

# TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019-2022



*Oahu* MPO

**REVISION 16**  
**EXPEDITED ADMINISTRATIVE  
MODIFICATION**

# TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 - 2022

**Revision 16**

**Expedited Administrative Modification**

February 2021



Oahu Metropolitan Planning  
Organization  
707 Richards Street, Suite 200  
Honolulu, Hawaii 96813-4623 (808)  
587-2015 // [www.oahumpo.org](http://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. <b>Abbreviations</b> .....                   | 5  |
| 1.1. Overall Abbreviations.....                 | 5  |
| 1.2. Abbreviations Used in Project Listing..... | 6  |
| 2. <b>Project Listing</b> .....                 | 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                               | MAP-21     | Moving Ahead for Progress in the 21 <sup>st</sup> Century<br>[P.L. 112-141, 2012]                               |
| ADA   | Americans with Disabilities Act                                      | MOA        | Memorandum of Agreement   |
| APE   | Area of Potential Effects  | NEPA       | National Environmental Policy Act   |
| CAC   | OahuMPO Citizen Advisory Committee                                   | NHPA       | National Historic Preservation Act  |
| CATEX | Categorical Exclusion  | NTD        | National Transit Database   |
| CFR   | Code of Federal Regulations  | OahuMPO    | Oahu Metropolitan Planning Organization   |
| CCTV  | Closed-circuit television  | ORTP       | OahuMPO Oahu Regional Transportation  |
| CMP   | OahuMPO Congestion Management Process                                | Plan OWP   | OahuMPO Overall Work Plan   |
| DTS   | City and County of Honolulu Department of<br>Transportation Services | PB         | OahuMPO Policy Board (formerly Committee)   |
| EJ    | Environmental Justice  | SAFETEA-LU | Safe, Accountable, Flexible, Efficient<br>Transportation Equity Act – A Legacy for<br>Users [P.L. 109-59, 2005] |
| FAST  | Fixing America’s Surface Transportation Act<br>[P.L. 114-96, 2015]   | SMP        | Special Maintenance Program   |
| FMCSA | USDOT Federal Motor Carrier Safety<br>Administration                 | SOGR       | State of Good Repair  |
| FHWA  | USDOT Federal Highway Administration                                 | STIC       | Small Transit Intensive Cities  |
| FTA   | USDOT Federal Transit Administration                                 | STIP       | Statewide Transportation Improvement<br>Program   |
| FFY   | Federal Fiscal Year (October 1- September 30)                        | TAC        | OahuMPO Technical Advisory Committee  |
| HART  | Honolulu Authority for Rapid Transportation                          | TIP        | Transportation Improvement Program  |
| HDOT  | Hawaii Department of Transportation                                  | T6         | Title VI of the Civil Rights Act of 1964  |
| HR    | House Report   | U.S.C.     | United States Code  |
| ITS   | OahuMPO Intelligent Transportation System                            | 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 16

### REVISION 16 - 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 |
|----------------|--|--|------|
| OS12           | Destination Sign, Upgrade/Replacement  | Request to add Inspection funds in FY 2021 and 2022 (B.4). | 9    |
| OS36           | Kamehameha Highway (Route 83), Bridge Replacement, Waipilopilo Stream Bridge | Request to add Pre-Right-of-Way phase (B.4).               | 11   |

#### FTA FUNDED PROJECTS:

##### CITY AND COUNTY OF HONOLULU

| PROJECT NUMBER | PROJECT NAME (ALPHABETICAL ORDER)              | REVISION DETAILS   | PAGE |
|----------------|--|--|------|
| OC13           | Bus and Handi-Van Acquisition Program – FY2021 | Request to increase the size of revenue rolling stock (six electric buses and 3 on-route chargers) and thus add Construction, Equipment, and Operations phase and increase total estimated cost (B.2, B4, A.11). | 13   |

| NUMBER OF PROJECTS BEING REVISED IN REVISION # 16: | PERCENTAGE OF TOTAL TIP PROJECTS REVISED IN REVISION # 16: |
|--|--|
| 3  | 5 %  |

## **2.2 Project Information Sheets**

### **2.2.1 FHWA-Funded Projects**

#### **2.2.1.1 Oahu State Projects**



**OS12 Destination Sign, Upgrade and Replacement**



**Project Description:**

Replace and/or upgrade the existing destination signs and sign support structures on Interstate Routes H-1, H-2, H-201, and Pali Highway.

