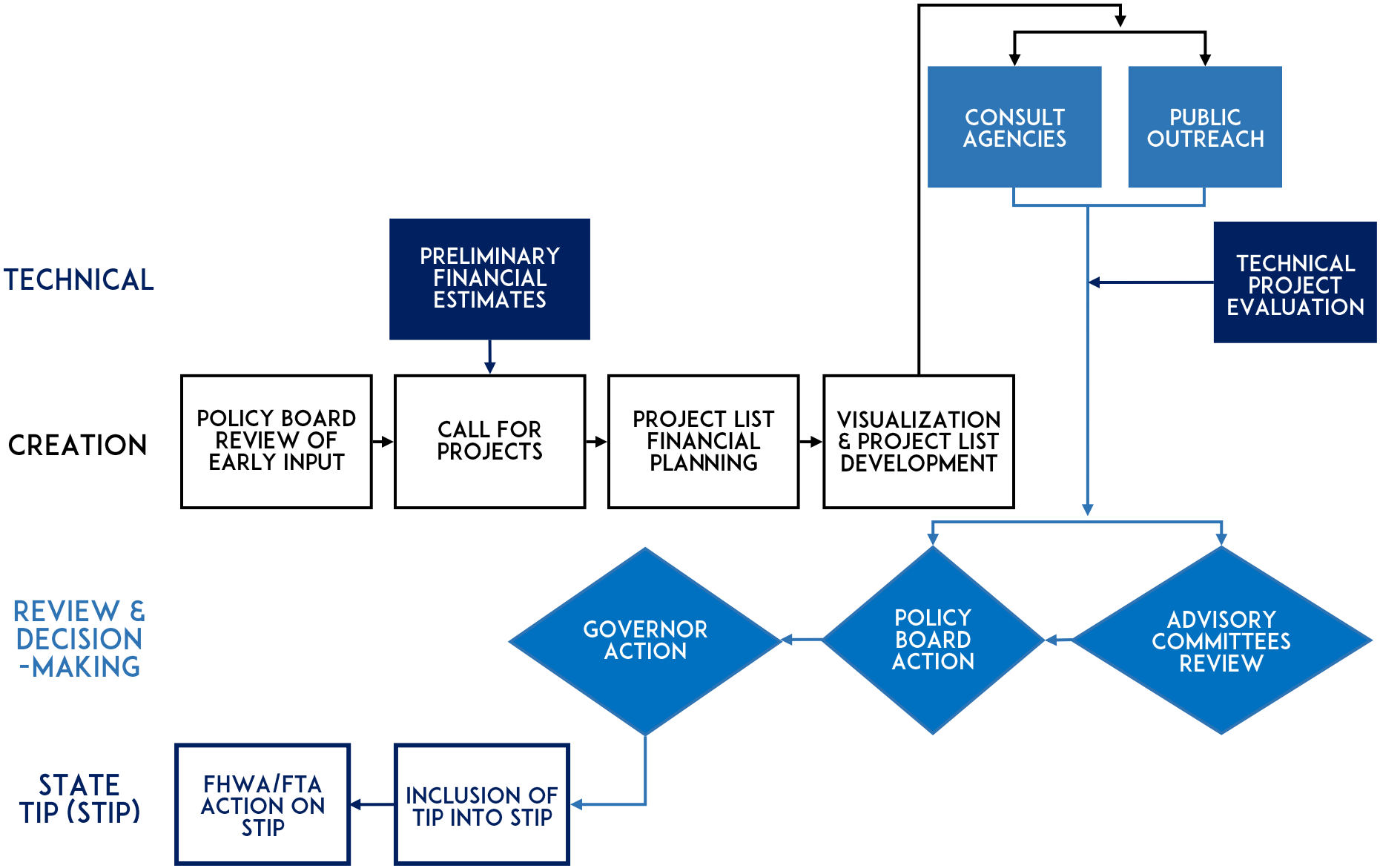


Figure 1. TIP Process.

4 REVISIONS

The TIP covers a period of no more than four years, 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 triennial 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.
- 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.

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 13-14) provides examples of administrative modifications and amendments.

Table 1. Examples of Administrative Modifications and Amendments.

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

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

FOOTNOTES

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

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

a. Construction projects must have FHWA-approved Plans, Specifications, and Estimates (PS&E).

b. For projects heading into construction, land for the project must also have already been acquired. c. Design projects must have cleared all NEPA requirements.

d. Rights-of-Way acquisition cannot occur without clearing NEPA requirements.

e. All projects must also have the appropriate matching local funds in place.

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

5 TIP HISTORY

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

5.1 REVISION HISTORY

The revision documents are on the OahuMPO TIP webpage: http://www.oahumpo.org/plans-and- programs/transportation- improvement-program-tip/. The FFYs 2019-2022 TIP was revised 10 times through June 2020. Table 2 describes the Revisions for the reader's understanding.

Table 2. Revisions as of June 2020

PRE-APPROVED ADMINISTRATIVE MODIFICATIONS

REVISION NUMBER	DETAILS
1	January 2019: Deferred projects, refined project phasing, revised cost estimates.
4	June 2019: Deferred and inflated projects, refined phasing and cost estimates.
7	September 2019: Deferred and inflated projects, refined phasing.
8	February 2020: Deferred projects, refined project phasing, revised cost estimates
11 (draft)	June 2020: Deferred and inflated projects, defederalized and refined phasing, revised cost estimates

EXPEDITED ADMINISTRATIVE MODIFICATIONS

REVISION NUMBER	DETAILS
2	February 2019: Deferred projects, revised funding categories, and revised cost estimates.
5	July 2019: Advanced and deferred project phases, changes to funding categories and cost estimates.
9	February 2020: Added phases to existing projects
12 (draft)	June 2020: Added and deleted project phases

AMENDMENTS

REVISION NUMBER	DETAILS
3	February 2019: Re-added project, removed projects, deferred projects, added phasing.
6	August 2019: Added additional phases, deflate phase costs, defer and inflate phase costs, add projects, and change project limits.
10	February 2020: New projects added, new phases to existing projects, revised total estimated project costs, change in project limits
13 (draft)	June 2020: Added and re-added projects, new project phases added to existing projects

6 PROJECT LISTING

6.1 PROJECTS MODIFIED IN REVISION 13

This revision is an Amendment. Amendments require OahuMPO Policy Board approval, a review by the Technical Advisory Committee, and the solicitation of public comments. Refer to Chapter 4 of the TIP for additional details.

FHWA FUNDED PROJECTS:

STATE OF HAWAII

PROJECT NUMBER	PROJECT NAME (ALPHABETICAL ORDER)	REVISION DETAILS	PAGE
OS87	Ala Moana Boulevard Elevated Pedestrian Walkway	Request to add a new pedestrian project (C.1).	18
OS5	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78), Phase 3A	Request to add project phase 3A to include CON and ADVCON phases (C.5).	19
OS84	Kamehameha Highway (Route 83) Intersection Improvements at Kahekili Highway	Request to add a new roundabout project (C.1).	21
OS45	Moanalua Freeway (Route H-201), Highway Lighting Improvements, MP 1.12 to MP 4.09 (Halawa Heights Off-Ramp to Middle St. Overpass), Phase 2	Request to add a second project phase to include CON and ADVCON phases (C.5).	22
OS46	Moanalua Freeway (Route H-201), Highway Lighting Improvements, MP 0 to MP 0.73 (Halawa to H-3 Freeway Overpass)	Request to add a new project funded by NHPP (C.1).	23
OS17	Interstate Route H-1, Kapolei Interchange Complex, Phase 3	Request to add a new phase with funds over $ 3million (C.5).	24

FTA FUNDED PROJECTS:

CITY AND COUNTY OF HONOLULU

PROJECT NUMBER	PROJECT NAME (ALPHABETICAL ORDER)	REVISION DETAILS	PAGE
OC13	Bus and Handi-Van Acquisition Program	Request to add 3 new project phases (C.5).	26

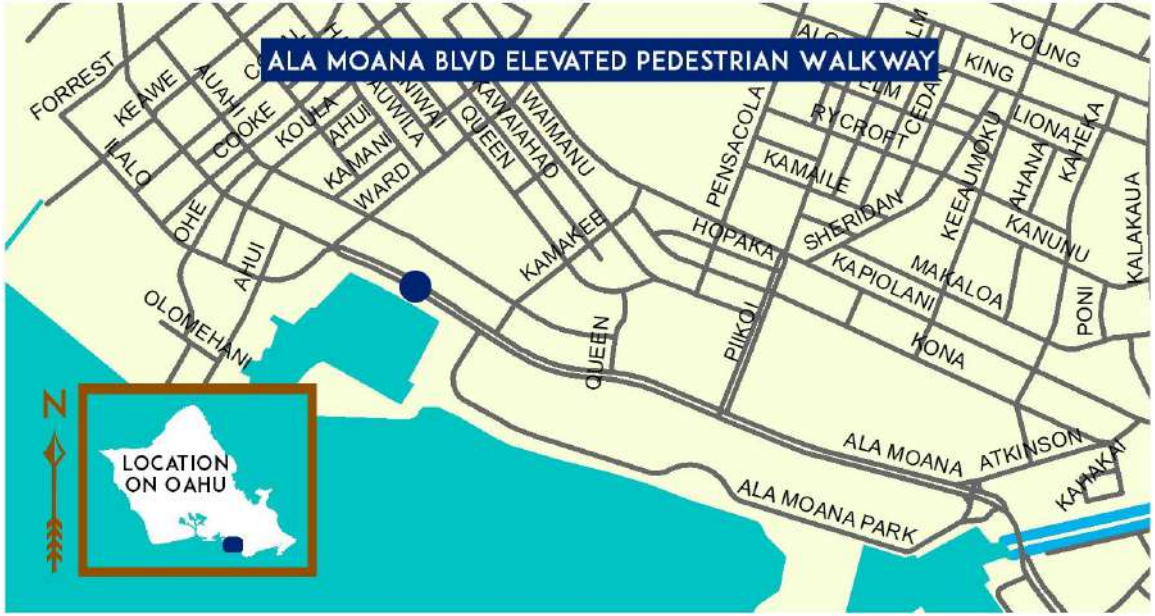
NUMBER OF PROJECTS BEING REVISED IN REVISION # 13:	PERCENTAGE OF TOTAL TIP PROJECTS REVISED IN REVISION # 13:
7	**11%**

6.2 Project Information Sheets

6.2.1 Oahu State (OS) Projects

6.2.1.1 FHWA-Funded Oahu State Projects

OS87 Ala Moana Boulevard Elevated Pedestrian Walkway



Project Description:
The project will create an elevated walkway for pedestrians and bicyclists to cross busy Ala Moana Boulevard to remove interaction of pedestrians and vehicles at grade. Scope of work is anticipated to include constructing a new pedestrian bridge across Ala Moana Boulevard including excavation, dewatering, foundations, walkway, handrails, lighting, landscaping, sidewalks, utility relocation, signing, striping, traffic signal improvements and temporary traffic control.

