

FYS 2008, 2009, 2010, AND 2011
TRANSPORTATION IMPROVEMENT PROGRAM

Approved by the OahuMPO Policy Committee
July 17, 2007



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Prepared by
OAHU METROPOLITAN PLANNING ORGANIZATION

In Cooperation with
State of Hawaii Department of Transportation
State of Hawaii Department of Business, Economic Development, and Tourism
City and County of Honolulu Department of Transportation Services
City and County of Honolulu Department of Planning & Permitting

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1.0 ABBREVIATIONS

1.1 OVERALL ABBREVIATIONS

3-C	Continuing, Cooperative, Comprehensive
CAC	OahuMPO Citizen Advisory Committee
CMP	Congestion Management Process
DTS	City and County of Honolulu Department of Transportation Services
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (Federal: October - September)
HDOT	Hawaii Department of Transportation
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
OahuMPO	Oahu Metropolitan Planning Organization
OPP	OahuMPO Participation Plan
ORITSA	Oahu Regional Intelligent Transportation System Architecture
ORTP	Oahu Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program

1.2 ABBREVIATIONS USED IN PROJECT LISTING

1.2.1 FHWA Funding Categories

Bridge Off	Bridge Off-System
Bridge On	Bridge On-System
CMAQ	Congestion Mitigation and Air Quality Improvement Program
Discret	Discretionary Funds
Earmark HP	Earmark High Priority
Enhance	STP Enhancement
FHWA X-fer	Transfer from FTA to FHWA
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
NHS	National Highway System
Pub Lands	Public Lands Discretionary
Section 115	Earmark Section 115
STP Flex	STP Flexible

1.2.2 FTA Funding Categories

§5309 BC	FTA §5309 Bus and Bus-Related Facilities
§5309 FGM	FTA §5309 Fixed Guideway Modernization
§5309 NS	FTA §5309 New Starts
§5309 Ferry	FTA §5309 New Starts (Ferry Allocation)
§5307/§5340	FTA §5307 (Urbanized Area Formula Program) / §5340 (Growing States and High Density States Formula Program)

1.2.3 Locally Funded Categories

Local Only Locally Funded

1.2.4 Project Phases

PREROW	Pre-Right-of-Way
ROW	Right-of-Way
ROW/CON	Right-of-Way/Construction
PLN	Planning
DES	Design
DES/CON	Design/Construction
ADVCON	Advance Construction
CON	Construction
CON/INSP	Construction/Inspection
EQP	Equipment
REL	Relocation
OPR	Operations
INSP	Inspection

2.0 INTRODUCTION

The *FYs 2008, 2009, 2010, and 2011 Oahu Transportation Improvement Program (TIP)* was prepared in accordance with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU). It describes and prioritizes the surface transportation programs and projects that the Oahu Metropolitan Planning Organization (OahuMPO) Policy Committee has selected for implementation during the program period. The TIP is the adopted list of public transit, highway, bicycle, and pedestrian projects that will receive federal transportation funds in the near future. 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 FYs 2008-2011 TIP covers a period of four years (FYs 2008-2011) and contains two additional years (FYs 2012 and 2013) for information only. The TIP will be updated at least every three years, and revised as needed. The TIP, as approved by the OahuMPO Policy Committee and Governor (or her designee), is 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 funds¹;
- Regionally-significant projects that require action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), regardless of whether or not they are funded with federal funds; and

¹ Under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements, Federal Lands Highway Program projects, safety projects included in the State's Strategic Highway Safety Plan, trails projects, pedestrian walkways, and bicycle facilities).

- 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 on the TIP for informational purposes.

The TIP identifies transportation programs and projects totaling approximately \$1.9 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.

FY 2008 projects represent those with the highest implementation priority. The largest State of Hawaii-sponsored project in FY 2008 is S47 (Kalaniana'ole Highway Improvements, Retaining Wall at Makapuu). This project is funded with about \$9 million in federal funds and \$2 million in local funds. C17 (Honolulu High Capacity Transit Corridor Project) is the largest City and County of Honolulu-sponsored project in FY 2008 of the TIP. This project is funded with about \$14 million in federal funds and \$71 million in local funds in FY 2008.

3.0 PREVIOUS TIP (FYS 2006-2008)

The FYs 2006-2008 TIP was endorsed by the OahuMPO Policy Committee in July 2005.

3.1 REVISIONS TO THE PREVIOUS TIP

The FYs 2006-2008 TIP was amended twelve times, as documented in Table 1 below.

