Technical Advisory Committee
March 10, 2023
I. Introductions/Roll Call
II. Approval of February 10, 2023 Meeting Minutes
IV. Old Business
TIP FFYs 2022-2025 Revision 11 Amendments

• Revision 11 contains 15 Amendments (major changes)
  • 5 existing projects
  • 10 new projects
TIP FFYs 2022-2025 Revision 11 Amendments

• Key Requirements
  • Title VI/Environmental Justice
  • Intergovernmental Review (IGR) and Public Comment
  • Financial Plan
  • New Projects - Consistent with the ORTP
TIP FFYs 2022-2025 Revision 11 Amendments

• Title VI/Environmental Justice (T6/EJ) Analysis

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Est. Total Project Expenditures*</td>
<td>$4,003,565,476</td>
<td>$6,884,270,524</td>
<td>-$2,880,705,048</td>
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<tr>
<td>% Est. Total Project Expenditures</td>
<td>37%</td>
<td>63%</td>
<td>-26%</td>
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<tr>
<td># of Block Groups</td>
<td>183</td>
<td>157</td>
<td>26</td>
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<td>Per Block Group Expenditures</td>
<td>$21,877,407</td>
<td>$43,848,857</td>
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<td>Total Population (2010)</td>
<td>369,725</td>
<td>654,486</td>
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<td>Per Capita Expenditures</td>
<td>$10,828</td>
<td>$10,519</td>
<td>$310</td>
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</table>

* For OC16 Honolulu Rail Transit Project, the TOD boundaries were used as the specific geography.
TIP FFYs 2022-2025 Revision 11 Amendments

• Intergovernmental Review (IGR) and Public Comments
  • Total Comments: 7 (Public: 5; Agencies: 2)
    • Comments/Questions: 6
    • Support: 1
    • Oppose: 0
## TIP FFYs 2022-2025 Revision 11 Amendments

### Financial Plan (Fiscal Constraint)

#### Revenue: FFY 2022-2025 (x1000)

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Total</th>
<th>Federal</th>
<th>Local</th>
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</thead>
<tbody>
<tr>
<td>§5307/§5340</td>
<td>$303,422</td>
<td>$221,965</td>
<td>$81,457</td>
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<tr>
<td>§5309</td>
<td>$730,000</td>
<td>$570,000</td>
<td>$160,000</td>
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<td>§5310</td>
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<td>§5337</td>
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<td>§5339</td>
<td>$21,751</td>
<td>$17,400</td>
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<td>FHWA Grant</td>
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<td>FTA Grant</td>
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<td>HIP-BFP</td>
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<td>$0</td>
<td>$0</td>
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<td>HIP-CPF/CDS</td>
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<td>$20,235</td>
<td>$490</td>
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<tr>
<td>Local</td>
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<td>NHPP</td>
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<td>$10,050</td>
<td>$4,950</td>
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<td>STBG</td>
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<td>TA</td>
<td>$9,142</td>
<td>$7,313</td>
<td>$1,829</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$1,336,690</strong></td>
<td><strong>$1,021,167</strong></td>
<td><strong>$315,523</strong></td>
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#### Expenditures: FFY 2022-2025 (x1000)

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Total</th>
<th>Federal</th>
<th>Local</th>
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<tbody>
<tr>
<td>HRTP</td>
<td>$856,000</td>
<td>$675,000</td>
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<tr>
<td>PE1</td>
<td>$27,513</td>
<td>$20,056</td>
<td>$7,457</td>
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<td>PE2</td>
<td>$14,026</td>
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<td>$6,504</td>
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<tr>
<td>PE2/CON</td>
<td>$250</td>
<td>$200</td>
<td>$50</td>
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<tr>
<td>ROW</td>
<td>$10,000</td>
<td>$8,000</td>
<td>$2,000</td>
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<tr>
<td>ADVCON</td>
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<td>CON</td>
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<tr>
<td>EQP</td>
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<td>OPR</td>
<td>$2,000</td>
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<td>INSP</td>
<td>$11,432</td>
<td>$5,670</td>
<td>$5,762</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,336,690</strong></td>
<td><strong>$1,021,167</strong></td>
<td><strong>$315,523</strong></td>
</tr>
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</table>
TIP FFYs 2022-2025 Revision 11 Amendments