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:

Neighborhood(s): Ala Moana-Kakaako

Estimated Total Project Cost: $25,000,000

(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	0	0	0	25,000	20,000	5,000	0	0	0	0	0	0	0	0	0	BUILD
Total	0	0	0	0	0	0	25,000	20,000	5,000	0	0	0	0	0	0	0	0	0	

OS5 Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78)

Project Description:
The project consists of the installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment on the Interstate H-1, H-2, and Moanalua Freeway. Minor interior modifications of the Interstate Route H-3 Control Center will also be done to accommodate system improvements. This project will be implemented in phases.

The Freeway Management System's System Manager will assist the State with managing and guiding the Intelligent Transportation System (ITS) program. This incudes software development, equipment procurement assistance, acceptance testing, performance monitoring, and strategic planning.

Mile Post/s: Queen Liliuokalani Freeway: MP 0.00 to MP 27.16, Veterans Memorial Freeway: MP 0.00 to MP 8.33, John A. Burns Freeway: MP 0.00 to MP 15.32

Complete Streets (CS):

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

Existing Feature/s: No information available.

Project Website: None

Neighborhood(s): Various Locations

Estimated Total Project Cost: $200,000,000

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

Project Sponsor: State of Hawaii (FHWA Funded)

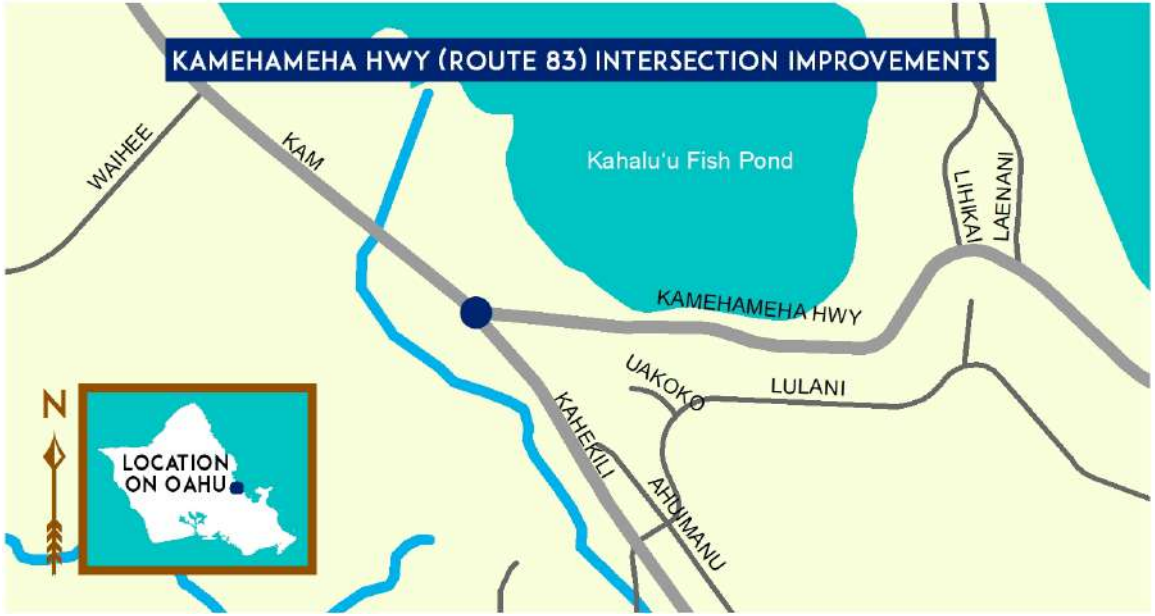
Agency Responsible for Carrying Out Project/Phase:
Hawaii Department of Transportation

													FOR INFORMATION ONLY						
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
Phase 2A																			
ADVCON	0	4,960	-4,960	0	3,000	-3,000	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Phase 3																			
PE2	0	0	0	740	592	148	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

OS5 Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78)

	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																			
CON	0	0	0	0	0	0	10,302	4,000	6,302	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	1,242	-1,242	0	3,000	-3,000	0	0	0	NHPP
Phase 3A																			
CON	0	0	0	0	0	0	6,000	500	5,500	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	2,000	-2,000	0	2,300	-2,300	0	0	0	NHPP
Phase 4																			
PE1	0	0	0	0	0	0	800	640	160	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	1,200	960	240	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000	8,000	12,000	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Phase 5																			
PE1	0	0	0	0	0	0	0	0	0	0	0	0	200	180	20	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	270	30	NHPP
Total	0	4,960	-4,960	740	3,592	-2,852	17,102	5,140	11,962	1,200	4,202	-3,002	200	5,480	-5,280	20,300	8,270	12,030	

OS84 Kamehameha Highway (Route 83) Intersection Improvements at Kahekili Highway



Project Description:
Modify existing intersection and roadway approaches to a roundabout configuration. Improvement also include drainage system, curb and gutter, sidewalks, pavement markings and signing.

Mile Post/s: 36.19 to 36.41

Complete Streets (CS):

Project will implement: Improvements will also include drainage system, curb, and sidewalks.

Existing Feature/s:

Project Website:

Neighborhood(s): Kahaluu

Estimated Total Project Cost: $5,500,000

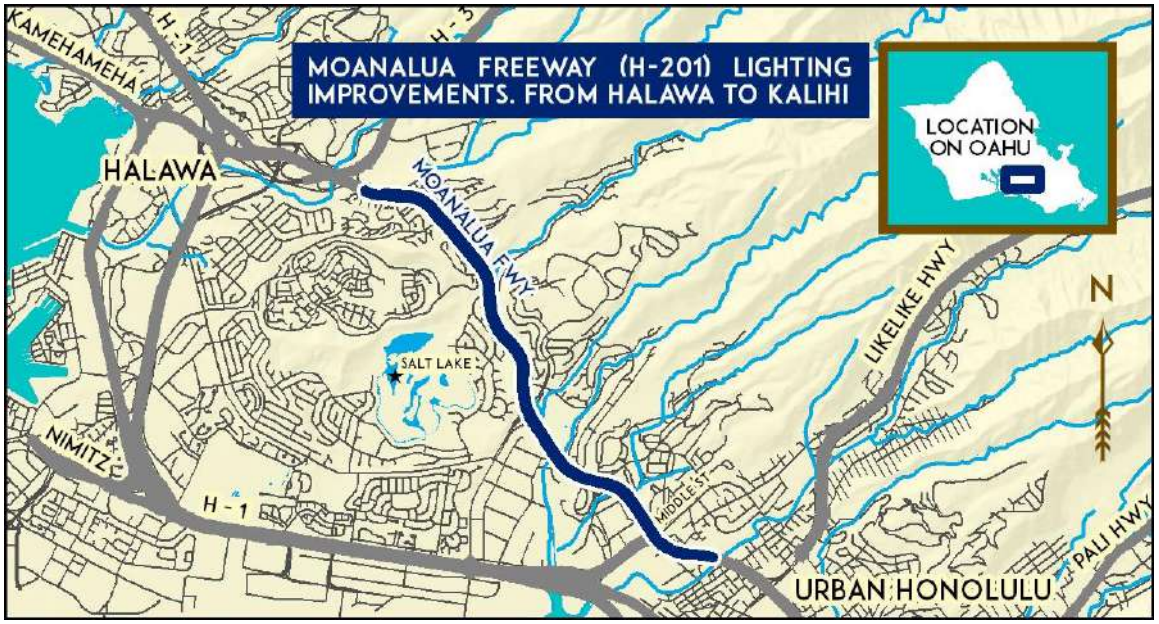
(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

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

	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	0	0	0	5,000	4,000	1,000	0	0	0	0	0	0	0	0	0	NHPP
Total	0	0	0	0	0	0	5,000	4,000	1,000	0	0	0	0	0	0	0	0	0	

OS45 Moanalua Freeway (route H-201), Highway Lighting Improvements, Halawa Heights Off-Ramp to Middle Street Overpass



Project Description:
Upgrade/replace existing freeway lighting on Moanalua Freeway, from the Halawa Heights westbound off-ramp (milepost 1.12) to the Moanalua/H-1 Freeway merge at Middle Street (milepost 4.09).

