

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2022 – 2025

Revision #8

Pre-Approved Administrative Modifications

September 2022



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ABBREVIATIONS

Acronyms

ADA	Americans with Disabilities Act
CAC	Citizen Advisory Committee
CFR	Code of Federal Regulations
CMP	Congestion Management Process
DTS	City and County of Honolulu Department of Transportation Services
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FFY	Federal Fiscal Year (October 1- September 30)
GET	General Excise Tax
HART	Honolulu Authority for Rapid Transportation
HDOT	Hawaii Department of Transportation
HSIP	Highway Safety Improvement Program
IGR	Intergovernmental Review
OahuMPO	Oahu Metropolitan Planning Organization
ORTP	Oahu Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAX	Transit Accommodation Tax
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Program
T6	Title VI of the Civil Rights Act of 1964
U.S.C.	United States Code
VMT	Vehicle Miles Traveled
VRM	Vehicle Revenue Miles

Funding Categories

Federal Highway Administration (FHWA)

OS Bridge	Off-System Bridges
CMAQ	Congestion Mitigation and Air Quality Program
ER	Emergency Relief Program
FLAP	Federal Lands Access Program
NHPP	National Highway Performance Program
HSIP	Highway Safety Improvement Program
RHCP	Rail-Highway Crossings Program
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
TA	Transportation Alternatives Set-Aside
TA-U	Transportation Alternatives Set Aside for Urbanized Areas
RTP	Recreational Trails Program

Federal Transit Administration (FTA)

§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

Local Only	Locally Funded
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Project Phases (In 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
INSP	Inspection

INTRODUCTION

The Oahu Metropolitan Planning Organization (OahuMPO) is the metropolitan planning organization for the island of Oahu. The OahuMPO is designated by the governor of the state to plan for, coordinate, and program the many transportation investments in the region. The Transportation Improvement Program (TIP) is a short-term program which lists all surface transportation projects on the island of Oahu that are eligible for Federal funding or that are regionally significant. The TIP covers a period of four years and contains two additional years for illustrative purposes. The TIP is updated every three years and revised at least twice a year.

The Hawaii Department of Transportation (HDOT), the City and County of Honolulu Department of Transportation Services (DTS), and the Honolulu Authority for Rapid Transportation (HART), all include projects within the TIP. The TIP identifies the highway, public transit, arterial and local street, pedestrian, and alternative transportation projects that will receive Federal transportation funds in the programmed Federal Fiscal Years (FFYs). All projects that involve Federal funds or are regionally significant must be reviewed and approved by the Oahu Metropolitan Planning Organization Policy Board.

Requirements:

- The TIP is required to be financially constrained by year, meaning that all projects can be implemented using committed, available, or reasonably available resources.
- The TIP must include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.
- All projects must be consistent with the Oahu Regional Transportation Plan (ORTP).
- All projects must be 'ready-to-go' in the year that they are programmed to be funded.
- All projects must have the matching local funds in place.
- All projects must meet at least one of the Fixing America's Surface Transportation Act (FAST Act) planning factors.

REVISIONS

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. A revision refers to a change to the TIP that occurs between the triennial updates. A minor revision is an “administrative modification,” while a major revision is an “amendment.”

Pre-Approved Administrative Modifications:

Pre-approved administrative modifications are minor revisions that are considered pre-approved and can be immediately processed without prior review by the OahuMPO Committees and Policy Board. No solicitation of public comment or re-demonstration of financial constraint is required (23 CFR 450.104). However, it is assumed that financial constraint shall be re-established through the next TIP amendment process and 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 of another project (excluding the addition of projects in grouped listings or programs) and the funding amounts must stay within the guidelines defined in the TIP Policies and Procedures.
- The administrative modifications must not result in the deletion of project, including the deferral of a project to a year that is outside of the first four years of the TIP.
- The implementing agency for the project must concur with the actions.

Expedited Administrative Modifications:

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

Amendments:

TIP amendments are submitted to the TAC, the Policy Board, and the Governor’s designee for action. Financial constraint is re-demonstrated and consistent with 23 CFR 450.220, the technical analyses are re-run, including the T6/EJ analysis, and the

performance measure and Congestion Management Process (CMP) impacts are reassessed. Public comments are also solicited based on the procedures outlined in the OahuMPO Public Participation Plan, and the public comment period begins once the Amendment is posted on the OahuMPO website. Comments and the responses must be documented within the TIP Amendment document.

The TIP may be revised at any time if time permits. There are two planned revision cycles in each federal fiscal year as described in the table below.

