

IV. PROJECT SELECTION AND PRIORITIES

PROJECT SELECTION

Statewide TIP Requirements

The selection of projects and programs for inclusion in the Oahu TIP is made in conjunction with project selection for the STIP. The STIP procedures require that each project in the draft STIP:

- meets all technical eligibility criteria as established by federal regulations;
- complies with obligational requirements in compliance with AASHTO standards;
- reflects priorities set by adopted long-range regional transportation plans and established management systems;
- has a committed local match or reasonable expectations thereof at the time of obligation;
- meets obligational requirements by the end of the programmed federal fiscal year; and
- reflects administrative guidelines and directives developed at the national, state, and local levels, as appropriate.

Representatives of OMPO's participating agencies ensure that their proposed projects meet the above criteria prior to submitting their proposed projects to OMPO for input into the TIP.

TOP 2025 Consistency and Other Considerations

A primary consideration in the selection of projects on Oahu is consistency with the April 2001 TOP 2025 that was adopted by the OMPO Policy Committee. The TOP 2025 is a long-range plan for surface transportation projects that are of regional significance. The projects identified in the TOP 2025 address the projected surface transportation needs of Oahu's residents and visitors, and are responsive to the needs of the island's commercial and industrial sectors.

Using the TOP 2025 as the starting point, preliminary listings of the major projects that are expected to be ready for implementation within the TIP three-year programming period (FYs 2004, 2005, and 2006) are developed by the State and City. The initial listing also includes projects relating to safety, maintenance, and upgrade of existing facilities, and some projects that are consistent with the TOP 2025 but not specifically identified therein. Through the public involvement process discussed in the previous section, recommendations of private individuals and organizations interested in and impacted by transportation projects are solicited. The views of interested federal, state, and local government agencies are also solicited during OMPO's intergovernmental review of the Review Draft TIP. Representatives of OMPO's participating agencies review the agency and public project proposals, and conduct an initial evaluation addressing the following considerations:

1. **Consideration:** Consistency with the TOP 2025.
Finding: The FYs 2004, 2005, and 2006 TIP is consistent with the TOP 2025 and supports the island's overall regional development goals.
2. **Consideration:** Consistency with the Oahu Regional ITS Architecture.
Finding: The FYs 2004, 2005, and 2006 TIP is consistent with the Oahu Regional ITS Architecture.
3. **Consideration:** The views of private individuals and organizations involved with and impacted by the transportation projects and programs under consideration.
Finding: The public involvement programs for the TOP 2025 and the TIP identified the needs and concerns of diverse elements of the community. The TIP reflects those concerns within the constraints of the fiscal and technical resources of the implementing agencies.
4. **Consideration:** The views of OMPO's participating agencies.
Finding: As active participants in the planning process, the participating agencies' views are reflected in the TIP.
5. **Consideration:** The availability of federal and local funds for projects.
Finding: The simultaneous development of the TIP and STIP prevents over-programming of available federal funds. Local fund requirements are budgeted or are under consideration by the respective legislative bodies. The possibility of funding restrictions by the State and City administrations exists.
6. **Consideration:** The implementing agency's access to the technical resources needed to manage projects.
Finding: The TIP procedures provide the implementing agencies full opportunity to determine the implementation feasibility for all projects under consideration.
7. **Consideration:** The seven factors set forth in the Transportation Equity Act for the 21st Century (TEA-21).
Finding: Refer to the following discussion of the seven planning factors.