Mile Post/s: Moanalua Freeway: MP 1.12 to MP 4.09

Complete Streets (CS):

Project will implement: Not applicable

Existing Feature/s: Not applicable

Project Website: None

Neighborhood(s): Various Locations

Estimated Total Project Cost: $20,000,000

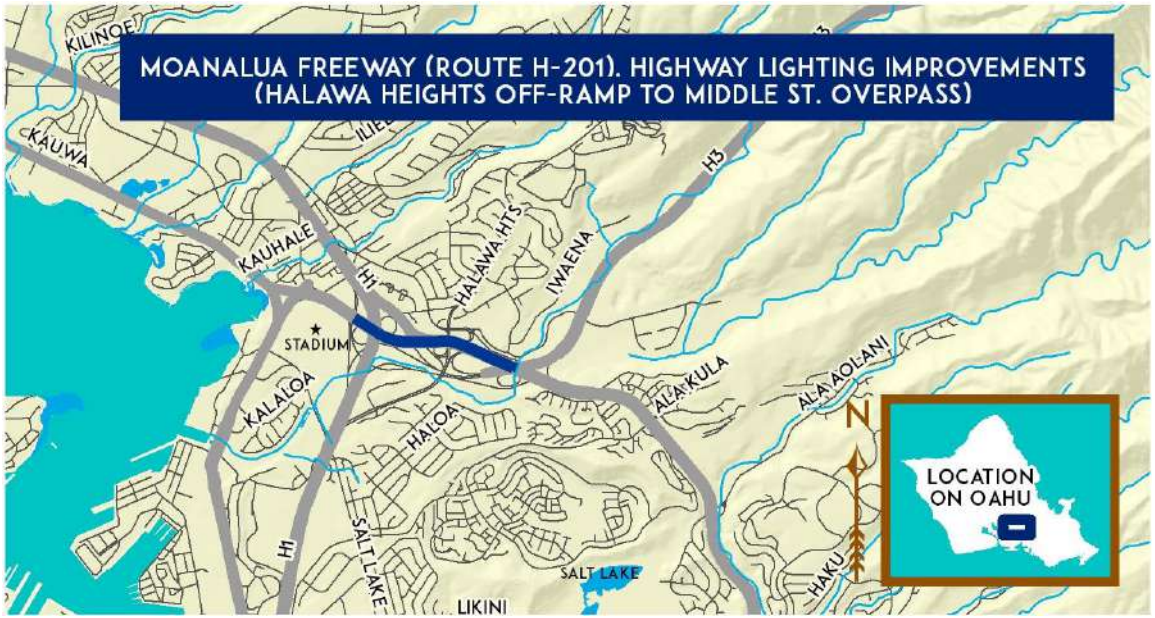
(May include project costs outside of the 4-year TIP and 2 informational years.)

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
ADVCON	0	5,500	-5,500	0	5,500	-5,500	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Phase 2																			
CON	0	0	0	13,000	5,000	8,000	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	3,700	-3,700	0	3,000	-3,000	0	0	0	0	0	0	NHPP
Total	0	5,500	-5,500	13,000	10,500	2,500	0	3,700	-3,700	0	3,000	-3,000	0	0	0	0	0	0	

OS46 Moanalua Freeway (Route H-201), Highway Lighting Improvements, MP 0 to MP 0.73 (Halawa to H-3 Freeway Overpass)



Project Description:
Installation of new highway lighting system consist of new light poles and conduits, LED fixtures, trenching for conduits, conducts, foundations/barriers, power equipment, erosion control, and traffic control.

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:

Neighborhood(s): Aiea

Estimated Total Project Cost: $9,100,000

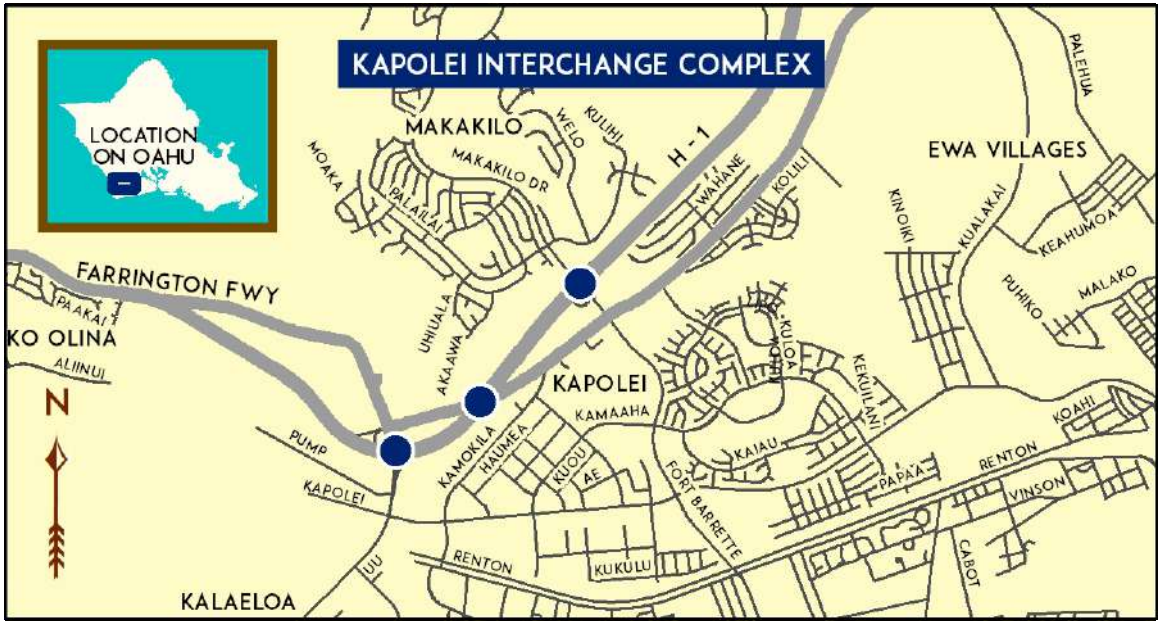
(May include project costs outside of the 4-year TIP and 2 informational years.)

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	9,000	4,200	4,800	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	3,000	-3,000	0	0	0	0	0	0	0	0	0	NHPP
Total	0	0	0	9,000	4,200	4,800	0	3,000	-3,000	0	0	0	0	0	0	0	0	0	

OS17 Interstate Route H-1, Kapolei Interchange Complex



Project Description:
This project is a 4-Phase Kapolei Interchange Complex project. Addition and modification of the H-1 freeway accesses from Palailai Interchange to Makakilo Interchange are proposed to improve H-1 traffic operation and capacity, and to improve access to the City of Kapolei, Villages of Kapolei, Kapolei Business Park, Makakilo, Ko Olina, Barbers Point Harbor, Kalaeloa, and proposed future developments.

Mile Post/s: MP 0.34 to MP 0.79

Complete Streets (CS):

Project will implement: No information available.

Existing Feature/s: No information available. However, CS principles will be considered in all Highway Projects.

Project Website: None

Neighborhood(s): Makakilo-Kapolei-Honokai Hale

Estimated Total Project Cost: $139,000,000

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

Project Sponsor: State of Hawaii (FHWA Funded)

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

													FOR INFORMATION ONLY						
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
Phase	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Total (x$1000)	Federal (x$1000)	Local (x$1000)	Funding Category
Phase 2																			
ADVCON	0	5,000	-5,000	0	9,000	-9,000	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Phase 3																			
CON	0	0	0	0	0	0	35,000	0	35,000	0	0	0	0	0	0	0	0	0	NHPP
Total	0	5,000	-5,000	0	9,000	-9,000	35,000	0	35,000	0	0	0	0	0	0	0	0	0	

6.2.2 Oahu City (OC) Projects

6.2.2.1 FTA-Funded Oahu City Projects

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 + 20 - 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 + 20 - 40' buses + 20 - 60' bu																			
DES	0	0	0	498	398	100	0	0	0	0	0	0	0	0	0	0	0	0	§5339
CON	0	0	0	3,142	1,728	1,414	0	0	0	0	0	0	0	0	0	0	0	0	§5339
EQP	0	0	0	11,811	9,449	2,362	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	1,201	961	240	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	7,390	3,815	3,575	0	0	0	0	0	0	0	0	0	0	0	0	§5339
EQP	0	0	0	5,350	4,280	1,070	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	45,889	33,828	12,061	21,667	13,061	8,606	22,528	13,749	8,779	22,979	14,024	8,955	23,436	14,302	9,134	

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 10 Total	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
As of Rev 13 Changes	(9,500)	(7,600)	(1,900)	50,040	11,407	38,633	61,250	17,196	44,054	800	28,400	(27,600)	17,500	18,484	(984)	40,500	30,400	10,100
Total as of Revision 13	61,875	53,187	8,688	268,281	105,750	162,531	297,490	102,150	195,340	87,735	97,170	(9,435)	120,668	106,513	14,155	182,935	116,508	66,427
Oahu City (OC)																		
As of Revision 10 Total	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
As of Rev 13 Changes	(1,000)	(800)	(200)	(15,155)	(13,455)	(1,700)	(46,243)	(5,863)	(40,380)	29,045	822	28,223	22,482	17,989	4,493	15,880	12,624	3,256
Total as of Revision 13	13,702	8,840	4,862	37,004	8,371	28,633	31,667	12,895	18,772	65,566	17,822	47,744	123,560	40,835	82,725	28,790	22,733	6,057
TOTAL FHWA	**75,577**	**62,027**	**13,550**	**305,285**	**114,121**	**191,164**	**329,157**	**115,045**	**214,112**	**153,301**	**114,992**	**38,309**	**244,228**	**147,348**	**96,880**	**211,725**	**139,241**	**72,484**

	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 10 Total	834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194
As of Rev 13 Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total as of Revision 13	834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194
Oahu City (OC)																		
As of Revision 10 Total	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
As of Rev 13 Changes	1,000	800	200	11,676	6,458	5,218	0	0	0	0	0	0	0	0	0	0	0	0
Total as of Revision 13	63,609	50,598	13,011	899,950	336,750	563,200	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	**64,443**	**51,265**	**13,178**	**900,809**	**337,437**	**563,372**	**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	0	3,652	9,730	4,000	1,600	0
National Highway Performance Program	52,725	92,223	67,133	92,723	102,626	116,221
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	**53,187**	**105,750**	**82,150**	**97,170**	**106,513**	**116,508**
Oahu City (OC)						
Bridge Off-System	800	800	800	800	800	800
Federal Lands Highway Discretionary	586	110	0	0	1,100	0
Safe Routes To School	0	0	0	0	0	0
Surface Transportation Program - Flexible	6,874	7,461	9,955	15,284	38,935	21,933
Transportation Alternatives Program	340	0	164	0	0	0
Transportation Alternatives Program - Urban	240	0	1976	1738	0	0
City - FHWA Total	**8,840**	**8,371**	**12,895**	**17,822**	**40,835**	**22,733**
FHWA TOTAL	**62,027**	**114,121**	**95,045**	**114,992**	**147,348**	**139,241**

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.[2]

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

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

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.

