

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2022 – 2025

Revision 13
Administrative Modification

April 2023



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ABBREVIATIONS

Acronyms

ADA	Americans with Disabilities Act
CAC	Citizen Advisory Committee
CFR	Code of Federal Regulations
CMP	Congestion Management Process
DDC	City and County of Honolulu Department of Design and Construction
DTS	City and County of Honolulu Department of Transportation Services
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FFY	Federal Fiscal Year (October 1- September 30)
HART	Honolulu Authority for Rapid Transportation
HDOT	Hawaii Department of Transportation
HSIP	Highway Safety Improvement Program
IGR	Intergovernmental Review
OahuMPO	Oahu Metropolitan Planning Organization
OCCSR	City and County of Honolulu Office of Climate Change, Sustainability and Resiliency
ORTP	Oahu Regional Transportation Plan
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TIP	Transportation Improvement Program
T6	Title VI of the Civil Rights Act of 1964
U.S.C.	United States Code

Funding Categories

Federal Highway Administration (FHWA)

Bridge OS	Bridge Off-System
Earmark	Earmark
FHWA Grant	FHWA Competitive Grants
FLAP	Federal Lands Highway Discretionary
HIP-BFP	Highway Infrastructure Program - Bridge Formula Program
HIP-CPF/CDS	Highway Infrastructure Program - Community Project Funding / Congressionally Directed Spending
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
RHCP	Railway-Highway Crossing Program
STBG	Surface Transportation Block Grant Program
STP Enhance	Surface Transportation Program Enhancement
TA	Transportation Alternatives Set-Aside

Federal Transit Administration (FTA)

§5307/5340	Urbanized Area Formula Grants / Growing States/High Density States Program
§5309	Capital Investment Grants
§5310	Enhanced Mobility of Seniors & Individuals with Disabilities
§5329	State Safety Oversight Program
§5337	State of Good Repair Program
§5339	Bus and Bus Facilities Program
FTA Grant	FTA Competitive Grants

Local

Local Local Funds

Project Phases (In Chronological Order)

H RTP	Honolulu Rail Transit Project
PLN	Planning
PE1	Preliminary Engineering – Part 1: Environmental Clearances and Design Work
PE2	Preliminary Engineering – Part 2: Final Design
DES	Design
PREROW	Preliminary Right-of-Way Activities
ROW	Right-of-Way Acquisition
PE2/CON	Final Design-Build
DES/CON	Design-Build
ADVCON	Advance Construction
CON	Construction
EQP	Equipment acquisition
REL	Relocation expenses
OPR	Operation expenses
INSP	Inspection

INTRODUCTION

The Transportation Improvement Program (TIP) is a short-term program, which lists all surface transportation projects or phases of projects on the island of Oahu that:

- Are regionally significant projects
- Use Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding for projects including transportation alternatives, transit improvements, Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP), Highway Safety Improvement Program (HSIP), trails, pedestrian walkways, and bicycle facilities except the following:
 - Safety projects under the Highway Safety Program and the Motor Carrier Safety Assistance Program
 - Metropolitan planning projects under the Unified Planning Work Program
 - State planning and research projects under State Planning and Research and Planning Programs
 - Emergency relief projects (except those involving substantial functional, locational, or capacity changes)
 - National planning and research projects under Technical Assistance and Workforce Development
 - Project management oversight projects under Project Management Oversight
- Require action by the FHWA or FTA (e.g., adding a freeway interchange with non-Federal funds)

Each project or project phase in the TIP must be consistent with the Oahu Regional Transportation Plan (ORTP). Projects or phases of projects can only be included if full funding can reasonably be anticipated to be available within the time period for completion of the project. Fiscal constraint must be demonstrated and maintained by year and include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues. The TIP is also required to include a financial plan that demonstrates how the TIP can be implemented, identifies funding sources that are reasonably expected to be made available and any additional financing needed to carry out the TIP.

