I. Call to Order
II. Roll Call
III. Approval of Minutes
V. New Business
V. New Business- Transportation Improvement Program (TIP) FFYs 2022-25 Revision 11
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

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

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<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>
</tr>
<tr>
<td>% Est. Total Project Expenditures</td>
<td>37%</td>
<td>63%</td>
<td>-26%</td>
</tr>
<tr>
<td># of Block Groups</td>
<td>183</td>
<td>157</td>
<td>26</td>
</tr>
<tr>
<td>Per Block Group Expenditures</td>
<td>$21,877,407</td>
<td>$43,848,857</td>
<td>-$21,971,450</td>
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<tr>
<td>Total Population (2010)</td>
<td>369,725</td>
<td>654,486</td>
<td>-284,761</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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</tbody>
</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
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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</thead>
<tbody>
<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>
</tr>
<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>
</tr>
<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>
</tr>
<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>
<td>47</td>
</tr>
<tr>
<td>9</td>
<td>OC-22-67</td>
<td>Intermodal Connectivity Improvements</td>
<td>DTS</td>
<td>$132,000,000</td>
<td>47</td>
</tr>
<tr>
<td>11</td>
<td>OC-22-65</td>
<td>Bridge Program</td>
<td>DDC</td>
<td>$18,000,000</td>
<td>46</td>
</tr>
<tr>
<td>14</td>
<td>OC-22-68</td>
<td>Electrification of Transportation Infrastructure</td>
<td>DDC</td>
<td>$86,000,000</td>
<td>43</td>
</tr>
<tr>
<td>15</td>
<td>OC-22-61</td>
<td>Honolulu Transportation Demand Management (TDM) Plan</td>
<td>DTS</td>
<td>$5,000,000</td>
<td>41</td>
</tr>
<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>
</tr>
</tbody>
</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
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 and a FHWA Competitive Grant
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

V. New Business- Transportation Improvement Program (TIP) FFYs 2022-25 Revision 11
• 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
TIP FFYs 2022-2025 Revision 11 Amendments

Requested Action:

Approve the TIP FFYs 2022-2025 Revision 10 & 11 as presented
V. New Business - Hawaii Department of Transportation Right-of-Way Landscape
STORM WATER MANAGEMENT PROGRAM
The State of Hawaii Department of Transportation
Highways, Oahu District
What is an MS4?
Municipal Separate Storm Sewer System

• Any structure designed or used to collect or convey storm water
• Owned by federal, state, county, or a public entity
• Discharges storm water runoff into State surface waters
NPDES MS4 Permit
# Minimum Control Measures

<table>
<thead>
<tr>
<th>Category</th>
<th>Image Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Education and Outreach</td>
<td><img src="image1.png" alt="Image" /> - Education and outreach activities for public awareness.</td>
</tr>
<tr>
<td>Illicit Discharge Detection and Elimination</td>
<td><img src="image2.png" alt="Image" /> - Detection and elimination of illicit discharges.</td>
</tr>
<tr>
<td>Construction Site Runoff Control</td>
<td><img src="image3.png" alt="Image" /> - Control measures for stormwater runoff.</td>
</tr>
<tr>
<td>Post-Construction Storm Water Management</td>
<td><img src="image4.png" alt="Image" /> - Effective post-construction storm water management.</td>
</tr>
<tr>
<td>Pollution Prevention/Good Housekeeping</td>
<td><img src="image5.png" alt="Image" /> - Pollution prevention and good housekeeping practices.</td>
</tr>
<tr>
<td>Industrial and Commercial Activities</td>
<td><img src="image6.png" alt="Image" /> - Management of industrial and commercial activities.</td>
</tr>
<tr>
<td>Basewayd Facilities</td>
<td><img src="image7.png" alt="Image" /> - Management of baseway facilities.</td>
</tr>
<tr>
<td>Monitoring</td>
<td><img src="image8.png" alt="Image" /> - Monitoring for effective control measures.</td>
</tr>
<tr>
<td>Total Maximum Daily Load (TMDL)</td>
<td><img src="image9.png" alt="Image" /> - Effective total maximum daily load management.</td>
</tr>
<tr>
<td>Reporting</td>
<td><img src="image10.png" alt="Image" /> - Reporting mechanisms for control measures.</td>
</tr>
</tbody>
</table>
THANK YOU