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[3]. 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.

[3] 23 U.S.C. 115

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.

City and County of Honolulu Funds

Where local funding is identified in the FFYs 2019-2022 TIP for City projects, City funds from existing revenue sources are programmed. The City exercises independent authority under the Hawaii State Constitution to assess, levy, and collect real property taxes. The Hawaii Revised Statutes authorizes the City to fix the fees and charges for all public services not otherwise provided for by the State and to issue general obligation bonds to finance its public improvement projects.

Under its Revised Charter, the City enacts balanced operating and capital budgets annually. The City operates on a 12-month fiscal year that begins on July 1 and ends on June 30 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/fpla ns.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

Funding Category	Federal Funds Available for Oahu (x$1000)	Local Funds (x$1000)	Total Sources (x$1000)	Total Funds Programmed (x$1000)	Funds Balance (x$1000)
BUILD	-	-	-	-	-
Earmark HP	-	-	-	-	-
FLAP	586	147	733	733	-
HSIP	-	177	177	177	-
Locally Funded	-	41,510	41,510	41,510	-
NHPP	52,725	(36,240)	16,485	16,485	-
NATL REC TRAILS	287	72	359	359	-
OS BRIDGE	800	470	1,270	1,270	-
SRTS	-	-	-	-	-
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	-
CMAQ	-	-	-	-	-
De-Obligations	3,772	-	3,772	-	3,772
LESS Off-STIP Obligations	(2,962)	-	(2,962)	-	(2,962)
FFY 2019 Balance					
Total	**62,837**	**13,550**	**76,387**	**75,577**	**810**

FHWA Financial Constraint – FFY 2020

Funding Category	Federal Funds Available for Oahu (x$1000)	Local Funds (x$1000)	Total Sources (x$1000)	Total Funds Programmed (x$1000)	Funds Balance (x$1000)
BUILD	-	-	-	-	-
Earmark HP	2,200	550	2,750	2,750	-
FLAP	110	27	137	137	-
HSIP	3,652	6,138	9,790	9,790	-
Locally Funded	-	97,420	97,420	97,420	-
NHPP	92,223	59,509	151,732	151,732	-
NATL REC TRAILS	287	72	359	359	-
OS BRIDGE	800	470	1,270	1,270	-
SRTS	-	-	-	-	-
STP (TE) Enhancement	2,388	(2,388)	-	-	-
STP Flexible	12,461	29,366	41,827	41,827	-
TAP	-	-	-	-	-
TAP Urban	-	-	-	-	-
CMAQ	-	-	-	-	-
De-Obligations	-	-	-	-	-
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2020 Balance	810		810		810
Total	**114,931**	**191,164**	**306,095**	**305,285**	**810**

FHWA Financial Constraint – FFY 2021

Funding Category	Federal Funds Available for Oahu (x$1000)	Local Funds (x$1000)	Total Sources (x$1000)	Total Funds Programmed (x$1000)	Funds Balance (x$1000)
BUILD	20,000	5,000	25,000	25,000	-
Earmark HP	-	-	-	-	-
FLAP	-	-	-	-	-
HSIP	9,730	2,140	11,870	11,870	-
Locally Funded	-	136,730	136,730	136,730	-
NHPP	67,133	57,728	124,861	124,861	-
NATL REC TRAILS	287	72	359	359	-
OS BRIDGE	800	470	1,270	1,270	-
SRTS	-	-	-	-	-
STP (TE) Enhancement	5,000	(5,000)	-	-	-
STP Flexible	9,955	16,307	26,262	26,262	-
TAP	164	41	205	205	-
TAP Urban	1,976	624	2,600	2,600	-
CMAQ	-	-	-	-	-
De-Obligations	-	-	-	-	-
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2021 Balance	-	-	-	-	-
Total	**95,045**	**209,112**	**304,157**	**304,157**	**-**

FHWA Financial Constraint – FFY 2022

Funding Category	Federal Funds Available for Oahu (x$1000)	Local Funds (x$1000)	Total Sources (x$1000)	Total Funds Programmed (x$1000)	Funds Balance (x$1000)
BUILD	-	-	-	-	-
Earmark HP	-	-	-	-	-
FLAP	-	-	-	-	-
HSIP	4,000	(3,900)	100	100	-
Locally Funded	-	50,400	50,400	50,400	-
NHPP	92,723	(43,547)	49,176	49,176	-
NATL REC TRAILS	287	72	359	359	-
OS BRIDGE	800	470	1,270	1,270	-
SRTS	-	-	-	-	-
STP (TE) Enhancement	-	-	-	-	-
STP Flexible	15,444	34,379	49,823	49,823	-
TAP	-	-	-	-	-
TAP Urban	1,738	435	2,173	2,173	-
CMAQ	-	-	-	-	-
De-Obligations	-	-	-	-	-
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2022 Balance	-	-	-	-	-
Total	**114,992**	**38,309**	**153,301**	**153,301**	**-**

7.3.2. FTA Financial Constraint

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 - Current Year (x $1000)**	**FTA Funds Carryover - Previous Years (x $1000)**	**Total Available FTA Funds A+B=C (x $1000)**	**Total FTA Funds Programmed (x $1000)**	**FTA Funds Unobligated C-F=G (x $1000)**
FTA §5307/§5340	30,138	-	30,138	27,846	2,292
FTA §5307/§5340 (2018)	-	11,807	11,807	12,282	(475)
FTA §5309	-	-	-	-	-
FTA §5310	1,168	-	1,168	1,168	-
FTA §5310 (2017)	-	593	593	593	-
FTA §5310 (2018)	-	721	721	721	-
FTA §5329	232	-	232	232	-
FTA §5337	1,650	-	1,650	-	1,650
FTA §5337 (2017)	-	113	113	113	-
FTA §5337 (2018)	-	1,090	1,090	1,090	-
FTA §5339	3,671	-	3,671	1,558	2,113
FTA §5339 (2017)	-	1,554	1,554	1,554	-
FTA §5339 (2018)	-	4,108	4,108	4,108	-
Totals	36,859	19,986	56,845	51,265	5,580

FTA Fiscal Constraint - FFY 2020

	A	B	C	F	G
FTA Section Funds	**FTA Apportionments and Allocations - Current Year (x $1000)**	**FTA Funds Carryover - Previous Years (x $1000)**	**Total Available FTA Funds A+B=C (x $1000)**	**Total FTA Funds Programmed (x $1000)**	**FTA Funds Unobligated C-F=G (x $1000)**
FTA §5307/§5340	62,047	-	62,047	62,410	(363)
FTA §5307/§5340 (2019)	-	7,843	7,843	(17,636)	25,479
FTA §5309	250,000		250,000	250,000	-
FTA §5310	773	-	773	773	-
FTA §5329	239	0	239	239	-
FTA §5337	961	-	961	961	-
FTA §5337 (2019	-	1,650	1,650	1,650	-
FTA §5339	10,221	-	10,221	10,221	-
FTA §5339 (2019)	-	3,671	3,671	3,671	-
Totals	324,241	13,164	337,405	312,289	25,116

FTA Fiscal Constraint - FFY 2021

	A	B	C	F	G
FTA Section Funds	**FTA Apportionments and Allocations - Current Year (x $1000)**	**FTA Funds Carryover - Previous Years (x $1000)**	**Total Available FTA Funds A+B=C (x $1000)**	**Total FTA Funds Programmed (x $1000)**	**FTA Funds Unobligated C-F=G (x $1000)**
FTA §5307/§5340	36,163	-	36,163	36,163	-
FTA §5307/§5340 (2020)	-	-	-	-	-
FTA §5309	150,000	-	150,000	150,000	-
FTA §5310	782	-	782	782	-
FTA §5310 (2020)	-	325	325	-	325
FTA §5329	246	-	246	246	-
FTA §5337	1,451	-	1,451	1,451	-
FTA §5337 (2020)	-	132	132	-	132
FTA §5339	3,018	-	3,018	3,018	-
FTA §5339 (2020)	-	-	-	-	-
Totals	191,660	457	192,117	191,660	457

FTA Fiscal Constraint - FFY 2022

	A	B	C	F	G
FTA Section Funds	**FTA Apportionments and Allocations - Current Year (x $1000)**	**FTA Funds Carryover - Previous Years (x $1000)**	**Total Available FTA Funds A+B=C (x $1000)**	**Total FTA Funds Programmed (x $1000)**	**FTA Funds Unobligated C-F=G (x $1000)**
FTA §5307/§5340	35,775	-	35,775	35,775	-
FTA §5307/§5340 (2021)	-	-	-	-	-
FTA §5309	150,000	-	150,000	150,000	-
FTA §5310	809	-	809	809	-
FTA §5310 (2021)	-	-	-	-	-
FTA §5329	253	-	253	253	-
FTA §5337	1,480	-	1,480	1,480	-
FTA §5337 (2021)	-		-	-	-
FTA §5339	3,078	-	3,078	3,078	-
FTA §5339 (2021)	-	-	-	-	-
Totals	191,395	-	191,395	191,395	-

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 FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION #13

The intergovernmental review and public comment period for the FFYs 2019-2022 Transportation Improvement Program Revision #13 began June 12, 2020 and concluded June 24, 2020. The FFYs 2019-2022 TIP Revision #13 document was mailed and emailed to one hundred agencies and organizations for their review.