TABLE 1

FYs 2006-2008 TIP AMENDMENTS	
Amendment Number	Description
<i>Pre-approved Administrative Amendments</i>	
1	March 23, 2006: Revised the sources of federal funds administered by the same U.S. Department of Transportation (U.S. DOT) operating agency, revised project cost estimates, and deferred projects.
4	July 12, 2006: Revised the sources of federal funds administered by the same U.S. DOT operating agency and revised project cost estimates.
5	July 12, 2006: Revised project cost estimates, deferred projects, advanced projects, and changed federal funding to local funding.
7	September 29, 2006: Revised the sources of federal funds administered by the same U.S. DOT operating agency, revised project cost estimates, deferred projects, and changed federal funding to local funding.
12	March 19, 2007: Advanced a project from one fiscal year to another.

FYs 2006-2008 TIP AMENDMENTS	
Amendment Number	Description
<i>Expedited Administrative Amendments</i>	
2	March 23, 2006: Added federal funding to a project that was previously programmed with only local funds.
8	September 29, 2006: Deleted phases of a project, which resulted in a reduction of FHWA flexible funds programmed for Oahu.
9	February 15, 2007: Revised the sources of federal funds administered by the same U.S. DOT operating agency, revised project cost estimates, and deferred projects. These actions resulted in a reduction of FHWA flexible funds programmed for Oahu.
<i>Non-Administrative Amendments</i>	
3	March 23, 2006: Deleted 13 projects and added 11 new projects.
6	July 12, 2006: Revised the number of buses programmed for purchase.
10	February 15, 2007: Deleted 9 projects and added 1 project.
11	May 4, 2007: Revised the number of buses and Handi-Vans programmed for purchase.

Pre-approved administrative amendments were those that consisted of actions that were pre-approved by the OahuMPO Policy Committee. Expedited administrative amendments consisted of actions that were submitted directly to the OahuMPO Policy Committee for action without prior review by the OahuMPO Technical Advisory Committee or solicitation of public comment. Non-administrative amendments were those that were significant enough to require public review and comment, Technical Advisory Committee action, as well as Policy Committee action. The types of amendments are further defined in the FYs 2006-2008 TIP document.

The terms used to describe TIP amendments were revised slightly with the FYs 2008-2011 TIP update in order to be consistent with the terms used in SAFETEA-LU. Refer to Chapter 10.0 for a discussion of the revised definitions of TIP amendments.

3.2 STATUS OF PREVIOUS TIP PROJECTS

The status of the projects programmed in FYs 2006 of the FYs 2006-2008 TIP as of September 30, 2006 is found in Appendix A. This information was provided to the OahuMPO Policy Committee and to the public via direct mailing and e-mail. It was also posted on the OahuMPO website.

The project status information is based on information obtained from the Hawaii Department of Transportation (HDOT) and the City and County of Honolulu Department of Transportation Services (DTS). The OahuMPO does not directly participate in the project obligation and project implementation processes.

4.0 FYS 2008-2011 TIP DEVELOPMENT

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.

4.1 SCHEDULE

The FYs 2008-2011 TIP development process spanned over a year. The schedule is illustrated in Figure 1 and described below.

4.1.1 Early Public Input

May 2006 – September 2006: Development of the FYs 2008-2011 TIP began in May 2006 with early public input from the OahuMPO Citizen Advisory Committee and the Freight Task Force. Both groups developed a recommended list of transportation projects for inclusion into the FYs 2008-2011 TIP. Their recommendations were presented to the OahuMPO Policy Committee in September 2006 for their consideration when selecting projects for the TIP. The Policy Committee requested that the recommendations be forwarded to the City and State implementing agencies. Refer to Chapter 5.0 for a description of the process used to obtain early public input to the TIP.

4.1.2 Preliminary Financial Estimates

August – October 2006: The OahuMPO, HDOT, and DTS cooperatively formulated estimates of FHWA funds that were reasonably expected to be available for projects on the island of Oahu. These estimates were based on historic data. As presented to the OahuMPO Technical Advisory Committee in October 2006,

Oahu has historically received about 52% of the Statewide total obligation authority each year.

4.1.3 Call for Projects

November 2006 – January 2007: The OahuMPO did a “call for projects” to the implementing agencies. In response, the HDOT and DTS submitted projects to be considered for inclusion in the FYs 2008-2011 TIP. Refer to Chapter 6.0 for further discussion on the call for projects.

4.1.4 Development of the Financial Plan and the Draft TIP

January 2007 – March 2007: The OahuMPO, HDOT, and DTS continued discussions regarding the list of requested projects and financial constraint. The FTA program of projects was financially constrained. However, the amounts programmed with FHWA funds in each of the four years of the draft TIP were higher than the FHWA amounts estimated to be available for Oahu. Because agreement could not be reached on a way to financially constrain the FHWA program of projects, it was decided that a financially unconstrained draft TIP project list would be released for public comment. Refer to Chapter 13.0 for the financial plan.

