



# OahuMPO Technical Advisory Committee

February 10, 2023  
9:00 AM  
Via Microsoft Teams



# I. Call to Order by Chair



## II. Roll Call



# III. Approval of January 13, 2023 Meeting Minutes



## IV. Reports

### A. Executive Director



## V. Old Business



## VI. New Business

### A. Transportation Improvement Program Processes & Procedures



# Transportation Improvement Program (TIP) Policies & Procedures Update

- Ensures compliance with current federal and state regulations
- Last updated in 2015





# TIP Policies & Procedures Update

- Consistent with federal regulations (23 CFR 450, Subpart C)
- Compatible with the Statewide Transportation Improvement Program (STIP) development and revision process



# TIP Policies & Procedures Update Proposed Changes

- Administrative Modifications (minor revisions)

## Existing

- Pre-Approved Administrative Modification
  - Does not require review by the Policy Board
- Expedited Administrative Modification
  - Requires review by the Policy Board

## Proposed

- Administrative Modification
  - Does not require review by the Policy Board



# TIP Policies & Procedures Update Proposed Changes

- Administrative Modification and Amendment Criteria
  - \$ threshold for transferring (flexing) funds between Federal agencies
    - < \$10 million = Administrative Modification
    - > \$10 million = Amendment
  - Cost threshold to a project or project phase in the first four years of the TIP
    - < \$5 million AND < 25% of the est. total project cost before the change = Administrative Modification
    - > \$5 million AND > 25% of the est. total project cost before the change = Amendment



# TIP Policies & Procedures Update Proposed Changes

- Administrative Modification and Amendment Criteria
  - Advance Construction
    - Adding, modifying, or removing a project or project phase involving advance construction = Administrative Modification



# TIP Policies & Procedures Update Proposed Changes

- TIP Development Schedule
  - List of activities by month (e.g., call for projects, project selection, IGR, etc.)
- Annual List of Obligated Projects
  - List of projects for which FHWA/FTA funds were obligated in the prior year
- Federal and Self-Certification Process
  - The OahuMPO self-certifies itself at least once every 4 years
  - The FHWA/FTA jointly certifies the OahuMPO at least once every 4 years



# TIP Policies & Procedures Update Proposed Minor Edits to Page 15

- Revisions

- Between TIP updates every three years, the TIP is revised ~~at least~~ twice a year ~~every FFY~~ following the Revision Schedule below or as needed using a compressed schedule that can be completed more quickly depending on the type of change. Either method ~~which~~ is compatible with the STIP revision process.



## **Requested Action:**

*Recommend the Policy Board approve the updated TIP Policies & Procedures as presented*



## VI. New Business

### B. Carbon Reduction Program





# Carbon Reduction Program

- Carbon Reduction Program (CRP) is a new formula program established by the Bipartisan Infrastructure Law.
  - § 11403; 23 U.S.C. 175
- CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.



# Carbon Reduction Program

## State of Hawaii

– Estimated over 5 years: \$27,289,225

## Funds currently available for obligation (FFY2022 and 2023)

– Honolulu TMA: \$4,061,656

– Kahului: \$283,111

– Kailua – Kaneohe: \$575,403

- Agencies can pool annual amounts into a larger project. So long as money is spent within the 5-year period, funds can roll over values into a later year.
- Funds can also be combined with other sources of federal money on eligible project types



## Suballocation

- Unless otherwise jointly agreed upon by the state and relevant MPOs and approved by the Secretary for each fiscal year...
- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population.
  - Urbanized areas over 200,000;
  - Urbanized areas from 50,000 to 200,000;
  - Urban areas from 5,000 to 49,999;
  - Other areas less than 5,000.
- The remaining 35% of the CRP funds may be obligated in any area of the State.
  - Only these funds can be transferred to other programs



## Eligible Projects – 23 U.S.C. 175(c)(1)

- CRP funds may be obligated for projects that support the reduction of transportation emissions
- Activities listed as eligible do not require a demonstration of emissions reductions
- Other projects may be eligible with a demonstration of emissions reductions over their lifetime
  - FHWA Division office determines eligibility on CRP projects.
- Projects do not need to be on Federal-Aid highways, but they do need to follow Title 23 requirements



## Eligible Projects – 23 U.S.C. 175(c)(1)

- a project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
- a public transportation project
- a transportation alternative
- advanced transportation and congestion management technologies
- intelligent transportation systems
- development of a Carbon Reduction Strategy
- travel demand management
- efforts to reduce the impacts of freight movement
- deployment of alternative fuel vehicles
- diesel engine retrofits
- traffic flow improvements that do not involve construction of new capacity; and
- projects that reduce transportation emissions at port facilities



## Eligible Projects – 23 U.S.C. 175(c)(1)

- any other Surface Transportation Block Grant (STBG) eligible project
  - **IF** the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a **per capita AND per unit of economic output basis**.
  - Note: FHWA will issue guidance on how the Secretary will make such certifications.



## Coordination Requirements

- Before obligating funds for eligible projects and prior to determining which activities should be carried out in an area, a State must:
  - coordinate with any non-TMA MPO that represents an urbanized area;
  - consult any MPO or Regional Transportation Planning Organization that represents a rural area.
- In TMA areas, the TMA has selection authority in consultation with the State DOT and public transportation operators from the approved TIP (23 CFR 450.332(c)).
- State requirements may also apply



## Carbon Reduction Strategy (CRS)

- Developed by States in consultation with any MPO(s) within the State
- Required by Nov. 15<sup>th</sup> and certified by the Secretary
  - FHWA will publish additional guidance (specific to CRS) on the process under which the Secretary will certify state transportation emissions reductions.
- Updated at least every four years
- States are encouraged to use CRP funding for projects that support the Strategies, however approval of a strategy is not required to spend CRP funding.





# Carbon Reduction Strategy

- Identify projects and strategies to reduce transportation emissions
- Strategy shall be appropriate to the population density and context of the State
  - Example: Strategy may be the electrification of a corridor. Project would be the deployment of the charging infrastructure
- The hope is that the CRS can be a part of long-range plans and metropolitan plans. Directly or by reference.



## Carbon Reduction Plan - Resources

- [Carbon Reduction Program Fact Sheet](#)
- [Carbon Reduction Program Guidance](#)
- [23 USC 175: Carbon Reduction Program](#)



VII. Invitation to interested members of the public to be heard on matters not included on the agenda



## VIII. Announcements



## IX. Adjournment