TEA-21 Factors

The seven TEA-21 planning factors and a brief discussion of how they are incorporated in the development of the TIP follow:

1. *Support the economic vitality of the United States, the States and metropolitan areas.*
Numerous interstate and highway projects are programmed in the TIP. The freeway and highway systems provide a land surface network for the shipment of cargo by trucks across the island. Roadway improvements also enhance the movement of workers, which is a key factor in maintaining productivity and efficiency in business. They provide better access to jobs and opportunities, which enhances the economic vitality of an area. Roadway improvements, as well as bus purchases and bus infrastructure improvements, enhance welfare-to-work trips, which provides a mechanism for improving job opportunities and as well as the employment pool available to area businesses.
2. *Increase the safety and security of the transportation system for motorized and nonmotorized users.*
Many projects in the TIP concern maintenance and safety improvements, such as traffic signal installations, intersection improvements, bridge replacements, and resurfacing projects. These improvement projects often include sidewalk and bike lane improvements or installations.
3. *Increase the accessibility and mobility options available to people and for freight.*
A number of projects programmed in the TIP include bikeway and sidewalk improvements, which promote non-motorized travel. In addition, both the State and City have programmed projects to comply with the Americans with Disabilities Act. The City's bus acquisition and paratransit bus acquisition programs, as well as transit center projects, will maintain the level and quality of public transit on Oahu. The highway and freeway maintenance and improvement projects will expedite movement of freight.
4. *Protect and enhance the environment, promote energy conservation, and improve quality of life.*
Many projects that are programmed in the TIP, especially those using STP Enhancement funds, will enhance the environment and improve the quality of life on Oahu. The enhancement projects were recommended by the OMPO Transportation Enhancement Evaluation Panel. This panel consisted of staff representatives from the Policy Committee and the Citizen Advisory Committee. The Department of Business, Economic Development, and Tourism reviews the TIP program to ensure that it supports the State's long-range energy conservation plan and policies.
5. *Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.*
The DOT is responsible for coordination among its highways, airports, and harbors divisions. OMPO participates in special subregional and facility planning efforts. Transit center projects will increase the efficiency of transfers between transit, as well as transfers between automobiles and transit.

6. *Promote efficient system management and operation.*

Several projects programmed in the TIP specifically target freeway management. For example, the Freeway Management System project will construct a freeway management system using Intelligent Transportation Systems (ITS) technologies. The project involves interagency coordination to monitor and manage traffic operations. The Freeway Service Patrol project will deploy freeway service patrols to provide minor assistance to motorists and assist emergency response agencies with managing and clearing freeway incidents. In addition, the Computerized Traffic Control System enables the City to monitor traffic on various facilities around the island.

7. *Emphasize the preservation of the existing transportation system.*

Maintenance projects of the DOT and DTS are programmed in the TIP. There is emphasis during the program period on maintenance projects such as road resurfacing and rehabilitation projects, guardrail and shoulder improvements, and the seismic retrofit of bridges. The City's bus acquisition and paratransit bus acquisition programs will help to maintain the level and quality of public transit on Oahu.

These seven TEA-21 planning factors generally represent good planning practices that are fully integrated into the OMPO metropolitan transportation planning process. They are reflected in the structure of OMPO and OMPO's basic planning work products, including the 3-year TIP and the annual Overall Work Program. The OMPO Comprehensive Agreement conforms to the requirements of TEA-21. The TOP 2025 was also prepared in accordance with the requirements of TEA-21. The procedures for the development of these work products ensure that consideration of the factors is an ongoing process.

3-C Process

OMPO strives to improve and strengthen the cooperative, continuing, and comprehensive (3-C) planning process on Oahu. In order to realize this goal with the TIP document, OMPO distributed the draft TIP project listing to the OMPO CAC, the OMPO Technical Advisory Committee, and everyone on OMPO's mailing list. The draft was also circulated under OMPO's intergovernmental review (refer to Chapter III for a list of agencies/utilities). Comments from all entities were requested. All substantive comments received were given to the OMPO Policy Committee for their consideration when selecting projects for the final TIP project listing.

PROJECT PRIORITIES

Projects are prioritized based upon the feasibility of implementation during the program year and upon project phasing/coordination factors. OMPO and its participating agencies have developed a tool to objectively evaluate projects proposed for the TIP. The tool evaluates each project based on criteria such as project stage and whether the project was identified through the State's or City's appropriate management system. In accordance with OMPO's TIP Procedures (see Appendix D), priority 1 projects are programmed in the first year of the TIP; priority 2 in year two; and priority 3 in year three.