4.1.5 Visualization

March 2007 – April 2007: For visualization purposes, project location maps were developed for each project in the draft TIP, as applicable, using geographic information systems software. In addition, project location maps were developed such that the user was able to “turn off” and “turn on” layers to compare how each proposed project interacts with other plans and programs (e.g., conservation, natural resources, etc.). Refer to Chapter 7.0 for further discussion on the visualization techniques used.

4.1.6 Public Outreach on the Draft TIP

April 2007 – July 2007: Opportunities were provided for interested parties to review and comment on the draft TIP project listing and financial plan. Everyone who was sent the draft TIP project listing was informed that the draft was not financially constrained, and was encouraged to submit comments in support or in opposition of projects in the draft. Details on each TIP project, including static and interactive project maps and the TIP financial plan, were posted on the OahuMPO website during the public comment period. The draft project information sheets and financial plan were also distributed to the public via direct mail. Stakeholder agencies were provided with details on each TIP project and were consulted with to ensure compatibility with their respective plans, maps, inventories, and planning documents. Refer to Chapter 7.0 for details of the strategies used for public outreach on the draft TIP.

4.1.7 Technical Project Evaluations

May 2007 – July 2007: Various technical project evaluations were performed on the draft TIP in order to assist the OahuMPO Policy Committee in selecting projects for the FYs 2008-2011 TIP. For further details of the evaluations performed, refer to Chapter 8.0.

4.1.8 Project Selection

July 2007 – August 2007: After reviewing the results of the agency consultations and the technical analyses, the OahuMPO Technical Advisory Committee recommended that the OahuMPO Policy Committee endorse the TIP. The Policy Committee endorsed the TIP after considering and discussing the public comments and technical analyses presented to them. The TIP was also sent to the Governor's designee for approval. Refer to Chapter 9.0 for further discussion of the project selection process.

4.1.9 Incorporation of the TIP into the STIP

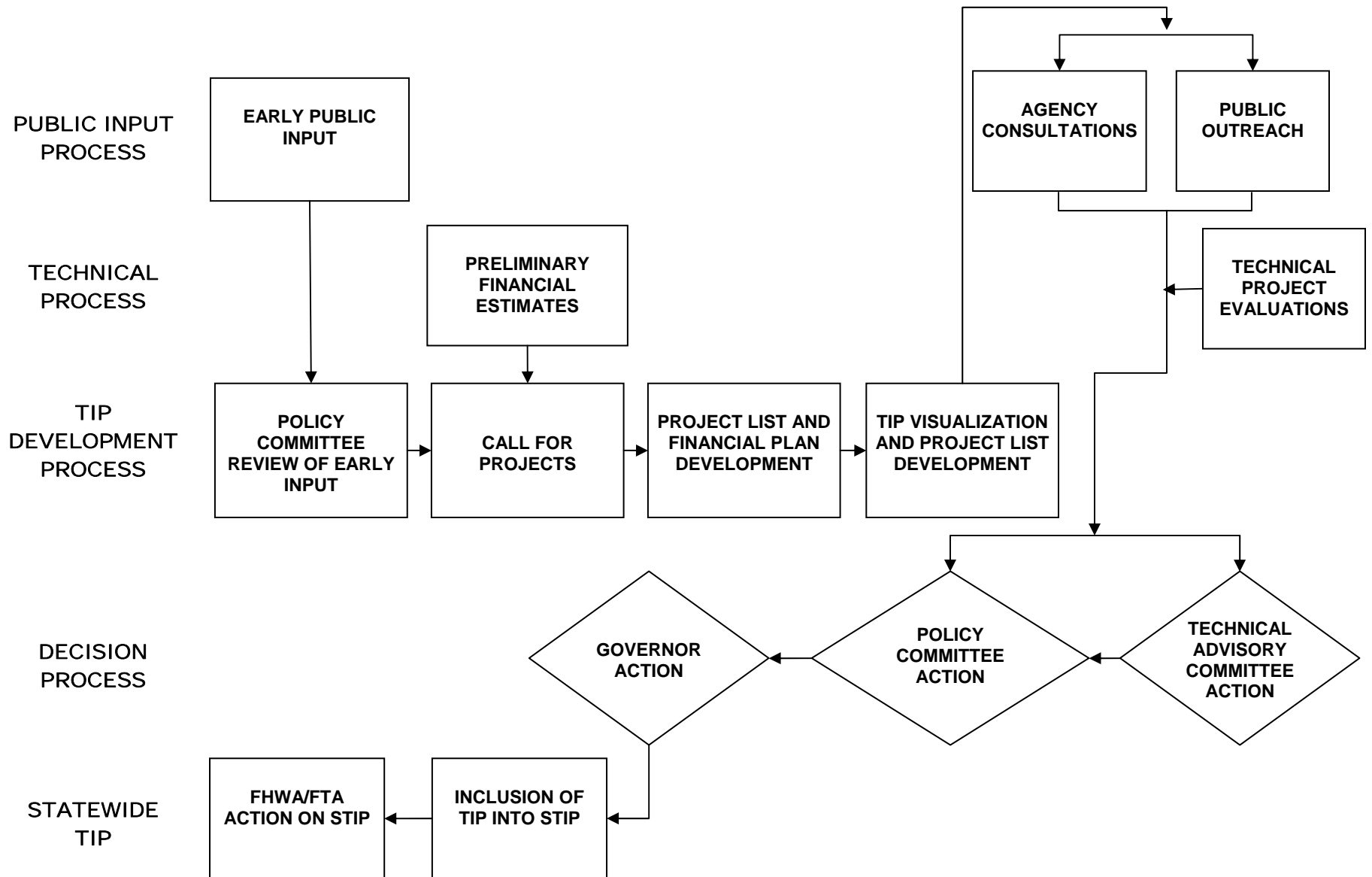
August 2007 – September 2007: The FYs 2008-2011 TIP was provided to the HDOT to incorporate, without change, as the Oahu