AGENCY COMMENTS

SUMMARY OF COMMENT	RESPONSE
Hawaii Emergency Management Agency raised concerns about accessibility and clarity of the TIP document, particularly appendix C.	**Oahu Metropolitan Planning Organization** (OahuMPO) has adjusted the colors of the map in appendix C to meet color blind accessibility guidelines and will take into consideration additional adjustments to improve the accessibility and clarity of the Transportation Improvement Program when preparing the design for the next document.

PUBLIC COMMENTS

None.

THE FOLLOWING AGENCIES RESPONDED WITH NO COMMENT

◊ Honolulu Board of Water Supply
◊ Department of Parks and Recreation
◊ Department of Planning and Permitting
◊ Department of Accounting and General Services
◊ Office of Planning, Department of Economic Development and Tourism
◊ Spectrum Oceanic LLC

APPENDIX C

TITLE VI AND ENVIRONMENTAL JUSTICE ANALYSIS FOR FFYS 2019-2022 TIP REVISION #13

To evaluate the equity in spending of the FFYs 2019-2022 As of TIP Revision #13, 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 (BG) based on the list of projects included in the TIP. Block groups were determined based on racial minority and income.

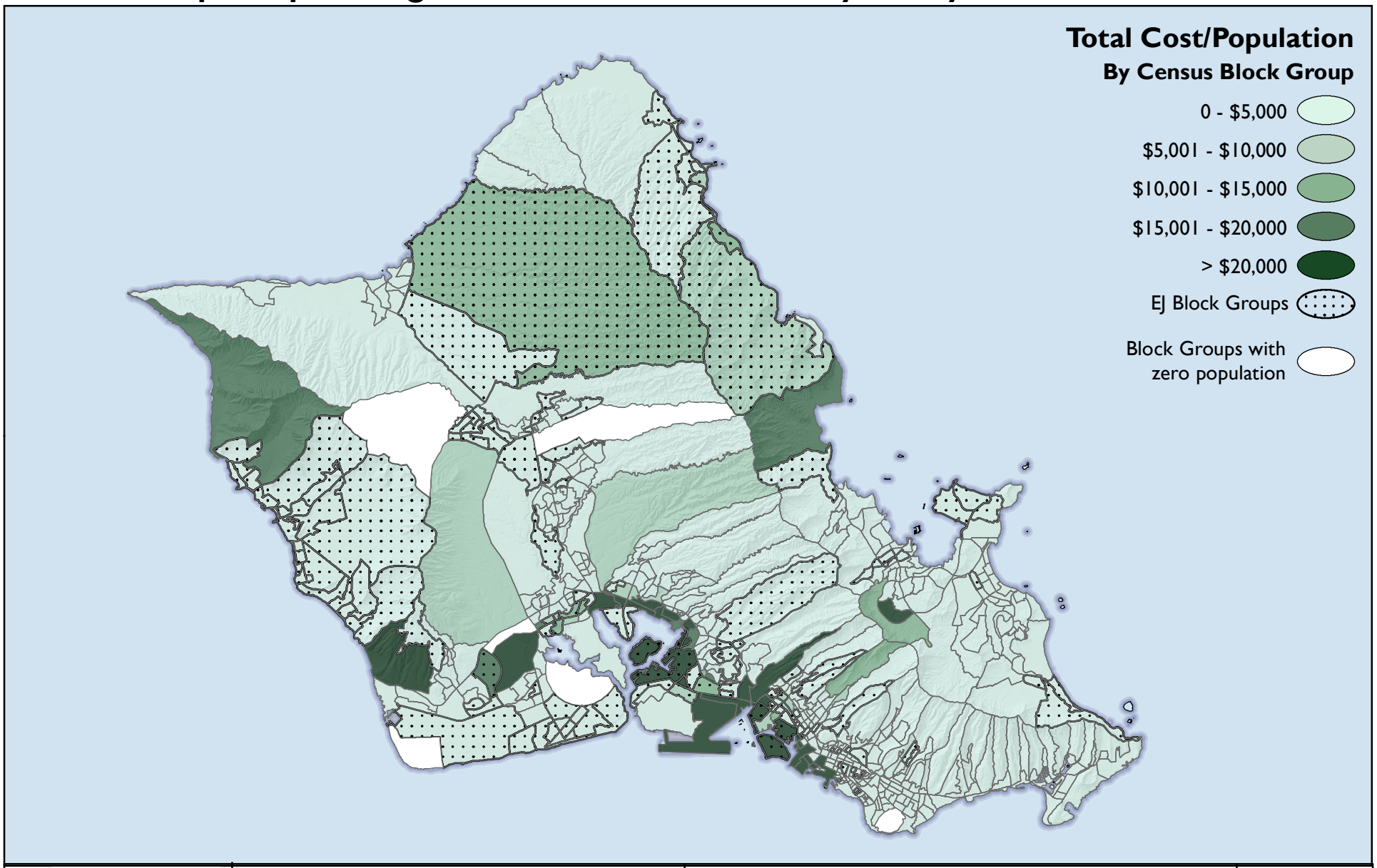
ANALYSIS RESULTS:

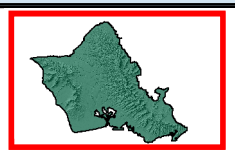
	T6/EJ Block Groups	Non-T6/EJ Block Groups	% Difference (EJ / Non - EJ)	Total Difference (Non-EJ / EJ)
Average Investment by BG	5.3 M	3.7 M		
Total Cost of Projects	719.7 M	1657.7 M		
% Project Investment	30.3%	69.7%		
Total Population	289,321	663,886		
Average Per Capita Investment	**$2,488**	**$2,497**	**0%**	**-$9**

NUMBER OF T6/EJ AND NON-T6/EJ BLOCK GROUPS (BG):

		# of BG	%
Total on Oahu		**586**	**100**
Non-EJ BG		**480**	**77**
EJ BG		**135**	**23**
EJ BG breakdown	Based on race (minority)	105	
	Based on low income	60	
	Double counted (counted as both minority & low income)	-30	
	Sum	**135**	

Total Per Capita Spending - TIP 2019 - 2022 - Primary Analysis





Miles
0 3.5 7 14

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

Date: 7/10/2020 **RF Scale:** 1:350,000

Data Source: U.S. Census Bureau; 2010 Census

OahuMPO

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.

THE PATH FORWARD FOR O'AHU

KE ALA I MUA

O'AHU REGIONAL TRANSPORTATION PLAN 2045

Project and Program Prioritization Process – Scoring Recommendation

GOAL	CRITERIA	AVERAGE PUBLIC INVOLVEMENT SCORE	AVERAGE WORKING GROUPS SCORE*	AVERAGE CAC SCORE	AVERAGE TAC SCORE	HDOT-HIGHWAYS RECOMMENDATION	OAHUMPO RECOMMENDATION
Goal 1: Improve Safety	Evaluation Criteria 1.1.1: Increase safety by investing in safety improvements in high crash areas and programs that intend on improving safety	18	15	17	17	25	20
Goal 2: Support active and public transportation	Evaluation Criteria 2.1.1: Increase the share of people using active transportation by investing in projects and programs that add miles of pedestrian facilities or improve existing pedestrian facilities	7	7	7.5	6	4	8
	Evaluation Criteria 2.1.2: Increase the share of people using active transportation by investing in projects and programs that add miles of bicycle facilities or improve existing bicycle facilities	7	7	5	5	4	6
	Evaluation Criteria 2.2.1: Increase the share of people taking transit by investing in projects and programs that support TheBus, Handi-Van, and Rail	12	7	10	9	4	8

GOAL	CRITERIA	AVERAGE PUBLIC INVOLVEMENT SCORE	AVERAGE WORKING GROUPS SCORE*	AVERAGE CAC SCORE	AVERAGE TAC SCORE	HDOT-HIGHWAYS RECOMMENDATION	OAHUMPO RECOMMENDATION
Goal 2: Support active and public transportation	Evaluation Criteria 2.3.1: Decrease the share of people driving alone by investing in projects and programs that encourage people not to drive alone	4	6	4	4	1	**2**
Goal 3: Promote an equitable transportation system	Evaluation Criteria 3.1.1: Increase pedestrian, bicycle, and transit options for mobility constrained populations by investing in pedestrian, bicycle, and transit projects and programs near those populations	10	10	7.5	9	5	5
Goal 4: Improve the resiliency of the transportation system	Evaluation Criteria 4.1.1: Increase redundant access by investing in projects and programs that help to provide redundant emergency access	4	7.5	6	6	4	4
	Evaluation Criteria 4.2.1: Reduce long-term vulnerability of transportation facilities by investing in areas most vulnerable to the impacts of climate change and disasters	4	8	8	6	4	6