Existing Projects
TIP FFYs 2022-2025 Revision 11 Amendments

• OS14 Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue, Phase 2

• Extend ADVCON conversions into FFYs 2025-2026 and increase CON funds due to cost escalation and inflation

• Increase the estimated total project cost from $12.5M to $22.5M
TIP FFYs 2022-2025 Revision 11 Amendments

• OC26 Transportation Alternative Program (State)

  • Add the Rail Station Multimodal Access Improvements - Halawa Station and Waiawa Station using TAP-U funds that will be flexed to FTA §5307

  • Increase the estimated total project cost from $1.9M to $19.4M
TIP FFYs 2022-2025 Revision 11 Amendments

• OC13 Bus and Handi-Van Acquisition Program

  • Add additional funding from a Bus & Bus Facilities Grant, the Low or No Emissions Program and Sen. Schatz Congressional Directed Spending, FHWA flexible funds, and the American Rescue Plan

  • Increase the estimated total project cost from $146.5M to $224.9M
TIP FFYs 2022-2025 Revision 11 Amendments

• OC16 Honolulu Rail Transit Project
  • Change the project termini from Ala Moana Center to Civic Center and reprioritize project phases/funding
  • Decrease the estimated total project cost from $11.3B to $9.1B
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-21-59 Intermodal Connectivity - TA Set-Aside (OahuMPO)
  • Replace local funding with FHWA Flexible funds for CON
  • No change to the estimated total project cost
New Projects
TIP FFYs 2022-2025 Revision 11 Amendments

• New Project Scores (out of 32 projects)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project #</th>
<th>Project Name</th>
<th>Agency Responsible</th>
<th>Estimated Total Project Cost</th>
<th>Total Evaluation Score</th>
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<tr>
<td>1</td>
<td>OC-22-60</td>
<td>Capital Infrastructure Program</td>
<td>DTS</td>
<td>$156,250,000</td>
<td>64</td>
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<tr>
<td>5</td>
<td>OC-22-62</td>
<td>Kakaako Special District Roadway Improvement</td>
<td>DTS</td>
<td>$50,000,000</td>
<td>56</td>
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<tr>
<td>6</td>
<td>OC-22-63</td>
<td>Safe Streets and Roads for All (SS4A)</td>
<td>DTS</td>
<td>$101,000,000</td>
<td>54</td>
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<tr>
<td>7</td>
<td>OC-22-69</td>
<td>Multimodal Transit Fare Collection System</td>
<td>DTS</td>
<td>$8,275,000</td>
<td>48</td>
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<tr>
<td>9</td>
<td>OC-22-66</td>
<td>Intermodal Connectivity - TA Set-Aside (State)</td>
<td>DTS</td>
<td>$43,250,000</td>
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<tr>
<td>9</td>
<td>OC-22-67</td>
<td>Intermodal Connectivity Improvements</td>
<td>DTS</td>
<td>$132,000,000</td>
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<td>11</td>
<td>OC-22-65</td>
<td>Bridge Program</td>
<td>DDC</td>
<td>$18,000,000</td>
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<tr>
<td>14</td>
<td>OC-22-68</td>
<td>Electrification of Transportation Infrastructure</td>
<td>DDC</td>
<td>$86,000,000</td>
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<td>15</td>
<td>OC-22-61</td>
<td>Honolulu Transportation Demand Management (TDM) Plan</td>
<td>DTS</td>
<td>$5,000,000</td>
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<tr>
<td>21</td>
<td>OC-22-64</td>
<td>Oahu Electric Vehicle Chargers</td>
<td>OCCSR</td>
<td>$2,450,000</td>
<td>31</td>
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</table>
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-60 Capital Infrastructure Program
  • Description: Plan, design, construct, inspect and provide related equipment for City projects of regional significance. Projects may be flexed from FHWA to FTA.
  • Estimated total project cost: $156.2M
  • Funding sources: FHWA Flexible funds
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-61 Honolulu Transportation Demand Management (TDM) Plan
  • Description: Program to support implementation of the Transportation Demand Management (TDM) Work Action Program
  • Estimated total project cost: of $5.0M
  • Funding sources: STP Flexible funds

V. New Business- Transportation Improvement Program (TIP) FFYs 2022-2025 Revision 11
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-62 Kakaako Special District Roadway Improvement
  • Description: Upgrade roads within the Kakaako Special District including Queen St, Kawaiahao St and Waimano St
  • Estimated total project cost: $50.0M
  • Funding sources: STP Flexible funds
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-63 Safe Streets and Roads for All (SS4A)
  • Description: Program management, design, to install and upgrade sidewalks on City streets consistent with the Pedestrian Plan
  • Estimated total project cost: $101.0M
  • Funding sources: STP Flexible funds