element of the FYs 2008-2011 STIP. The FHWA and FTA jointly determine whether the STIP is based on a statewide transportation planning process that meets federal requirements. Refer to Chapter 12.0 for the approved listing of TIP projects.

4.1.10 TIP Revisions

The FYs 2008-2011 TIP will be updated in three years and revised as necessary. Refer to Chapter 10.0 for administrative procedures that have been established in order to revise the TIP.

FIGURE 1: TIP PROCESS



5.0 EARLY PUBLIC INPUT

5.1 THE OAHUMPO PUBLIC INVOLVEMENT PROGRAM

The OahuMPO Policy Committee endorsed the *OahuMPO Participation Plan* (OPP) in December 2006. The OahuMPO public involvement program was previously documented in the *Guide to Public Involvement*, which was revised and renamed the OPP in order to ensure compliance with SAFETEA-LU. The OPP was developed to help members of the public and affected organizations, including government agencies, understand: 1) the OahuMPO planning process and 2) how to participate effectively in that process. It identifies opportunities for public review and comment on OahuMPO documents and transportation issues at key decision points.

Some of the SAFETEA-LU modifications incorporated into the OPP include the use of visualization techniques for the regional transportation plan and the TIP; use of electronically accessible formats and means (e.g., World Wide Web) to make public information available; and the inclusion of affected public agencies as interested parties. The OahuMPO followed the procedures and strategies outlined in the OPP throughout the development of the FYs 2008-2011 TIP.

5.2 CITIZEN ADVISORY COMMITTEE

5.2.1 Early Input

In April 2006, the Citizen Advisory Committee (CAC) Chair asked for volunteers to serve on the CAC TIP Subcommittee. The purpose of the subcommittee was to develop a recommended list of transportation projects for inclusion into the FYs 2008-2011 TIP. The subcommittee established the following criteria for project selection:

A. Especially worthy of inclusion into the next TIP.

1. Projects that reduce or eliminate threats to life/health/safety
 2. Projects that improve connectivity
 3. Projects that provide congestion relief or second access
 4. Geographic equity
- B. Worthy of inclusion into the next TIP, but not yet ready-to-go.

The CAC TIP Subcommittee applied the above criteria to projects in the Oahu Regional Transportation Plan (ORTP) 2030 and projects that were programmed in FY 2008 in the FYs 2006-2008 TIP. The CAC TIP Subcommittee then developed a list of recommended projects.

The CAC TIP Subcommittee Report was accepted by the full CAC in September 2006. The CAC also acted on an addendum to the report that identified additional recommendations that were made by other CAC members. The CAC TIP Project Recommendations report is contained in Appendix B. The OahuMPO Policy Committee reviewed the report and, in September 2006, directed that it be transmitted to the implementing agencies for their consideration when identifying proposed projects for inclusion in the FYs 2008-2011 TIP.

5.2.2 Responses to Recommendations

The HDOT and the DTS attended the May 2007 CAC meeting, where the draft FYs 2008-2011 TIP was being discussed, and presented to them the status of the CAC's project recommendations. Responses to the CAC's project recommendations are summarized in Appendix C. These responses were also discussed at the May 2007 Policy Committee meeting at which the draft FYs 2008-2011 TIP was presented.

5.3 FREIGHT TASK FORCE

5.3.1 Early Input

Federal planning factors address the need for accessibility and mobility for people *and* freight. Recognizing that the needs and priorities of the freight industry may differ from others, a Freight Task Force was convened in July 2006 to provide the OahuMPO Policy Committee with early input. The Hawaii Transportation Association, a private, non-profit trade organization dedicated to the service and assistance to the ground transportation industry (and also an ex-officio member of the OahuMPO Technical Advisory Committee and a member of the CAC), was asked to identify members to participate in the Task Force.

