

# TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2022 – 2025

Revision 10

Expedited Administrative Modifications

December 2022



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.

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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 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 Federal planning factors.

# REVISION PROCESS

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.

Description	First Revision (Fall/Winter)	Second Revision (Spring/Summer)
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
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
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
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
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 and has been revised 9 times through December 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
<a href="#">1</a>	Pre-Approved Administrative Modification	January 2022	37	0	0	37
<a href="#">2</a>	Expedited Administrative Modification	February 2022	6	0	0	6
<a href="#">3</a>	Amendment	February 2022	6	1	6	13
<a href="#">4</a>	Pre-Approved Administrative Modification	May 2022	19	0	0	19
<a href="#">5</a>	Expedited Administrative Modification	June 2022	1	0	0	1
<a href="#">6</a>	Amendment	June 2022	3	1	4	8
<a href="#">7</a>	Expedited Administrative Modification	July 2022	1	0	0	1
<a href="#">8</a>	Pre-Approved Administrative Modification	September 2022	1	0	0	1
<a href="#">9</a>	Pre-Approved Administrative Modification	December 2022	34	0	0	34
Total			108	2	10	120

# REVISIONS

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

## FHWA Funded Projects: City & County of Honolulu

Project #	Project Name	Revision Details
OC10	Traffic Signals at Various Locations	Phase 18 - Request to defer this phase to prioritize funding for other projects and increase the amount programmed to reflect changes in cost estimates (A.2 and A.11).
OC10	Traffic Signals at Various Locations	Phase 19 - Request to add PE1 in FFY 23, which was previously withdrawn due to delays caused by procurement (B.4).
OC10	Traffic Signals at Various Locations	Phase 19 - Request to advance project priority and increase the amount programmed due to the increase in cost of materials, labor, and shipping (A.1 and A.11).
OC10	Traffic Signals at Various Locations	Phase 19 - Request to decrease PE2 in FFY 24 to reflect changes in cost estimates (A.11).
OC10	Traffic Signals at Various Locations	Phase 20 - Request to advance project priority and increase the amount programmed due to the increase in cost of materials, labor, and shipping (A.1 and A.11).
OC10	Traffic Signals at Various Locations	Phase 21 - Request to defer to prioritize funding for other projects and increase the amount programmed to reflect changes in cost estimates (A.1 and A.11).
OC10	Traffic Signals at Various Locations	Request to increase total estimated project cost from \$19.849 million to \$25.635 million (A.11).
OC23	Salt Lake Boulevard Widening, Phase 3B	Request to expand the project description, add federal funds, add INSP phase, and increase the amount programmed for illustrative purposes (A.3, A.9, A.11, B.4).
OC23	Salt Lake Boulevard Widening, Phase 3B	Request to increase the estimated total project cost from \$80,000,000 to \$125,070,000.

# PROJECTS

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

## FHWA Funded Projects: City and County of Honolulu



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Project Description:**

Install and upgrade traffic signals island wide including ADA improvements, signs and markings, and interties.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** Not applicable.

**Existing Feature/s:** Not applicable.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$25,635,000

**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:**

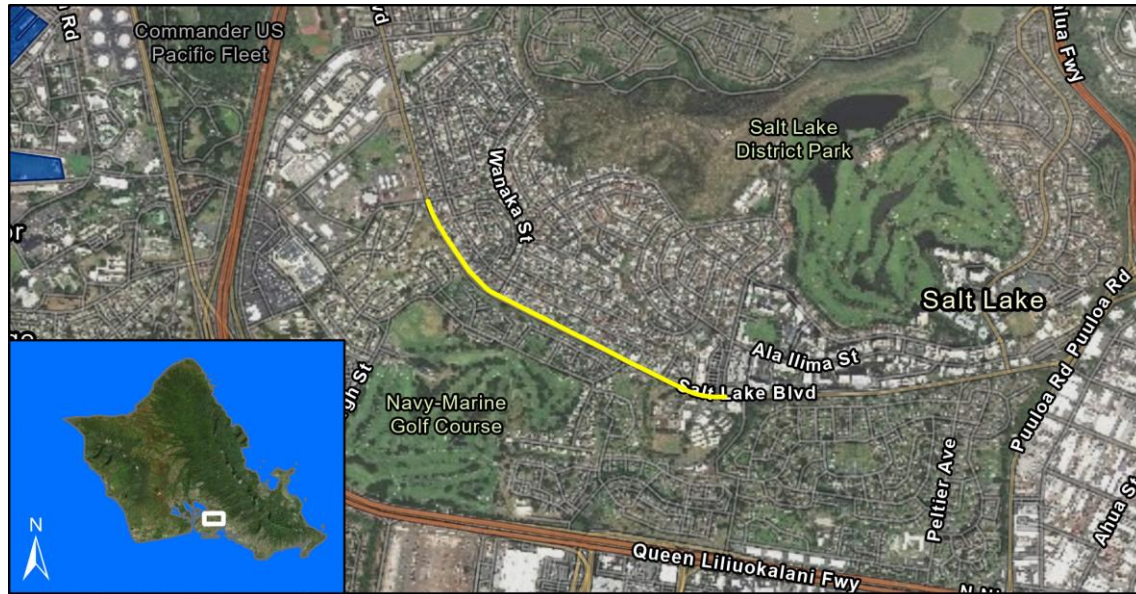
City Department of Transportation Services