**Mile Post/s:** Not applicable

**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:** \$29,000,000

*(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**

| Phase          | FFY 2019        |                   |                 | FFY 2020        |                   |                 | FFY 2021        |                   |                 | FFY 2022        |                   |                 | FFY 2023        |                   |                 | FFY 2024        |                   |                 | Funding Category |
|----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|------------------|
|                | 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) |                  |
| INSP           | 0               | 0                 | 0               | 0               | 0                 | 0               | 750             | 600               | 150             | 3,000           | 2,400             | 600             | 0               | 0                 | 0               | 0               | 0                 | 0               | NHPP             |
| <i>Phase 2</i> |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                  |
| ADVCON         | 0               | 400               | -400            | 0               | 600               | -600            | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | NHPP             |
| <i>Phase 3</i> |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                  |
| PE2            | 0               | 0                 | 0               | 700             | 560               | 140             | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | NHPP             |
| CON            | 0               | 0                 | 0               | 0               | 0                 | 0               | 9,500           | 5,600             | 3,900           | 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               | 0                 | 0               | 0               | 0                 | 0               | NHPP             |
| <i>Phase 4</i> |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                  |
| PE1            | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 561             | 449               | 112             | 0               | 0                 | 0               | 0               | 0                 | 0               | NHPP             |
| PE2            | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 816             | 653               | 163             | 0               | 0                 | 0               | NHPP             |
| CON            | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 10,200          | 4,160             | 6,040           | NHPP             |
| ADVCON         | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | NHPP             |
| <i>Phase 5</i> |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                  |

**OS12 Destination Sign, Upgrade and Replacement**

**FOR INFORMATION ONLY**

| Phase          | FFY 2019        |                   |                 | FFY 2020        |                   |                 | FFY 2021        |                   |                 | FFY 2022        |                   |                 | FFY 2023        |                   |                 | FFY 2024        |                   |                 | Funding Category |
|----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|------------------|
|                | 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) |                  |
| <i>Phase 5</i> |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                  |
| PE1            | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 306             | 245               | 61              | 0               | 0                 | 0               | NHPP             |
| PE2            | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 460             | 368               | 92              | NHPP             |
| Total          | 0               | 400               | -400            | 700             | 1,160             | -460            | 10,250          | 6,200             | 4,050           | 3,561           | 4,849             | -1,288          | 1,122           | 898               | 224             | 10,660          | 4,528             | 6,132           |                  |

**OS36 Kamehameha Highway (Route 83), Bridge Replacement, Waipilopilo Stream Bridge**



**Project Description:**

Replace the existing concrete T-bridge on Kamehameha Highway in the vicinity of Hauula.

**Mile Post/s:** Kamehameha Highway: MP 21.12

**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):** Koolauloa

**Estimated Total Project Cost:** \$11,300,000

*(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**

| Phase        | FFY 2019        |                   |                 | FFY 2020        |                   |                 | FFY 2021        |                   |                 | FFY 2022        |                   |                 | FFY 2023        |                   |                 | FFY 2024        |                   |                 | Funding Category |      |
|--------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|------------------|------|
|              | 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) |                  |      |
| PREROW       | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 100               | 80              | 20              | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0                |      |
| ROW          | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 960               | 768             | 192             | 0                 | 0               | 0               | 0                 | 0               | 0                | NHPP |
| CON          | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 9,800             | 5,840           | 3,960           | 0                 | 0               | 0               | 0                 | 0               | 0                | NHPP |
| ADVCON       | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 0               | 0               | 0                 | 2,000           | -2,000          | 0                 | 0               | 0                | NHPP |
| <b>Total</b> | <b>0</b>        | <b>0</b>          | <b>0</b>        | <b>0</b>        | <b>0</b>          | <b>0</b>        | <b>0</b>        | <b>100</b>        | <b>80</b>       | <b>20</b>       | <b>10,760</b>     | <b>6,608</b>    | <b>4,152</b>    | <b>0</b>          | <b>2,000</b>    | <b>-2,000</b>   | <b>0</b>          | <b>0</b>        | <b>0</b>         |      |