There are great variations in the number of vehicles and sizes of vehicles used by the freight movers. Because of this, all roadways are utilized by the freight industry. As a result, the Task Force noted that any roadway improvement would be of benefit to the freight movers.

Task Force members reviewed projects from the ORTP 2030 and FYs 2006-2008 TIP, and identified those projects that were of a high priority to the freight industry. A meeting summary of the Freight Task Force is included in Appendix D. The OahuMPO Policy Committee reviewed the Task Force's recommendations and, in September 2006, directed that it be transmitted to the implementing agencies for their consideration when identifying proposed projects for inclusion in the FYs 2008-2011 TIP.

5.3.2 Responses to Recommendations

During the public comment period for the draft TIP, Freight Task Force members were provided with responses to their early input. These responses are summarized in Appendix E. Additional comments were solicited from members of the Freight Task Force on the draft TIP.

6.0 DRAFT TIP DEVELOPMENT

6.1 STIP DEVELOPMENT

The STIP, prepared by the HDOT, is the *Statewide* prioritized program of transportation projects. The selection of projects for inclusion in the TIP is made in conjunction with project selection for the STIP. Upon approval by the OahuMPO Policy Committee and the Governor or her designee, the TIP is incorporated, without change, as the Oahu element of the STIP.

6.2 CALL FOR TIP PROJECTS

In response to the HDOT's call for STIP projects, the OahuMPO sent out a call to the HDOT and DTS for projects they would like considered for inclusion in the FYs 2008-2011 TIP.

A prioritized list of projects proposed for implementation by the City and County of Honolulu was submitted by the City administration to the City Council for consideration and approval. The Council, following a review by the appropriate committee(s), adopted Council Resolution No. 06-362, FD1 (see Appendix F), approving a list of candidate projects and programs for consideration in the preparation of the TIP. All City measures appropriating funds are subject to the public notice and hearing requirements of the City Charter. The DTS submitted the City Council-approved list to the OahuMPO in response to the call for projects.

A prioritized list of projects on Oahu proposed for implementation by the State of Hawaii was submitted by the HDOT. The project listing reflected projects for which legislative appropriations had been made or were to be requested in the 2007 session. State legislative consideration and approval of these projects is subject to the rules of the State House of Representatives and State Senate regarding public notice and testimony.

6.3 DRAFT TIP PROJECT LISTING

After receiving the project proposals from the City and State, the OahuMPO staff met with HDOT and DTS staff to discuss the list of projects and financial constraint. The FTA program of projects was financially constrained. However, the amounts programmed with FHWA funds in each of the four years of the draft TIP were higher than the FHWA amounts estimated to be available for Oahu. Because agreement could not be reached on a way to financially constrain the FHWA program of projects, it was decided that a financially unconstrained draft TIP project list would be released for public comment.

The draft financial plan that was released with the draft TIP project listing contained the following information:

	<i>FY2008</i> <i>(x\$1,000)</i>	<i>FY 2009</i> <i>(x\$1,000)</i>	<i>FY 2010</i> <i>(x\$1,000)</i>	<i>FY 2011</i> <i>(x\$1,000)</i>
<i>Estimate of FHWA funds for Oahu (based on historical amounts)</i>	79,000	79,000	79,000	79,000
<i>Currently Programmed</i>	92,842	97,946	103,214	88,600
<i>Amount Over-programmed</i>	<i>13,842</i>	<i>18,946</i>	<i>24,214</i>	<i>9,600</i>

The FTA program of projects in this draft TIP is financially constrained. The FHWA program of projects in this draft TIP is NOT financially-constrained, because the amounts programmed in each of the four years are higher than the FHWA funds estimated to be available for Oahu. The OahuMPO Policy Committee will approve a financially-constrained TIP project listing. Options available to the Policy Committee to financially constrain the TIP include deleting projects, deferring projects, implementing large

projects in phases, and/or applying FHWA-approved innovative financing techniques. The HDOT may find savings elsewhere in the STIP, thereby increasing the estimate of FHWA funds available for Oahu.

Under SAFETEA-LU, the 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.

All updates to the draft TIP project listing were posted on the OahuMPO website. Everyone who was sent a draft TIP project listing was encouraged to periodically check the website for updates.

7.0 PUBLIC OUTREACH ON THE DRAFT TIP

As discussed in Chapter 5.0, the OahuMPO followed the procedures and strategies as outlined in the OPP throughout the development of the FYs 2008-2011 TIP.

7.1 VISUALIZATION

For visualization purposes, location maps were developed for each project in the draft TIP, as applicable, using geographic information systems software. A PDF of each project location map also was developed such that the user was able to “turn off” and “turn on” layers to compare how each proposed project interacts with other plans and programs (e.g., conservation, natural resources, etc.). These interactive maps were posted on the OahuMPO website during the public comment period. Static versions of the maps, along with the TIP financial plan and details on each TIP project, were also mailed to everyone on the OahuMPO mailing list.