The TIP covers a period of four years plus two additional years for informational purposes. The TIP is updated every three years to provide a one-year overlap between updates and revised at least twice every Federal fiscal year (FFY) or as needed which is compatible with the Statewide Transportation Improvement Program (STIP) development and revision process. The TIP expires when the FHWA/FTA approval of the STIP expires.

REVISION PROCESS

Between updates every three years, the TIP is revised twice a year following the Semi-Annual Revision Schedule or as needed (e.g., emergency projects in response to natural and other disasters, situations where federal funds are at risk or become available, etc.) using an Out-of-Cycle Revision Schedule with processing time subject to the type of change described below. Either method is compatible with the STIP revision process.

A minor change is called an Administrative Modification while a major change is considered an Amendment.

An Administrative Modification is a minor change in cost to a project or project phase, a minor change to funding sources, a minor change to the start or end date of a project or project phase, a minor change in design concept or design scope, minor corrections, or adding, modifying, or removing a project or project phase involving advance construction. This revision does not require public review and comment or a redemonstration of fiscal constraint. An Administrative Modification does not require recommendation by the CAC and TAC or Policy Board approval. However, the Policy Board will be provided a copy of the Administrative Modification.

An Amendment is a major change to a project or project phase including the addition or deletion of a project, a major change in cost to a project or project phase, a major change to the start or end date of a project or project phase, a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to a project that is included only for illustrative purposes does not require an Amendment. This revision requires a public review and comment period and a redemonstration of fiscal constraint. An Amendment requires recommendation by the CAC and TAC for Policy Board approval.

The OahuMPO will determine the type of revision using the Administrative Modification and Amendment Decision Table below. If the type of revision cannot be determined, the OahuMPO will consult with the partner agencies to make a determination. Misspellings, typos, and other data entry errors will be corrected by the OahuMPO in cooperation with the partner agencies and is not considered a revision.

Administrative Modification and Amendment Decision Table

Type of Change	A. Administrative Modification	B. Amendment
1. Adding or removing a project in the first four years of the TIP		X
2. A major change in cost to a project or project phase in the first four years of the TIP that exceeds both \$10 million and 25% of the estimated total project cost before the proposed increase, excluding the current inflation rate ¹		X
3. A major change to the start or end date of a project or project phase: 3.1. Moving a project to the illustrative years 3.2. Deferring a project phase to a year that is outside of the first four years of the TIP when there are no other project phases in the first four years		X
4. A major change in design concept or design scope: 4.1 Changing project termini 4.2 Changing the number of through traffic lanes 4.3 Changing the number of stations in the case of fixed guideway transit projects 4.4 Changing the purpose and need (e.g., shoreline protection to capacity) 4.5 Changing between replacement buses and expansion buses 4.6 Adding a project phase to an existing project with major changes in cost defined in B.2		X
5. A major change in funding sources: 5.1. Transferring (flexing) funds between Federal agencies that is greater than \$10 million		X

Type of Change	A. Administrative Modification	B. Amendment
<p>6. A minor change in design concept or design scope:</p> <p>6.1. Splitting or grouping projects as long as the design concept or design scope remains unchanged with minor changes in cost to a project or project phase defined in A.8</p> <p>6.2. Adding or deleting projects from grouped listings as long as the design concept or design scope remains unchanged with minor changes in cost to a project or project phase defined in A.8</p> <p>6.3. Changing the design scope to accommodate prescribed actions under NEPA.</p> <p>6.4. Adding a project phase to an existing project with minor changes in cost defined in A.8</p>	X	
<p>7. Changes to a project or project phase that is included only for illustrative purposes</p>	X	
<p>8. A minor change in cost to a project or project phase in the first four years of the TIP that is below the thresholds defined in B.2</p>	X	
<p>9. A minor change to funding sources:</p> <p>9.1. Transferring (flexing) funds between Federal agencies that is below the threshold defined in B.5.1</p> <p>9.2. Changing funding sources within the same Federal agency</p> <p>9.3. Changing funding sources between Federal, local, and state agencies</p> <p>9.4. Adding discretionary funds (e.g., congressional earmarks)</p>	X	