GOAL	CRITERIA	AVERAGE PUBLIC INVOLVEMENT SCORE	AVERAGE WORKING GROUPS SCORE*	AVERAGE CAC SCORE	AVERAGE TAC SCORE	HDOT-HIGHWAYS RECOMMENDATION	OAHUMPO RECOMMENDATION
Goal 5: Preserve and maintain the transportation system	Evaluation Criteria 5.1.1: Improve condition of roadways, bridges, transit vehicles and facilities, and pathways by investing in projects prioritized by HDOT's Transportation Asset Management Plan and programs that intend on maintaining and improving roadways, bridges, transit vehicles and facilities, and/or pathways	8	11.5	11	15	22	20
Goal 6: Support a reliable and efficient transportation system	Evaluation Criteria 6.1.1: Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability	2	4	4	4	7	4
	Evaluation Criteria 6.1.2: Improve reliability of Interstate and Non-Interstate highways, freight networks, and transit by investing in projects and programs with the intent of reducing and/or managing non-recurring congestion and transit delays	2	4	4.5	3	7	4

GOAL	CRITERIA	AVERAGE PUBLIC INVOLVEMENT SCORE	AVERAGE WORKING GROUPS SCORE*	AVERAGE CAC SCORE	AVERAGE TAC SCORE	HDOT-HIGHWAYS RECOMMENDATION	OAHUMPO RECOMMENDATION
Goal 6: Support a reliable and efficient transportation system	Evaluation Criteria 6.2.1: Improve efficiency by investing in projects on congested corridors and programs that intend on improving the efficiency of the transportation system	4	4	7.5	4	7	4
Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets	Evaluation Criteria 7.1.1: Improve air quality by investing in projects and programs that reduce emissions, reduce VMT, do not add capacity, and increase access to non-auto modes	14	5	5	7	3	5
	Evaluation Criteria 7.2.1: Enhance and protect cultural and natural resources by investing in projects located away from environmentally and culturally sensitive areas and programs that intend on enhancing and protecting these resources	4	4	3	5	3	4

Ke Ala Imua:
O‘ahu Regional Transportation Plan 2045
Project and Program Prioritization Process – Draft #7

Planning efforts on O‘ahu have yielded a sizable list of projects and programs to make it safer, easier, and more comfortable to get around the island. However, transportation funds and staff resources are limited, compelling a process to prioritize investments that will best achieve the ORTP’s goals.

OahuMPO has created a prioritization process to evaluate potential transportation projects and programs using measurable criteria based on the goals of our long-range plan. It provides a quantitative method to compare projects and programs proposed for our O‘ahu Regional Transportation Plan.

STEP 1: **Project and Program Consistency with the O‘ahu Regional Transportation Plan**
Is the project or program consistent with the O‘ahu Regional Transportation Plan vision and goals? If yes, continue to step 2, if no, the project should not be evaluated, or amendments should be made prior to evaluation.

STEP 2: **Project and Program Evaluation**
OahuMPO Staff and an evaluation committee reviews the technical score for each project or program based on the goals and objectives of the O‘ahu Regional Transportation Plan.

STEP 3: **Project and Program Scoring Review by OahuMPO’s O‘ahu Regional Transportation Plan working group, Technical Advisory Committee, Citizen Advisory Committee and Policy Board**
OahuMPO’s working group, committees, and Policy Board will review the scoring for fairness and provides comments about project ranking.

STEP 1:

Is the project or program consistent with the ORTP vision? *

Consistent?	ORTP Vision
Yes	Our future transportation system will be safe, for all people and all modes of transportation. Our future plan will take into consideration climate change, sea-level rise, flooding, the City and County of Honolulu’s energy goals, and citizen concerns, among other things. How can we address O‘ahu’s challenges for our transportation future?
No	

Which ORTP goals is the project or program consistent with (must be consistent with at least one goal)? *

Consistent?	ORTP Goals

	Goal #1: Improve safety and quality of life
	Goal #2: Support active and public transportation
	Goal #3: Promote an equitable transportation system
	Goal #4: Improve the resiliency of the transportation system
	Goal #5: Preserve and maintain the transportation system
	Goal #6: Support a reliable and efficient transportation system
	Goal #7: Improve air quality and protect environmental and cultural assets

*If the project is not consistent with the ORTP vision and at least one ORTP goal, the project should not be evaluated, or amendments should be made prior to evaluation

STEP 2:

Goal 1: Improve Safety (Maximum 20 points)

This section prioritizes projects and programs that improve the safety of our roads, bridges, and paths. Examples of projects that might improve safety include:

- Guardrail and shoulder improvements
- Seismic retrofit projects
- Rockfall and slope stabilization projects
- Bridge replacement projects and programs
- Emergency telephone projects
- Complete streets projects
- Lighting Improvements
- Safe Routes to School projects

Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths & Objective 1.2 Reduce the rate of deaths and serious injuries of people walking and biking

Scoring is based on a 20-point maximum scale with 20 being the highest priority and zero being the lowest. Projects scoring the highest fall in to one of two categories:

1. Project intends on improving the safety of the transportation system and is located in a high crash zone.
2. Project intends on improving the safety of the transportation system and the project type has no impact on crashes, for example, a seismic retrofit project, rockfall protection project, bridge replacement project, or bicycle and pedestrian path not located on a roadway.

Evaluation Criteria 1.1.1: Increase safety by investing in safety improvements in high crash areas and programs that intend on improving safety (0 – 20 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
20 Points	The project's primary or secondary intent is to improve the safety of the transportation system.	The primary intent of the program is to improve the safety of the transportation system.

	AND Project location is in a high crash zone. OR The project's primary or secondary intent is to improve safety, but its location will not have a large impact on crashes, for example: • Seismic retrofit projects • Rockfall protection projects • Bridge replacement projects • Bicycle and pedestrian paths (not located on a roadway)	
10 Points	The project's primary or secondary intent is to improve safety, BUT the project location is not in a high crash zone.	The secondary intent of the program is to improve the safety of the transportation system.
0 Points	The project has no intention to improve the safety of the transportation system.	The program has no intent to improve the safety of the transportation system.

Bonus Points: Safety Project is Located in Census Block Group of Mobility Constrained Populations

POINTS	Project Location and Proximity to Concentration of Mobility Constrained Populations
1 Point	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of Environmental Justice populations.
1 Point	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of persons with disabilities.
1 Point	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of zero car households.
1 Point	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of kūpuna.
1 Point	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of keiki.

Bonus Points: Safety Project is Located in a High Crash Pedestrian or Bicycle Zone

POINTS	Project Location and High Crash Pedestrian and Bicycle Zone
10 Points	The project's primary or secondary intent is to improve the safety of the transportation system and the project location is in a high crash zone for people and walking and biking.

Goal 2: Support Active and Public Transportation (Maximum 24 points)

This section prioritizes projects and programs that may help to increase the number of people walking, biking, and taking transit, and decrease the number of people driving alone.

Objective 2.1 Increase commute mode share of people using active transportation

Projects and programs that increase the miles of pedestrian and bicycling infrastructure and/or maintains existing pedestrian and bicycle infrastructure, and therefore increase opportunities for people to commute using active transportation will receive points. Scoring is based on a 14-point maximum scale, with 8 points assigned to projects and programs that add and/or maintain pedestrian facilities and 6 points assigned to projects and programs that add protected bicycle facilities or maintains existing bicycle facilities, with 14 being the highest priority and zero being the lowest.

Evaluation Criteria 2.1.1: Increase the share of people using active transportation by investing in projects and programs that add miles of pedestrian facilities or improve existing pedestrian facilities (-8 – 8 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
8 Points	Project <u>adds pedestrian facilities</u>, for example: • New sidewalks • Shared-Use Paths OR Project <u>improves existing pedestrian facilities</u>, for example: • Corrections to existing sidewalk deficiencies • Widening existing sidewalks • Reconstruction of curb ramps • ADA improvements • Pedestrian hybrid beacons • Pedestrian refuge island • Raised crosswalks • Crosswalk visibility enhancements	The <u>primary intent</u> of the program is to increase the miles of pedestrian facilities and/or improve/maintain existing pedestrian facilities. OR The program's intent is to provide or maintain recreational trails.

	• Rectangular Rapid Flashing Beacons	
4 Points		The secondary intent of the program is to increase the miles of pedestrian facilities and/or improve/maintain existing pedestrian facilities.
0 Points	Project does not add pedestrian facilities or improve existing pedestrian facilities.	The program has no intent on increasing the miles of pedestrian facilities and/or improve/maintain existing pedestrian facilities.
-8 Points	Project removes existing pedestrian facilities or makes it impossible to access pedestrian facilities.	

Evaluation Criteria 2.1.2: Increase the share of people using active transportation by investing in projects and programs that add miles of bicycle facilities or improve existing bicycle facilities (-6 – 6 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
6 Points	Project adds protected bicycle facilities, such as: • Shared Use Path • Protected Bike Lane • Buffered Bike Lane OR Project improves existing bicycle facilities.	The primary intent of the program is to increase the miles of bicycle facilities and/or improve/maintain existing bicycle facilities.
3 Points	Project adds conventional bicycle facilities, such as: • Conventional Bike Lane • Climbing Bike Lane • Shoulder Bikeway	The secondary intent of the program is to increase the miles of bicycle facilities and/or improve/maintain existing bicycle facilities.
0 Points	Project does not add bicycle facilities or project adds a shared traffic lane.	The program has no intent to increase the miles of bicycle facilities and/or improve/maintain existing bicycle facilities.
-6 Points	Project removes existing bicycle facilities or makes it impossible to access bicycle facilities.	

Bonus Points: Pedestrian and/or Bicycle Project is Within Close Proximity to Schools

POINTS	Project Location and Proximity to Schools
3 Points	Project adds pedestrian and/or bicycle facilities within 1 mile of an elementary or middle school.