These visualization techniques provided the public, agency staff, elected and appointed officials, and other stakeholders with better opportunities to understand the various projects proposed for the TIP.

7.2 INTERESTED PARTIES

Opportunities were provided to interested parties for reviewing and commenting on the draft TIP. A public meeting on the draft TIP coincided with the OahuMPO CAC’s monthly meeting in May 2007. At this meeting, City and State transportation staff described their agency’s major projects on the draft TIP and answered questions from the public. Agency staff also responded to the CAC’s early input. Their responses, presented in Appendix C, were distributed to everyone at the meeting and were mailed to CAC members who did not attend the meeting.

The agenda for the CAC meeting was posted on the OahuMPO’s website and mailed and e-mailed to the more than four hundred individuals, businesses, and organizations on the OahuMPO mailing list. In addition, the CAC agendas were faxed to the media, including minority newspapers.

Details on each TIP project, including interactive project maps and the TIP financial plan, were also posted on the OahuMPO website during the public comment period. More than four hundred draft documents were distributed during the public review period. As discussed in Chapter 6.0, everyone who was sent the draft TIP project listing was informed that the draft was not financially constrained, and was encouraged to submit comments in support or in opposition of projects in the draft. All presentations on the draft TIP also included information on the financial constraint status. The public was also encouraged to periodically check the OahuMPO website for updates to the TIP project listing.

7.3 AGENCY CONSULTATIONS

Details on the draft TIP and financial plan were also circulated under the 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 were consulted for their perspectives on planning issues, needs, and priorities. Stakeholder agencies were provided with details on each TIP project, as well as compact disks containing the interactive project maps, and were consulted with to ensure compatibility with their respective plans, maps, inventories, and planning documents.

7.4 SUMMARY OF COMMENTS AND RESPONSES

During the development of the FYs 2008-2011 TIP, comments were received from interested parties and government agencies. The

OahuMPO requested that the HDOT and DTS provide responses to the substantive comments that were received. The DTS prepared responses to substantive comments regarding City projects; and the HDOT did the same for State projects. All comments received, as well as the responses, were provided to the Policy Committee for their consideration when selecting the projects for the final TIP project listing. Comments received from the public, as well as their respective responses are summarized in Appendix G. Similarly, comments received as a result of agency consultations and their respective responses are included in Appendix H.

8.0 PROJECT EVALUATIONS

The following technical evaluations were performed on the draft TIP in order to assist the OahuMPO Policy Committee in selecting projects for the FYs 2008-2011 TIP:

- Compliance with SAFETEA-LU planning factors;
- Detailed roadway and transit project evaluations;
- Consistency with the Oahu Regional Transportation Plan;
- Consistency with the Oahu Regional ITS Architecture;
- Title VI and Environmental Justice compliance; and
- Congestion Management Process analysis.

The OahuMPO Technical Advisory Committee reviewed these technical analyses prior to making a recommendation to the OahuMPO Policy Committee.

8.1 SAFETEA-LU PLANNING FACTORS

The eight planning factors, as defined by SAFETEA-LU, generally represent good planning practices that are fully integrated into the OahuMPO's metropolitan transportation planning process. The planning factors are reflected in the structure of the OahuMPO and the OahuMPO's basic planning work products, including the TIP. Details on how projects in the FYs 2008-2011 TIP address each of the planning factors are indicated in Appendix I.

8.2 DETAILED PROJECT EVALUATIONS

Each highway and transit project in the draft TIP was evaluated using the criteria identified in Appendix J. The projects were grouped into the following categories for comparison purposes:

- System preservation projects;
- Safety projects;
- Congestion mitigation projects;
- Modernization projects;
- Enhancement projects;
- Human services transportation programs; and
- Transit projects.

Results of these project evaluations are detailed in Appendix K.

8.3 OAHU REGIONAL TRANSPORTATION PLAN CONSISTENCY

A primary consideration in the selection of projects on Oahu is consistency with the ORTP 2030 that was adopted by the OahuMPO Policy Committee in April 2006 and amended in May 2007. The ORTP 2030 is a regional plan for surface transportation projects that are of regional significance. The projects identified in the ORTP 2030 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 ORTP 2030 as the starting point, major projects that were expected to be ready for implementation within the four-year TIP programming period were considered by the State and City. Their requested project listings also included projects relating to safety, maintenance, and the upgrade of existing facilities. Some projects were consistent with the ORTP 2030 goals and objectives but were not specifically identified therein. The early input provided by the OahuMPO CAC and Freight Task Force, as discussed in Chapter 5.0, was also considered by the agencies when developing their proposed project listings.

The last column of the table in Appendix K documents how each of the projects in the FYs 2008-2011 TIP is consistent with the ORTP 2030.