Type of Change	A. Administrative Modification	B. Amendment
10. A minor change to the start or end date of a project or project phase:		
10.1. Advancing a project from the programmed year		
10.2. Deferring a project to a later year within the first four years of the TIP	X	
10.3. Deleting or deferring a project phase to a year outside of the first four years of the TIP as long as another phase of the project remains within the first four years and the design concept or design scope remains unchanged		
11. Adding, modifying, or removing a project or project phase involving advance construction	X	

1. Approved by the OahuMPO Policy Board on February 28, 2023, on the condition that the cost threshold for a major change to a project or project phase (see 2.B in the Administrative Modification and Amendment Decision Table) will automatically revert from \$10 million to \$5 million at the end of one year from the approval date unless approved by the Policy Board on a permanent basis.

Semi-Annual Revision Schedule - Administrative Modification

Activity	Fall Revision	Spring Revision
OSR meetings	October	March
Agencies submit revisions	November	April
Development of the draft TIP revision	November - December	April - May
TIP approval, STIP incorporation, and FHWA/FTA approval	January	June
Total processing time	4 months	4 months

Semi-Annual Revision Schedule - Amendment

Activity	Fall Revision	Spring Revision
OSR meetings	October	March
Agencies submit revisions	November	April
Development of the draft TIP revision	November - December	April - May
Public comment and intergovernmental review	December - January	May - June
Response to comments	January	June
Committees and Policy Board	February	July
TIP approval, STIP incorporation, and FHWA/FTA approval	March	August
Total processing time	6 months	6 months

Out-of-Cycle Revision Schedule

Activity	Administrative Modification	Amendment
Agencies submit revisions	1-3 days	1-3 days
Development of the draft TIP revision	At least 1 week	At least 2 weeks due to technical analysis (e.g., CMP, fiscal constraint, new project scoring, and T6/EJ analysis)
Public comment and intergovernmental review		2 weeks
Response to comments		1 week
Committees and Policy Board		At least 4 weeks due to the Committees and Policy Board schedule
TIP approval, STIP incorporation, and FHWA/FTA approval	At least 1 week	At least 1 week
Total processing time	At least 2 weeks	At least 10 weeks

REVISION HISTORY

The current FFY 2022-2025 TIP was endorsed by the Policy Board in July 2021 and has been revised 12 times through March 2023. 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 Administrative 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 Administrative 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
8	Pre-Approved Administrative Modification	September 2022	1	0	0	1
9	Pre-Approved Administrative Modification	December 2022	34	0	0	34
10	Expedited Administrative Modification	March 2023	2	0	0	2
11	Amendment	March 2023	5	0	10	15
12	Administrative Modification	March 2023	1	0	0	1
Total			116	2	20	138

REVISIONS

The following tables list the revisions grouped by the type of federal funding (e.g., FHWA) and project sponsor (e.g., HDOT).

FTA Funded Projects: City & County of Honolulu

Project #	Project Name	Revision Details
OC13	Bus and Handi-Van Acquisition Program	FY2023 - Request to add 5337 and 5339 funds for EQP (A.8)
OC13	Bus and Handi-Van Acquisition Program	FY2023 - Request to add 5339 funds for INSP (A.8)
OC13	Bus and Handi-Van Acquisition Program	Request to increase the estimated total project cost from \$224.8 million to \$229.2 million (A.8).
OC-21-59	Intermodal Connectivity - TA Set-Aside (OahuMPO)	Request to defer PE1 and PE2 to account for a delay in the grant application process (A.10).

PROJECTS

The following projects are grouped by the type of federal funding (e.g., FHWA) and project sponsor (e.g., HDOT).

FTA: City and County of Honolulu

OC13 Bus and Handi-Van Acquisition Program



Project Description:

Purchase replacement transit buses and Handi-Van vehicles.