Visit us at www.stormwaterhawaii.com
LANDSCAPE MAINTENANCE & INVASIVE TREE REMOVAL

March 1, 2023
Oahu District maintains the landscaping within our ROW along all State freeways, highways, and roadways

We use a 3 prong approach to accomplish this

- We use:
  - Our in-house crew
  - Contractors and
  - Prison lines
Oahu District has 5 base yards
- 1-Kaneohe, 2-Leeward, 3-Hau'ula, 4-Wahiawa, and 5-Honolulu
- Leeward consists of a yard in Pearl City and a yard in Waianae

Each base yard is responsible for cutting and maintaining the ROW within their areas.

However, in the last 15-yrs we have expanded the capabilities of the base yards to include other work such as replacing signing and pothole patching. Therefore, we have expanded the amount of areas that we maintain via contractors.
Oahu District has 25 areas that we service using landscape contractors and we are looking to add another 7 more areas to this list.

Under these contracts the contractor is totally responsible for maintaining the landscaping. This includes mowing grass, cleaning swales & gutters, removing of trash, and other miscellaneous work.

However, the contractors do not maintain trees, we do that under separate contracts.
Oahu District also has an agreement with HCI, the Hawaii Correctional Institute. HCI provides opportunities for prisoners who are close to completing their sentences to hold a job and transition to life outside of prison.

Under this agreement HCI provides HDOT with 2 men's prison liens and 2 women's lines.

HDOT uses the men's lines primarily on the H1 freeway and the women's lines in the Kailua – Kaneohe area.
Oahu District uses primarily contractors for tree maintenance. Our in-house crews do directional trimming along our roadways with a focus on Kamehameha Highway from Kaneohe to Kahuku.

For contracting Oahu island is divided into 2 areas, North & South, and we bid out contracts for maintaining trees each area.
- The contract includes: removal, topping, trimming, lifting, etc

Invasive trees are removed per our Statewide Noxious Invasive Pest Program (SNIPP)
- A tree of focus for us is the Albizia. Because of it's brittle structure branches breaks off easily in the wind. It poses a major risk to highway infrastructure and motorists.
Mahalo!

State of Hawaii
Department of Transportation
V. Follow up on Citizens Advisory Committee Questions
V. Follow up on Citizens Advisory Committee Questions

Is the CAC required by federal law?
Is the CAC required by federal law?

In accordance with 23 CFR § 450.316, the MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, and all interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
Is the CAC required by federal law?

So, the CAC is not federally required, however, ACT 132 states that the MPO is to operate according to the comprehensive agreement signed by the executive director and the partner agencies. In the Oahu comprehensive agreement, it is stated that the organization includes a citizen advisory committee.

Any effort to disband the CAC would first require a modification to the comprehensive agreement; meaning all parties involved would have to agree to the modification.
Is the CAC required by federal law?

The composition of the Policy Board is clearly outlined in the comprehensive agreement, including the number and roles of the delegated voting members and delegated non-voting members. However, there is verbiage in the agreement that states the Policy Board could delegate supplemental non-voting members as well. See below.

- In addition to these core non-voting members, the Policy Board may designate, in a manner prescribed in the Policy Board Bylaws, supplemental non-voting members.
Is the CAC required by federal law?

The CAC is intended to solicit public input to advise the Policy Board and Executive Director. It is to be an integral part of the 3-C planning process in efforts to keep the Policy Board updated on the public’s opinion of any plan, study, project, or other product or process of the MPO. The CAC can recommend the Policy Board take any specific action.
VI. Invitation to interested members of the public to be heard on matters not included on the agenda
VII. Announcements
VIII. Adjournment