V. New Business- Transportation Improvement Program (TIP)
FFYs 2022-2025 Revision 11
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-64 Oahu Electric Vehicle Chargers
  • Description: Project to plan, design, and construct charging infrastructure for electric vehicles in City facilities
  • Estimated total project cost: $2.4M
  • Funding sources: Congressionally Directed Spending funds
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-65 Bridge Program

  • Description: Demolition and replacement of the existing four (4)-span concrete bridge on Waialua Beach Road crossing Kiikii Stream

  • Estimated total project cost: $18.0M

  • Funding sources: Bridge Formula Program funds
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-66 Intermodal Connectivity - TA Set-Aside (State)
  • Description: The 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 access to public transportation, enhanced mobility, and community improvement activities. Locations to be determined by the State TA Project Evaluation and Ranking process.
  • Estimated total project cost: $43.2M
  • Funding sources: FHWA Flexible funds
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-67 Intermodal Connectivity Improvements
  • Description: Acquire land, plan, design, construct and inspect improvements to intermodal centers and transit complete street connections within communities
  • Estimated total project cost: $132.0M
  • Funding sources: FHWA Flexible funds from the Capital Infrastructure Program
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-68 Electrification of Transportation Infrastructure
  
  • Description: Plan, design, construct, inspect and provide related equipment to City facilities infrastructure upgrade for electric charging stations. Projects may be flexed from FHWA to FTA.
  
  • Estimated total project cost: $86.0M
  
  • Funding sources: FHWA Flexible funds from the Capital Infrastructure Program
TIP FFYs 2022-2025 Revision 11 Amendments

• OC-22-69 Multimodal Transit Fare Collection System
  • Description: Expand Honolulu HOLO Smart Card System to be available Statewide at all Hawaii Public Transit Systems
  • Estimated project cost: $8.2M
  • Funding sources: Congressional Directed Spending funds

V. New Business- Transportation Improvement Program (TIP) FFYs 2022-2025 Revision 11
TIP FFYs 2022-2025 Revision 11 Amendments

Requested Action:

Recommend the Policy Board approve TIP FFYs 2022-2025 Revision 11 as presented
C. TMA Certification Review 2022
What is a TMA Certification Review?

- TMA = Transportation Management Area (>200,000 people)
- Joint evaluation: FHWA and FTA
- Every 4 years
- Ask: Does the planning process meet federal planning requirements?
- Why? To support well-informed capital and operating investment decisions
Review Process

- Review previous findings
- Desk review of required MPO documents
- Public Input
- Meet with MPO staff
- Meet with Policy Board and TAC members
- FHWA/FTA issue Draft Report
- Staff review Draft Report for factual accuracy
- Final Report/Certify the MPO
- Report back to TAC, CAC, Policy Board
• Metropolitan Transportation Plan (ORTP)
• Travel Demand Forecasting
• Congestion Management Process
• Unified Planning Work Program (OWP)
• Transportation Improvement Program (TIP)
• Civil Rights (Title VI, EJ, LEP, ADA)
• Public Participation
• MPO Structure and Agreements
Overall Results

“The 2022 review found that the metropolitan transportation planning process conducted in the OahuMPO area substantially meets, with corrective actions, the Federal planning requirements.”

• 4 Commendations
• 11 Corrective Actions
• 13 Recommendations
Commendations

Exemplary dispositions of MTP and TIP comments
Extensive, inclusive MTP outreach with diverse participation opportunities
Focused effort to engage disadvantaged populations in the planning processes
The Congestion Management Process Dashboard is a dynamic format and provides insight into congestion across the island
• AKA the Oahu Regional Transportation Plan (ORTP)
• 20-year planning horizon
• Long- and short-range strategies
• Integrated, multi-modal system
• Consider, coordinate, or integrate several state, regional, and local transportation planning efforts as part of a performance-based program.
By the next update of the ORTP:
• Document how the CMP and other performance-based plans were incorporated in long-range plan development.
• Develop realistic fiscal constraint analysis.