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: \$229,278,000

Total Project Cost Notes: Project funds may be flexed from FHWA to FTA.
(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:

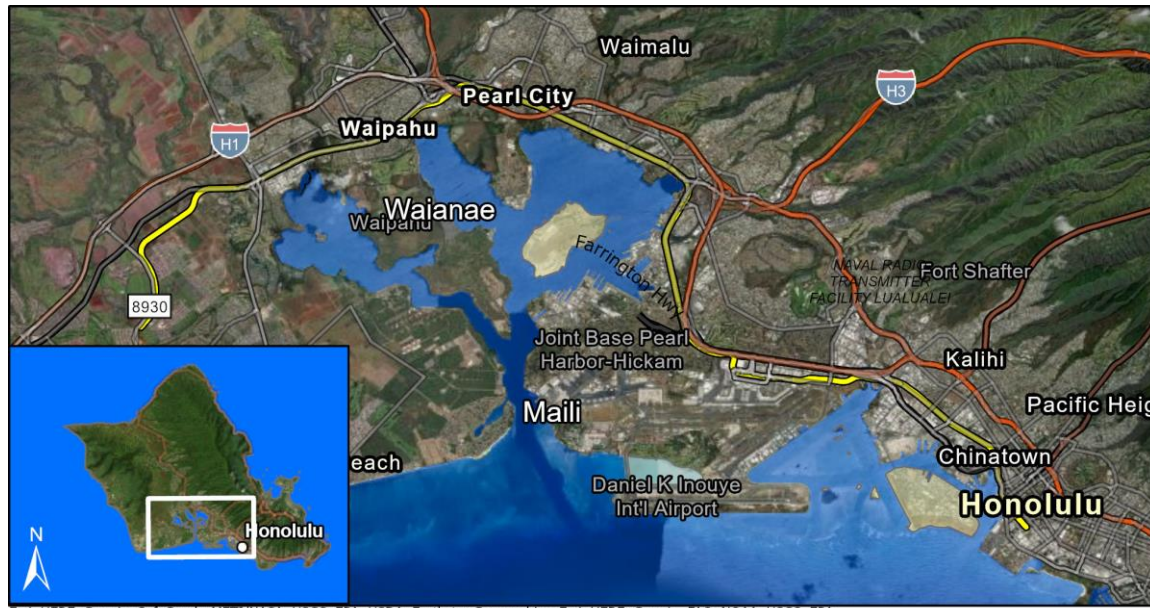
City Department of Transportation Services

													FOR INFORMATION ONLY						
FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027				
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Funding Category
Phase	(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)	
INSP	49	39	10	49	39	10	49	39	10	49	39	10	49	39	10	49	39	10	\$5307/\$5340
2022																			
EQP	10,239	8,191	2,048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5307/\$5340
EQP	140	112	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5307/\$5340
EQP	418	334	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5310
EQP	1,850	1,480	370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5337
EQP	3,848	3,078	770	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5339
2023																			
EQP	0	0	0	63,778	51,022	12,756	0	0	0	0	0	0	0	0	0	0	0	0	\$5307/\$5340
EQP	0	0	0	12,500	10,000	2,500	0	0	0	0	0	0	0	0	0	0	0	0	\$5307/\$5340
EQP	0	0	0	426	341	85	0	0	0	0	0	0	0	0	0	0	0	0	\$5310
EQP	0	0	0	121	103	18	0	0	0	0	0	0	0	0	0	0	0	0	\$5337
EQP	0	0	0	1,886	1,509	377	0	0	0	0	0	0	0	0	0	0	0	0	\$5337
EQP	0	0	0	3,925	3,140	785	0	0	0	0	0	0	0	0	0	0	0	0	\$5339
EQP	0	0	0	3,814	3,051	763	0	0	0	0	0	0	0	0	0	0	0	0	\$5339
EQP	0	0	0	5,890	4,712	1,178	0	0	0	0	0	0	0	0	0	0	0	0	\$5339
EQP	0	0	0	23,694	20,000	3,694	0	0	0	0	0	0	0	0	0	0	0	0	FTA Grant