8.4 OAHU REGIONAL ITS ARCHITECTURE CONSISTENCY

Projects in the TIP were evaluated for consistency with the Oahu Regional Intelligent Transportation System Architecture (ORITSA). Appendix L documents how each of the ITS-related projects in the FYs 2008-2011 TIP is consistent with the Oahu Regional ITS Architecture.

8.5 TITLE VI AND ENVIRONMENTAL JUSTICE COMPLIANCE

The draft TIP was analyzed for compliance with Title VI and Environmental Justice. The analysis of the impacts of the FYs 2008-2011 TIP indicated compliance with the principles of environmental justice based on the qualitative performance measures of public participation and the quantitative measures of equity, safety, and population policy. Results of the Title VI and Environmental Justice analysis on the FYs 2008-2011 TIP are summarized in Appendix M.

8.6 CONGESTION MANAGEMENT PROCESS ANALYSIS

Congestion-relief projects proposed for the FYs 2008-2011 TIP were evaluated through the Congestion Management Process (CMP). Each project was modeled using the OahuMPO travel forecasting model. The model results were evaluated with the CMP set of performance measures and then compared with the results of the CMP baseline model run for the Year 2030.

A ranked list of proposed capacity-enhancing projects for the FYs 2008-2011 TIP was achieved by sorting the highway and transit

projects by the points received as a result of the CMP analysis. The resulting prioritized list of projects is shown in Appendix N.

9.0 PROJECT SELECTION

The OahuMPO 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, the OahuMPO requested early public input from the OahuMPO CAC and Freight Task Force, solicited comments on the draft TIP project listing and financial plan from interested parties, and consulted with agencies involved in planning issues or that may be impacted by this program. The OahuMPO also worked closely with HDOT and DTS to ensure that their needs were being met with the TIP document.

During the discussions to financially constrain the TIP, the HDOT agreed to find savings elsewhere in the STIP, thereby increasing the amount of FHWA funds available for Oahu. As a result, the draft TIP that was sent to the Technical Advisory Committee for action was determined to be financially constrained.

9.1 TECHNICAL ADVISORY COMMITTEE ACTION

The OahuMPO Technical Advisory Committee was presented with the following information prior to acting on the FYs 2008-2011 TIP:

- Agency Comments
 - ◆ Comments on the draft TIP as a result of consultations with agencies and corresponding responses from HDOT and DTS.
- Technical Analysis
 - ◆ Compliance with SAFETEA-LU planning factors;
 - ◆ Consistency with the Oahu Regional Transportation Plan 2030;
 - ◆ Consistency with the Oahu Regional ITS Architecture;
 - ◆ Title VI and Environmental Justice compliance;

- ◆ Congestion Management Process analysis; and
- ◆ Roadway and transit project evaluations.

After their review and discussion of the comments and technical analyses, the Technical Advisory Committee recommended that the OahuMPO Policy Committee endorse the FYs 2008-2011 TIP.

9.2 POLICY COMMITTEE ACTION

The OahuMPO Policy Committee was presented with the following information prior to acting on the FYs 2008-2011 TIP:

- Public Comments
 - ◆ Early project recommendations from the OahuMPO CAC and corresponding responses from HDOT and DTS;
 - ◆ Early project recommendations from the OahuMPO Freight Task Force and corresponding responses from HDOT and DTS; and
 - ◆ Comments on the draft TIP from interested parties and corresponding responses from HDOT and DTS.
- Agency Comments
 - ◆ Comments on the draft TIP as a result of consultations with agencies and corresponding responses from HDOT and DTS.
- Technical Analyses
 - ◆ Compliance with SAFETEA-LU planning factors;
 - ◆ Consistency with the Oahu Regional Transportation Plan 2030;
 - ◆ Consistency with the Oahu Regional ITS Architecture;
 - ◆ Title VI and Environmental Justice compliance;

- ◆ Congestion Management Process analysis; and
- ◆ Roadway and transit project evaluations.

The OahuMPO Policy Committee also accepted oral and written testimony from the public prior to making a decision on the FYs 2008-2011 TIP. After considering and discussing all of the information presented, the OahuMPO Policy Committee endorsed the FYs 2008-2011 TIP.

9.3 GOVERNOR ACTION

On June 26, 2003, the Governor of the State of Hawaii designated the HDOT Director as the official responsible for approving the TIP and its amendments. According to the memorandum, a new designation will be required when there is a change in governors. The TIP was sent to the Governor's designee for approval.

9.4 INCORPORATION INTO THE STIP

Upon approval by the OahuMPO Policy Committee and the Governor or her designee, the FYs 2008-2011 TIP is incorporated, without change, as the Oahu element of the FYs 2008-2011 STIP. The FHWA and FTA jointly determine whether the STIP is based on a statewide transportation planning process that meets the federal requirements.