Recommended:
• Identify a process to analyze transportation forecasting and include Policy Board as part of the ORTP process prior to public review
• Develop a realistic schedule for ORTP update to include checkpoints and processes for partners to formally approve analyses.
Travel demand forecasting models (TDFM) are one type of method used to identify deficiencies in future year transportation systems and evaluate the impacts of alternative transportation investments.

MTP must include the projected transportation demand of persons and goods in the MPA over the period of the plan based on latest available estimates and assumptions:
- including population, land use, travel, employment, congestion, and economic activity.
By the next ORTP update (April 2026):

- Use the most recent available current and verifiable estimates for and coordinate data among partner agencies.
- Integrate travel demand forecasting into the development of the MTP decisionmaking processes.

Recommended:

- Develop the technical capacity to support and administer the TDFM development and management processes.
- Develop a flowchart and schedule that shows integration of its modeling efforts into the CMP and MTP updates.
- Define and document how TDFM is used to analyze the impact of proposed policy recommendations
• CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system.

• Management and Operations (M&O) is an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure.
  
  – Strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.
By the next TIP update (November 2024) and MTP update (April 2026):

- CMP must analyze the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions.

Recommended:

- Define and document a process for integrating microsimulation modeling efforts into its CMP to analyze the impact of transportation system management approaches and proposed policy recommendations on projects.
• AKA the Overall Work Program (OWP)
• Discusses planning priorities
• Programs work activities for the **one-or two-years**
By the next OWP budget period (July 2023):

- Consider whether the OWP will include one or two budget periods.

- The OWP shall:
  a. Only describe tasks and work to be performed during the OWP budget period;
  b. Only request reimbursement for expenditures that occur in the same year(s) as the OWP budget period;
  c. Close out the OWP by the end of the performance period; and
  d. Issue an accomplishments report within 90 days of the last budget year end of the performance period.

- Update OWP Policies and Procedures to clearly identify the roles of the TAC, CAC, and Policy Board in OWP development.

- Document a transition plan to close out projects.
TIP must meet the following requirements:
• Cover at least a 4-year horizon and be updated at least every 4 years.
• List surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C.
• List project description, cost, funding source, and agency.
• Be consistent with the adopted MTP.
• Be fiscally constrained.
• Provide all interested parties with a reasonable opportunity to comment on the proposed TIP.
By the next Hawaii STIP update (November 2024):

- As the TIP is revised, the ORTP must be amended to ensure consistency between the two documents
- Document how the CMP and other required performance-based plans, processes, and programs were implemented

Recommended:

- Show how the TIP meets fiscal constraint.
- Work with the HDOT to develop a method for describing AC and fiscal constraint in the TIP.
Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin.

ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

EO #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations.

EO #13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.
Recommended by the ORTP and Hawaii STIP updates (April 2026 and November 2024):

- Undertake a more robust analysis of the benefits and impacts of transportation system projects and services on minority and low-income populations.
  - An alternative Title VI/EJ analysis in the TIP could quantitatively examine transportation system outcomes and whether outcomes vary based on mode and/or EJ categories.
• MPOs are required to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO.
• MPO required to develop a documented Participation Plan that includes procedures and strategies to include public and interested parties in the planning process.
Recommended by the next TMA Certification Review (June 2026):

- Ensure that website clearly identifies the latest version of its required agreements and documents.
- Manage CAC and the general public expectations in the decision-making process.
- OahuMPO staff should review the USDOT’s *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*
The practice and responsibilities of carrying out the metropolitan transportation planning process shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator.

- **Member jurisdictions:**
  - the State of Hawaii
  - City and County of Honolulu

- **Major Transit Operator: City and County of Honolulu**
  - The transit agencies: DTS and the Honolulu Area Rapid Transit (HART).

- **Policy Board Members:**
  - Agency officials
  - Elected leaders from State of Hawaii and the City and County of Honolulu
Recommended by the next TMA Certification Review (June 2026):

- Review and, if necessary, update its existing agreements to ensure they reflect anticipated planning funding levels and statutory/regulatory references, and fiscal processes of the OahuMPO.

- Policy Board and the Executive Director should assess staffing levels and capacity to ensure that OahuMPO reflects the skills and capacity needed to fulfill the federally required tasks. (Specific training areas included in report).
Summary

• FHWA/FTA Contacts
  – Amy Ford-Wagner, FHWA HI Division
  – Ryan Fujii, FTA Region IX

Q and A
VI. Invitation to interested members of the public to be heard on matters not included on the agenda
VIII. Adjournment