**FOR INFORMATION ONLY**

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)		
Phase 16 - Kapiolani Blvd/Kaimuki Ave, Salt Lake Blvd/Radford Dr, Nehoa St/Mott-Smith Dr, Ala Ilima St/Ala Liliko'i St, and Ulune St/Service Rd																				
CON	0	0	0	2,387	2,387	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBG
INSP	0	0	0	405	405	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBG
Phase 17 - Kuulei Rd/Aulike St, Kamehameha Hwy/Haiku Rd, King St/Church Ln, Ahua St/Kili Hau St, Kuala St/Acacia Rd, King St/Pensacola St, Kamehameha Hwy/Pahia Rd, King St/Ward Ave, Atkinson Dr/Mahukona																				
CON	3,910	3,114	796	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBG
INSP	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBG
Phase 18 - Renton Rd/Pahika St, Kapiolani at Pumehana St (Rapid Flashing Beacons), School St/Houghtailing St, Kapiolani Blvd/Atkinson Dr, Kapiolani Blvd/Kalakaua Ave, Moanalua Rd/Hoomalu St																				
PE2	626	501	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STBG
CON	0	0	0	0	0	0	2,168	1,734	434	0	0	0	0	0	0	0	0	0	0	STBG
EQP	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	STBG
INSP	0	0	0	0	0	0	538	430	108	0	0	0	0	0	0	0	0	0	0	STBG
Phase 19 - Wai'alae Avenue at 16th Avenue, Moanalua Road at Ualo Street																				
PE1	0	0	0	312	250	62	0	0	0	0	0	0	0	0	0	0	0	0	0	STBG
PE2	0	0	0	0	0	0	187	150	37	0	0	0	0	0	0	0	0	0	0	STBG
CON	0	0	0	0	0	0	0	0	0	2,500	2,000	500	0	0	0	0	0	0	0	STBG

# OC10 Traffic Signals at Various Locations

													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)		
Phase 19 - Waialae Avenue at 16th Avenue, Moanalua Road at Ualo Street																				
EQP	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	STBG	
INSP	0	0	0	0	0	0	0	0	0	500	400	100	0	0	0	0	0	0	STBG	
Phase 20 -King St/Punahou St, Makuahine/Hala Dr, Hawaii Kai/Kalalea, Kamehameha Hwy/Waikalua Rd, Ward Ave/Lunalilo, Kapahulu Interconnect																				
PE1	0	0	0	437	350	87	0	0	0	0	0	0	0	0	0	0	0	0	STBG	
PE2	0	0	0	0	0	0	312	250	62	0	0	0	0	0	0	0	0	0	STBG	
CON	0	0	0	0	0	0	0	0	0	0	0	0	3,750	3,000	750	0	0	0	STBG	
EQP	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	STBG	
INSP	0	0	0	0	0	0	0	0	0	0	0	0	787	630	157	0	0	0	STBG	
Phase 21 - Meahaula Pkwy/Ainamakua Dr (audio Ped), Kapiolani/Ward, Kapiolani/McCully																				
PE1	0	0	0	500	400	100	0	0	0	0	0	0	0	0	0	0	0	0	STBG	
PE2	0	0	0	0	0	0	312	250	62	0	0	0	0	0	0	0	0	0	STBG	
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,750	3,000	750	STBG	
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	STBG	
INSP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	787	630	157	STBG	
Total	4,540	3,615	925	4,041	3,792	249	3,518	2,814	704	3,001	2,400	601	4,538	3,630	908	4,538	3,630	908		



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:**

To widen the remaining unimproved section of Salt Lake Boulevard stretching 1 mile from Maluna Street to Ala Lilikoi Street. 3B is intended to complete the overall road improvement project and provide multi-lanes of roadway capacity for the entire length of Salt Lake Boulevard. Improvements include widening of the roadway to 5 lanes, drainage system improvements, traffic signals, mauka-side curb and gutter, sidewalks, and bikeways. Also includes relocation of HECO's overhead utility line, a new 36-inch main waterline installation and various utility relocations.

**Mile Post/s:**

**Complete Streets (CS):**

**Project will implement:** No information available.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Aliamanu-Salt Lake-Foster Village

**Estimated Total Project Cost:** \$125,070,000

**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 Design and Construction

**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)	
PE2	10	0	10	10	0	10	0	0	0	0	0	0	10	0	10	10	0	10	Local
ROW	10	0	10	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	Local
CON	30,000	0	30,000	2,000	0	2,000	0	0	0	0	0	0	47,000	8,000	39,000	38,000	8,000	30,000	STBG
INSP	0	0	0	10	0	10	0	0	0	0	0	0	4,000	0	4,000	4,000	0	4,000	Local
Total	30,020	0	30,020	2,030	0	2,030	0	0	0	0	0	0	51,010	8,000	43,010	42,010	8,000	34,010	