OC13 Bus and Handi-Van Acquisition Program

FOR INFORMATION ONLY																			
	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			Funding Category
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	
Phase	(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)	
2023																			
EQP	0	0	0	10,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	HIP-CPF/CDS
INSP	0	0	0	481	385	96	0	0	0	0	0	0	0	0	0	0	0	0	\$5339
2024																			
EQP	0	0	0	0	0	0	12,050	9,640	2,410	0	0	0	0	0	0	0	0	0	\$5307/\$5340
EQP	0	0	0	0	0	0	435	348	87	0	0	0	0	0	0	0	0	0	\$5310
EQP	0	0	0	0	0	0	1,924	1,539	385	0	0	0	0	0	0	0	0	0	\$5337
EQP	0	0	0	0	0	0	4,004	3,203	801	0	0	0	0	0	0	0	0	0	\$5339
2025																			
EQP	0	0	0	0	0	0	0	0	0	12,839	10,271	2,568	0	0	0	0	0	0	\$5307/\$5340
EQP	0	0	0	0	0	0	0	0	0	444	355	89	0	0	0	0	0	0	\$5310
EQP	0	0	0	0	0	0	0	0	0	1,963	1,570	393	0	0	0	0	0	0	\$5337
EQP	0	0	0	0	0	0	0	0	0	4,084	3,267	817	0	0	0	0	0	0	\$5339
2026																			
EQP	0	0	0	0	0	0	0	0	0	0	0	0	16,333	13,066	3,267	0	0	0	\$5307/\$5340
EQP	0	0	0	0	0	0	0	0	0	0	0	0	1,354	1,083	271	0	0	0	\$5310
EQP	0	0	0	0	0	0	0	0	0	0	0	0	5,438	4,350	1,088	0	0	0	\$5337
EQP	0	0	0	0	0	0	0	0	0	0	0	0	481	385	96	0	0	0	\$5339
2027																			
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,206	13,765	3,441	\$5307/\$5340
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,380	1,104	276	\$5310
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,548	4,438	1,110	\$5337
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491	393	98	\$5339
Total	16,544	13,234	3,310	126,564	104,302	22,262	18,462	14,769	3,693	19,379	15,502	3,877	23,655	18,923	4,732	24,674	19,739	4,935	

OC-21-59 Intermodal Connectivity - TA Set-Aside (OahuMPO)



Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, USDA, Earthstar Geographics, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

Project Description:

The Transportation Alternatives (TA) Set-Aside is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community.

Mile Post/s:

Complete Streets (CS):

Project will implement: Project will incorporate complete streets features for both pedestrian use and bicycle use.

Existing Feature/s: No information available.

Project Website: None

Neighborhood(s): Various Locations

Estimated Total Project Cost: \$43,250,000

Total Project Cost Notes:

(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						
	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Funding Category
Phase	(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)	
Rail Station Multimodal Access Improvements - Halawa Station and Waiawa Station																			
PE1	0			1,250	1,000	250	0	0	0	0	0	0	0	0	0	0	0	0	\$5307/\$5340
PE2	0			2,642	2,113	529	0	0	0	0	0	0	0	0	0	0	0	0	\$5307/\$5340
CON	0	0	0	0	0	0	1,750	1,400	350	0	0	0	0	0	0	0	0	0	\$5307/\$5340
CON	0	0	0	0	0	0	15,200	0	15,200	0	0	0	0	0	0	0	0	0	Local
INSP	0	0	0	0	0	0	3,000	0	3,000	0	0	0	0	0	0	0	0	0	Local
Total	0	0	0	3,892	3,113	779	19,950	1,400	18,550	0	0	0	0	0	0	0	0	0	