Bonus Points: Pedestrian and/or Bicycle Project is Within Close Proximity to Planned Rail Stations

POINTS	Project Location and Proximity to Schools
3 Points	Project adds pedestrian and/or bicycle facilities within 1/2 mile of a planned rail station.

Bonus Points: Protected Bicycle Facilities on High Stress Connections

POINTS	Project Location and Proximity to Schools
3 Points	Project adds protected bicycle facilities on high stress connections.[1]

Objective 2.2 Increase commute mode share of people taking transit

Highest scoring projects and programs support increasing the mode share of people taking transit. Scoring is based on an 8-point maximum scale with 8 being the highest priority and zero being the lowest.

Evaluation Criteria 2.2.1: Increase the share of people taking transit by investing in projects and programs that support TheBus, Handi-Van, and Rail (0 - 8 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
8 Points	Project is expected to moderately or significantly improve transit quality. Project types include: • Fixed-route bus and rail expansions • Public transit technology improvements • Acquisition of buses or paratransit vehicles • Transportation assistance for elderly and disabled • Transit ADA access and site improvements • Construction of a transit center • Transit safety and security projects • Transit Signal Priority projects	The primary intent of the program is to support TheBus, Handi-Van, and/or Rail.

[1] High stress connections are defined by the Hawai‘i Bicycling League’s O‘ahu Bike Map, which can be found here: https://www.hbl.org/OahuBikeMap/

	• Bus stop improvements • High priority bus corridors	
4 Points		The secondary intent of the program is to support TheBus, Handi-Van, and/or Rail.
0 Points	Project is not expected to have any impact on transit quality.	The program has no intent to support TheBus, Handi-Van, and/or Rail.

Bonus Points: Transit Project is Within Close Proximity to Schools

POINTS	Project Location and Proximity to Schools
4 Points	Transit project is located within 1 mile of an elementary or middle school

Objective 2.3 Decrease commute mode share of people driving alone

Highest scoring projects and programs support decreasing the mode share of people driving alone. Scoring is based on a 4-point maximum scale with 4 being the highest priority and –4 being the lowest.

Evaluation Criteria 2.3.1: Decrease the share of people driving alone by investing in projects and programs that encourage people not to drive alone (-2 – 2 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
2 Points	Project expected to moderately or significantly decrease the share of people driving alone. Project types include: a. High Occupancy Vehicle lanes	The primary intent of the program is to support decreasing the mode share of people driving alone, for example: a. Emergency Ride Home Program b. Ridesharing Program c. Other Transportation Demand Management Programs
1 Point		The secondary intent of the program is to support decreasing the mode share of people driving alone.
0 Points	Project is not expected to have a significant impact on the share of people driving alone.	The program has no intent to support decreasing the mode share of people driving alone.
-2 Points	Project expected to moderately or significantly increase the share of people driving alone. Project types include: a. Projects that add vehicle capacity (does not include those projects that add transit only capacity)	

Goal 3: Promote an Equitable Transportation System (Maximum 5 Points)

This section prioritizes projects and programs that promote an equitable transportation system by serving mobility constrained populations. For the purposes of this prioritization process, mobility constrained populations include:

- Environmental Justice populations (low income and racial minority)
- Persons with disabilities
- Zero car households
- Kūpuna (65 years of age and older)
- Keiki (below 18 years of age)

Examples of projects and programs that might promote an equitable transportation system include:

- Elderly and persons with disabilities vehicle acquisition program
- Job access and reverse commute program
- New freedom program
- Ways to work program

Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populations

Scoring is based on a 5-point maximum scale with 5 being the highest priority and zero being the lowest.

Evaluation Criteria 3.1.1: Increase pedestrian, bicycle, and transit options for mobility constrained populations by investing in pedestrian, bicycle, and transit projects and programs near those populations (0 – 5 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
5 Points	Pedestrian, bicycle, and/or transit project located in an area with a concentration of all five mobility constrained populations.	The primary intent of the program is to increase access to pedestrian, bicycle, and transit options for at least one mobility constrained populations.
4 Points	Pedestrian, bicycle, and/or transit project located in an area with a concentration of four of five mobility constrained populations.	
3 Points	Pedestrian, bicycle, and/or transit project located in an area with a concentration of three of five mobility constrained populations.	The secondary intent of the program is to increase access to pedestrian, bicycle, and transit options for at least one mobility constrained populations.
2 Points	Pedestrian, bicycle, and/or transit project located in an area with a concentration of two of five mobility constrained populations.	

1 Points	Pedestrian, bicycle, and/or transit project located in an area with a concentration of one of five mobility constrained populations.	
0 Points	Pedestrian, bicycle, and/or transit project is located in an area with no mobility constrained populations.	The program has no intent to increase access to pedestrian, bicycle, and transit options for mobility constrained populations.

Goal 4: Improve the Resiliency of the Transportation System (Maximum 10 Points)

Objective 4.1 Provide redundant emergency access to all parts of O'ahu, especially for people and emergency responders with one road in and out

Scoring is based on a 4-point maximum scale, with 4 being the highest priority and zero being the lowest.

Evaluation Criteria 4.1.1: Increase redundant access by investing in projects and programs that help to provide redundant emergency access (0 – 4 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
4 Points	The project's primary intent is to provide redundant access for communities with one road in and one road out.	The program's primary intent is to support increasing redundant access for communities with one road in and one road out.
2 Points	The project's secondary intent is to provide redundant access for communities with one road in and one road out.	The program's secondary intent is to support increasing redundant access for communities with one road in and one road out.
0 Points	The project has no intent to provide redundant access for communities with one road in and one road out.	The program has no intent on supporting the increase of redundant access for communities with one road in and one road out.

Bonus Points: Project is in Singular Access Community

POINTS	Project is Located in a Singular Access Community
2 Points	Project location is in a singular access community

Objective 4.2 Reduce the long-term vulnerability of O'ahu's transportation facilities, particularly flooding and sea level rise caused by climate change and disaster risks, while being conscious of environmental and cultural impacts

The highest scoring projects invest in locations that are most vulnerable to the impacts of climate change and disasters, including:

- Projects located within the 6 ft sea level rise exposure area;[2]
- Projects located in areas at risk of passive flooding (3.2 ft sea level rise exposure area scenario);
- Projects located in areas at risk of annual high wave flooding (3.2 ft sea level rise exposure area scenario); and
- Projects located in areas at risk of coastal erosion (3.2 ft sea level rise exposure area scenario.

Scoring is based on a 6-point maximum scale with 6 being the highest priority and zero being the lowest. Projects scoring the highest fall in to one of two categories:

1. Project intends on reducing the long-term vulnerability of transportation facilities and is located in an area at risk of all four vulnerability measures.
2. Project intends on reducing the long-term vulnerability of transportation facilities and its location does not determine it's risk to sea level rise, passive flooding, annual high wave flooding, and coastal erosion, for example, a seismic retrofit or rockfall protection project.

Evaluation Criteria 4.2.1: Reduce long-term vulnerability of transportation facilities by investing in projects in areas most vulnerable to the impacts of climate change and disasters and programs that intend on reducing the long-term vulnerability of transportation facilities (0 – 6 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
6 Points	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities. AND	The program's primary intent is to reduce the long-term vulnerability of transportation facilities.

[2] The sea level rise projections were originally based on the 5th Assessment Report (AR5) of the Intergovernmental Panel on Climate Change (IPCC), "business as usual" greenhouse gas emissions scenario for 2100. This scenario is consistent with more recent reports on sea level rise including a NOAA 2017 report, which compiled the latest and best available projections on sea level rise and finds that 3 feet or more of sea level rise could occur in an "intermediate" scenario by 2100 and as soon as 2060 in an "extreme" scenario. These scientific projections will continue to evolve as understanding regarding the contribution from ice melt develops (particularly regarding contributions from Greenland and Antarctica), and as it becomes apparent which greenhouse gas emissions pathway ultimately emerges.

Due to the uncertainty in the timing and magnitude of sea level rise projections globally and for Hawai'i, the projections will be updated as more information becomes available. Any new projects added to the ORTP will be subject to evaluation using the most up to date climate change predictions and data. DLNR and UH Sea Grant will be consulted on which predictions and data to use for evaluation.

	Project location is in an area at risk of all vulnerability measures. OR Project is a seismic retrofit or rockfall protection project.	
4.5 Points	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities. AND Project location is in an area at risk of three of the four vulnerability measures.	
3 Points	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities. AND Project location is in an area at risk of two of the four vulnerability measures.	The program's secondary intent is to reduce the long-term vulnerability of transportation facilities.
1.5 Points	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities. AND Project location is in an area at risk of one of the four vulnerability measures.	
0 Points	The project has no intent to reduce the long-term vulnerability of transportation facilities.	The program has no intent on reducing the long-term vulnerability of transportation facilities.

Bonus Points: Project is in the Top 20 Projects in the Statewide Coastal Highway Program Report

POINTS	Project Prioritized in the Statewide Coastal Highway Program Report
3 Points	Project is in the top 20 projects in the Statewide Coastal Highway Program Report.

Bonus Points: Project intends to reduce the long-term vulnerability of transportation facilities and is Located in Census Block Group of Mobility Constrained Populations

POINTS	Project Location and Proximity to Concentration of Mobility Constrained Populations
1 Point	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of Environmental Justice populations.
1 Point	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of persons with disabilities.
1 Point	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of zero car households.
1 Point	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of kūpuna.
1 Point	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of keiki.