Step	Description	First Revision (Fall/Winter)	Second Revision (Spring/Summer)
Step 1: Identify Revisions	Early coordination: Send DTS and HART official email that TIP revision requests are due in 3 months	August	January
	HDOT schedules Over-the-Shoulder-Reviews (OSRs) with HDOT, DTS, HART	October-November	March-April
	TIP revision requests due to OahuMPO	November	April
Step 2: Draft TIP Revision	OahuMPO develops and finalizes draft TIP revision	December	April-May
	HDOT, DTS, and HART review draft TIP revision	December	April-May
	OahuMPO reruns analyses, and prepares a fiscally constrained draft revision document for distribution	December	May
Step 3: Public and IGR Comments	Revisions posted to OahuMPO website and public and agency comment period begins	January	June
	Public comments and shared with the Committees and Policy Board	January	June
Step 4: Committee Consideration, Approval, and STIP incorporation	TAC consideration	February	July
	Policy Board Action	February-March	July
	OahuMPO sends letter to Governor’s designee for approval of the TIP Amendment	March	July-August
	OahuMPO sends letter to HDOT requesting to incorporate TIP revision into the STIP	March	August
Step 5: Finalize	TIP/STIP Amendment jointly approved by FHWA and FTA	March	August

	OahuMPO website updated with date of revision approval and final revision document	March	August
	A full "As of revision #X" TIP document is created and uploaded to the OahuMPO website	March	August

REVISION HISTORY

The current FFY 2022–2025 TIP was endorsed by the Policy Board in July 2021. Since then, it has been revised 7 times through July 2022. A summary is provided in the table below.

Revision #	Revision Type	Date	# Of Projects Modified	# Of Projects Removed	# Of Projects Added	Total # Of Projects Revised
1	Pre-Approved Modification	January 2022	37	0	0	37
2	Expedited Administrative Modification	February 2022	6	0	0	6
3	Amendment	February 2022	6	1	6	13
4	Pre-Approved Modification	May 2022	19	0	0	19
5	Expedited Administrative Modification	June 2022	1	0	0	1
6	Amendment	June 2022	3	1	4	8
7	Expedited Administrative Modification	July 2022	1	0	0	1
Total			73	2	10	85

LIST OF PROJECTS

Projects are identified using an alphanumeric system where the first two letters define the island (“O” for Oahu) and whether it is a State (“S”) or City and County of Honolulu (“C”) project, followed by the project number. Projects submitted after FFY 2021 use a longer format: OC-##-# or OS-##-# with the middle two digits representing the year the project was added to the TIP (e.g., 22 represents FFY 2022) and the last two digits representing the project number. The following tables list the projects and programs grouped by the type of federal funding (e.g., FHWA) and project sponsor (e.g., HDOT).

FHWA Funded Projects: Hawaii Department of Transportation

Project #	Project Name	Revision Details
OS82	Interstate Route H-1 Improvements, Eastbound, Ola Lane Overpass to Vineyard Boulevard	Request to increase the ETPC from \$75 million to \$95 million and defer CON from \$65 million in 2022 to \$84 million in 2023 and extend AC into 2026 and 2027 due delays involving NEPA and Section 7 clearances (A.2, A.11).

PROJECT INFORMATION SHEETS

The following project information sheets are grouped by the type of federal funding (e.g., FHWA) and project sponsor (e.g., HDOT) which correspond to the tables in the prior section.

FHWA Funded Projects: Hawaii Department of Transportation

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



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Project Description:

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

Mile Post/s: 18.97 - 20.25

Complete Streets (CS):

Project will implement: NA

Existing Feature/s: No information available.

Project Website: None

Neighborhood(s): Kalihi-Palama

Estimated Total Project Cost: \$95,000,000

Total Project Cost Notes:

(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 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			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)		
CON	0			84,000	15,000	69,000	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	20,000	-20,000	0	8,000	-8,000	0	12,200	-12,200	0	12,000	-12,000		NHPP
Total	0	0	0	84,000	15,000	69,000	0	20,000	-20,000	0	8,000	-8,000	0	12,200	-12,200	0	12,000	-12,000		

APPENDICIES

[Appendix A: Project and Program Prioritization Process](#)

[Appendix B: Scoring of New Projects and Programs](#)

[Appendix C: Title VI and Environmental Justice Analysis](#)

[Appendix D: Intergovernmental and Public Review Comments](#)

[Appendix E: Self Certification](#)