## **2.2.2 FTA-Funded Projects**

### **2.2.2.1 Oahu City (OC) 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 + 16 - 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:** \$176,213,000

*(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

**FOR INFORMATION ONLY**

| Phase   | FFY 2019        |                   |                 | FFY 2020        |                   |                 | FFY 2021        |                   |                 | FFY 2022        |                   |                 | FFY 2023        |                   |                 | FFY 2024        |                   |                 | Funding Category |                     |
|---|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|------------------|---------------------|
|   | 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) |                  |                     |
| <i>2019: 30 &lt;30' buses +10 - 40' buses +19 - 60' bus</i> |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                  |                     |
| DES   | 642             | 513               | 129             | 0               | 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               | 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               | 0                | \$5307/5340 (2018)  |
| EQP   | 916             | 733               | 183             | 0               | 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               | 0                | \$5310-Urban (2017) |
| EQP   | 901             | 721               | 180             | 0               | 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               | 0                | \$5337 SOGR         |
| EQP   | 141             | 113               | 28              | 0               | 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               | 0                | \$5337 SOGR (2018)  |

**OC13 Bus and Handi-Van Acquisition Program**

**FOR INFORMATION ONLY**

| Phase   | FFY 2019  |           |           | FFY 2020  |           |           | FFY 2021  |           |           | FFY 2022  |           |           | FFY 2023  |           |           | FFY 2024  |           |           | Funding Category   |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------|
|   | Total     | Federal   | Local     | Total     | Federal   | Local     | Total     | Federal   | Local     | Total     | Federal   | Local     | Total     | Federal   | Local     | Total     | Federal   | Local     |                    |
|   | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) | (x\$1000) |                    |
| <i>2019: 30 &lt;30' buses + 10 - 40' buses + 19 - 60' bus</i> |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |                    |
| 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      |
| <i>2020: 36 &lt;30' buses + 20 - 40' buses + 20 - 60' bu</i>  |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |                    |
| 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)      |
| <i>2021: 30 &lt;30' buses + 16 - 40' buses + 10 - 60' bu</i>  |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |                    |
| CON   | 0         | 0         | 0         | 0         | 0         | 0         | 3,141     | 1,728     | 1,413     | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | \$5339             |
| 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         | 7,306     | 3,768     | 3,538     | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | \$5339             |
| EQP   | 0         | 0         | 0         | 0         | 0         | 0         | 3,772     | 3,018     | 754       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | \$5339             |
| OPR   | 0         | 0         | 0         | 0         | 0         | 0         | 493       | 444       | 49        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | \$5339             |
| <i>2022: 30 &lt;30' buses + 10 - 40' buses + 10 - 60' bu</i>  |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |                    |
| 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             |
| <i>2023: TBD</i>  |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |                    |
| 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             |
| <i>2024: TBD</i>  |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |                    |
| 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             |

**OC13 Bus and Handi-Van Acquisition Program**

**FOR INFORMATION ONLY**

| Phase            | FFY 2019        |                   |                 | FFY 2020        |                   |                 | FFY 2021        |                   |                 | FFY 2022        |                   |                 | FFY 2023        |                   |                 | FFY 2024        |                   |                 | Funding Category |        |
|------------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-------------------|-----------------|------------------|--------|
|                  | 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) |                  |        |
| <i>2024: TBD</i> |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                 |                   |                 |                  |        |
| EQP              | 0               | 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          | 32,607          | 19,001            | 13,606          | 22,528          | 13,749            | 8,779           | 22,979          | 14,024            | 8,955           | 23,436          | 14,302            | 9,134           |                  |        |

# 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.



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.