10.0 REVISIONS TO THE TIP

The FYs 2008-2011 TIP covers a period of four years and will be updated every three years. The following administrative provisions have been established in order to ensure 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.”

10.1 ADMINISTRATIVE MODIFICATIONS

Administrative modifications are minor revisions to the TIP. These types of revisions do not require solicitation of public comment or redemonstration of financial constraint. However, the TIP must remain financially constrained, and 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 OahuMPO Policy Committee has defined two types of administrative modifications: pre-approved and expedited.

10.1.1 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 OahuMPO Policy Committee has pre-approved some administrative modifications as long as the following are true:

- The sum of regular formula FHWA funds programmed for Oahu is not reduced;
- The administrative modifications do not affect financial constraint of the TIP;

- The affected project’s implementing agency concurs with the actions; and
- The administrative modification does not change the scope of the project or the environmental determination.

Administrative modifications that have been pre-approved by the OahuMPO Policy Committee include the following:

- A. The source of federal funds designated for a project may be revised to reflect a different funding program administered by the same U.S. DOT operating agency.
- B. Federal funding for a project may be changed to local funding.
- C. The amount programmed for a project phase may be revised to reflect changes in cost estimates. Additional funding is limited to the lesser of 20 percent of the estimated total project cost or \$2 million.
- D. Additional federal funding, such as congressional earmarks or discretionary funds, may be added to a project currently included in the TIP.
- E. In order to expedite project selection for implementation and ensure timely TIP implementation, projects may be advanced from their programmed year if they are “ready-to-go.”
- F. Projects may be deferred to a later year if they are not “ready-to-go” as originally programmed.
- G. A project phase may be deleted or deferred 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 affected.
- H. Changes may be made to projects that are included in the TIP for illustrative purposes.
- I. A project’s description may be revised or clarified as long as the project’s scope is not affected.

- J. Individually-listed projects may be split or combined as long as the scope remains unchanged, and the funding amounts stay within the guidelines in 10.1.1.C above.
- K. Projects may be added or deleted from grouped listings as long as the funding amounts stay within the guidelines in 10.1.1.C above.

The OahuMPO Policy is provided with copies of pre-approved administrative modifications before the Governor's approval is requested.

10.1.2 Expedited Administrative Modifications

Requests for expedited approval of the following administrative modifications are submitted directly to the Policy Committee without prior review by the Technical Advisory Committee or solicitation of public comment. The administrative modifications must not affect the financial constraint of the TIP.

Expedited administrative modifications include the following:

- A. Changing a project's funding from local to federal funds.
- B. Changing the scope of a project to accommodate environmental impact mitigation measures.
- C. Reducing the sum of regular formula FHWA funds programmed for Oahu.
- D. 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.
- E. 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.

10.2 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 and the Policy Committee for action. Financial constraint is redemonstrated, and the technical project evaluations, as discussed in Chapter 8.0, are reevaluated. Public comments are also solicited based on the strategies and procedures outlined in the *OPP*.

Major revisions include the following actions, as well as actions that do not fall within those previously listed in Section 12.1:

- A. Adding a project to the TIP.
- B. Deleting a project from the TIP, including deferring a project to a year that is outside of the four-year TIP.
- C. Switching from FTA to FHWA funds (and vice versa).
- D. Significantly modifying the design concept or design scope of a programmed project (e.g., changing the project termini or the number of through traffic lanes). 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:
 1. Changing from replacement buses to expansion buses (and vice versa);
 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 more than 20 percent.
 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 more than 20 percent.
- E. Revising the amount programmed for a project phase if it increases the estimated total project cost by more than 20 percent or \$2 million.

11.0 PROJECT MONITORING

11.1 SEMI-ANNUAL STATUS REPORTS

The OahuMPO Policy Committee is provided with semi-annual status reports of progress toward TIP project implementation in order to monitor and, if needed, revise the program.

A report prepared in April of each year covers the period from October of the prior year through March of the current year. A report prepared in October of each year covers the period from April through September of the current year. The reports include the projects programmed for the year the reporting period covers. The following information is provided for each project:

- Current cost estimates;
- Status of the project; and
- Whether the project has been obligated.

11.2 ANNUAL LISTING OF OBLIGATED PROJECTS

Every year, the OahuMPO, HDOT, and DTS cooperatively develop a listing of projects for which federal funds were obligated in the preceding year. Investments in pedestrian walkways and bicycle transportation facilities are included in this list. This list is posted on the OahuMPO website and provided to the OahuMPO Policy Committee, in addition to everyone who receives the public review draft TIP based on the *OPP*.

Refer to Appendix A for the annual listing of projects that was prepared as of September 30, 2006. Information provided in the FY 2007 annual report will be expanded upon based on the additional requirements in SAFETEA-LU.