Goal 5: Preserve and Maintain the Transportation System (Maximum 20 Points)

This section prioritizes projects and programs that preserve and maintain the transportation system. Examples of projects and programs that might preserve and maintain the transportation system include:

- Pavement/resurfacing projects and programs
- Bridge improvement, rehabilitation, and programs
- Drainage projects and programs
- Street light pole replacement projects and programs
- Traffic sign projects and programs
- Improvement projects that do not add additional capacity
- Intelligent Transportation System (ITS) projects
- Bikeway improvement projects and programs
- Recreational trails projects and programs
- Transit vehicles and facilities maintenance programs

Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways

Scoring is based on an 20-point maximum scale with 20 being the highest priority and zero being the lowest. Projects scoring the highest fall in to one of three categories:

1. Project intends on improving the condition of roadways, bridges, and/or paths and is consistent with the priorities and recommendations in the HDOT's Transportation Asset Management
2. The project's primary or secondary intent is to maintain and/or improve existing pedestrian and/or bicycling infrastructure.
3. The project's primary or secondary intent is to maintain and/or improve existing transit vehicles and/or facilities.

Evaluation Criteria 5.1.1: Improve the condition of roadways, bridges, pathways, transit vehicles and facilities by investing in roadway and bridge projects prioritized by HDOT's Transportation Asset Management Plan, projects that aim to improve the condition of pathways and transit vehicles and facilities, and programs that intend on maintaining and improving roadways, bridges, transit vehicles and facilities, and pathways. (0 – 20 Points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
20 Points	The project's primary or secondary intent is to improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways. AND Roadway and Bridge Projects: Roadway and bridge project is consistent with the priorities and recommendations in the HDOT's Transportation Asset Management Plan[3] for pavement and bridge projects OR Transit, Pedestrian, and Bicycle Projects: The project's primary intent is to maintain and/or improve the condition of existing transit vehicles, facilities, pedestrian, or bicycle infrastructure.	The primary intent of the program is to maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways.
10 Points	The project's primary or secondary intent is to improve the condition of	The secondary intent of the program is to maintain and improve the condition of

[3] The condition of a road or bridge is determined by the Hawaii Department of Transportation (HDOT). For more information about how HDOT prioritizes pavement and bridge projects, please read the HDOT Transportation Asset Management Plan.

	roadways, bridges, transit vehicles and facilities, and/or pathways. AND <u>Roadway and Bridge Projects:</u> Project is not consistent with recommendations in the HDOT's Transportation Asset Management for priority pavement and bridge projects. OR <u>Transit, Pedestrian, and Bicycle Projects:</u> The project's <u>secondary intent</u> is to maintain and/or improve the condition of existing transit vehicles, facilities, pedestrian, or bicycle infrastructure.	roadways, bridges, transit vehicles and facilities, and/or pathways.
0 Points	The project has <u>no intent</u> on improving and/or maintaining roadways, bridges, transit vehicles and facilities, and/or pathways.	The program has <u>no intent</u> to maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways.

Goal 6: Support a Reliable and Efficient Transportation System (Maximum 12 Points)

This section prioritizes projects and programs that support a reliable and efficient transportation system. Examples of projects and programs that might support a reliable and efficient transportation system include:

- Traffic signal modernization projects
- Operational improvement projects
- Freeway management system
- Freeway service patrol
- ITS
- Bus-only lanes
- Bus queue jumpers
- Bus pull-outs

Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit

Scoring is based on a 8-point maximum scale, with 4 points assigned to projects located on a designated freight route and programs with the intent of improving freight reliability, and 4 points assigned to projects and programs that improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit, with 8 being the highest priority and zero being the lowest.

Evaluation Criteria 6.1.1: Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability (0 – 4 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
4 Points	Project location is on a designated freight route.	The program's primary intent is to improve freight reliability.
2 Points		The program's secondary intent is to improve freight reliability.
0 Points	Project location is not on a designated freight route.	The program has no intent to improve freight reliability.

Evaluation Criteria 6.1.2: Improve reliability of Interstate and Non-Interstate highways, freight networks, and transit by investing in projects and programs with the intent of reducing and/or managing non-recurring congestion and transit delays (0 – 4 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
4 Points	The primary intent of the project is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit.	The program's primary intent is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit.
2 Points	The secondary intent of the project is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit.	The program's secondary intent is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit.
0 Points	The project has no intent to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit.	The program has no intent to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit.

Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and transit

Scoring is based on a 4-point maximum scale with 4 being the highest priority and zero being the lowest.

Evaluation Criteria 6.2.1: Improve efficiency by investing in projects on congested corridors and corridors with high numbers of transit trips per hour, projects that improve the efficiency of transit, and programs that intend on improving the efficiency of the transportation system (0 – 4 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
4 Points	Project identified in the Congestion Management Process (CMP). OR The primary or secondary intent of the project is to improve the efficiency of transit, for example: • Bus-only lanes • Bus pullouts • Queue jumpers OR Projects not identified in the CMP, but are on roadways with at least xx bus trips per hour.	The primary intent of the program is to improve efficiency of the transportation system.
2 Points	Project is not identified in the CMP, but it's primary or secondary intent is to improve the efficiency of the transportation system.	The secondary intent of the program is to improve the efficiency of the transportation system.
0 Points	Project is not identified in the CMP and has no intent to improve the efficiency of the transportation system.	The program has no intent to improve the efficiency of the transportation system.

Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets (Maximum 9 points)

This section prioritizes projects and programs that may help to reduce ground transportation emissions and enhance and protect cultural and natural resources.

Objective 7.1 Reduce ground transportation greenhouse gas emissions
The highest scoring projects and programs are expected to improve air quality by reducing emissions, reducing VMT, not adding capacity, and increasing access to non-vehicular modes. Scoring is based on a 5-point maximum scale with 5 being the highest priority and -5 being the lowest.

Evaluation Criteria 7.1.1: Improve air quality by investing in projects and programs that reduce emissions, reduce VMT, do not add capacity, and increase access to non-auto modes (-5 - 5 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
5 Points	Project expected to improve air quality. Project types include: a. Fixed-route bus and rail expansions b. Public transit technology improvements c. Diesel bus engine replacements d. Alternative bus fueling stations e. Transit Center construction f. Transportation demand management programs g. Fixed-route bus and rail service replacements h. Minor non-recreational non-motorized system expansion (not tied to a roadway project which would increase vehicle capacity) i. Major non-recreational non-motorized system maintenance (not tied to a roadway project which would increase vehicle capacity) j. Alternative vehicle fueling stations k. Park-and-Ride lot expansion l. Operations and transportation systems management improvements that do not add capacity, for example traffic signal timing projects	The primary intent of the program is to improve air quality by reducing emissions, reducing VMT, not adding capacity, and/or increase access to non-auto modes.
2.5 Points		The secondary intent of the program is to improve air quality by reducing emissions, reducing VMT, not adding

		capacity, and/or increase access to non-auto modes.
0 Points	Project not expected to impact air quality. Project types include: a. Roadway projects which do not add capacity b. Park-and-Ride lot maintenance c. Recreational non-motorized system expansion/maintenance d. Minor non-recreational non-motorized system maintenance (not tied to a roadway project which would increase vehicle capacity)	The program has <u>no intent</u> to improve air quality by reducing emissions, reducing VMT, not adding capacity, and/or increase access to non-auto modes.
-5 Points	Project expected to moderately or significantly worsen air quality. Project types include: a. Roadway projects which add capacity, including those with a non-recreational non-motorized system expansion component	

Bonus Points: Project expected to improve air quality and is located in census block group of mobility constrained populations

POINTS	Project Location and Proximity to Concentration of Mobility Constrained Populations
1 Point	Project expected to improve air quality and is located in an area with a high concentration of Environmental Justice populations.
1 Point	Project expected to improve air quality and is located in an area with a high concentration of persons with disabilities.
1 Point	Project expected to improve air quality and is located in an area with a high concentration of zero car households.
1 Point	Project expected to improve air quality and is located in an area with a high concentration of kūpuna.
1 Point	Project expected to improve air quality and is located in an area with a high concentration of keiki.

Objective 7.2 Enhance and protect cultural and natural resources

The highest scoring projects are located away from cultural and natural resources, including:

- Project is located outside of a 150ft buffer of Hawai‘i Department of Land Natural Resources (DLNR), Division of Forestry and Wildlife (DOFAW) Conservation Resource Management Areas, C1 (High Conservation Resources) and C2 (Medium Conservation Resources)
- Project is located outside of a 150ft buffer of DLNR-DOFAW Watershed Protection Priority Areas
- Project is located outside of a 150ft buffer of DLNR-DOFAW Natural Resources Areas[4]
- Project is located outside of a 50ft buffer of historic sites[5]

Scoring is based on a 4-point maximum scale with 4 being the highest priority and -4 being the lowest.

Evaluation Criteria 7.2.1: Enhance and protect cultural and natural resources by investing in projects located away from environmentally and culturally sensitive areas and programs that intend on enhancing and protecting these resources

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
4 Points	Project location does not overlap with buffer areas for Conservation Resource Management Areas, Watershed Protection Priority Areas, Natural Resources Areas, or historic sites. OR Project's primary or secondary intent is to enhance and/or protect cultural and/or natural resources.	The primary intent of the program is to enhance and/or protect cultural and/or natural resources.
2 Points		The secondary intent of the program is to enhance and/or protect cultural and/or natural resources.
0 Points		The program has no intent to enhance and/or protect cultural and/or natural resources.
-4 Points	Project location overlaps with buffer areas for Conservation Resource Management Areas, Watershed	

[4] References: Division of Forestry and Wildlife; Oahu Plant Extinction Prevention Program; Oahu Army Natural Resource Program; U.S. Fish and Wildlife Services; Hawaii Biodiversity and Mapping Program (HBMP), 2008.

[5] The State Historic Preservation Division will make final determinations of any project's impact to sites as projects advance through planning, design, and environmental review.

	Protection Priority Areas, Natural Resources Areas, or historic sites.	