



Transportation Improvement Program

Policies & Procedures

February 2023

Table of Contents

Overview	4
Performance-Based Planning and Programming	6
Agency Responsibilities	7
Development Process	10
Revisions	15
Annual Listing of Obligated Projects.....	19
Certifications	20
Appendix: Definitions	21

Abbreviations

Acronyms

CAC	Citizen Advisory Committee
CFR	Code of Federal Regulations
CMP	Congestion Management Process
DTS	City and County of Honolulu Department of Transportation Services
EJ	Environmental Justice
FHWA	Federal Highway Administration
FLMA	Federal Land Management Agency
FLAP	Federal Lands Access Program
FLTP	Federal Lands Transportation Program
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
NHS	National Highway System
OahuMPO	Oahu Metropolitan Planning Organization
ORTP	Oahu Regional Transportation Plan
OSR	Over the Shoulder Review
PBPP	Performance-Based Planning and Programming
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
TMA	Transportation Management Area
T6	Title VI of the Civil Rights Act of 1964
U.S.C.	United States Code

Overview

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.

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. This document can be reviewed and updated as needed to ensure compliance with current Federal and State regulations. These policies and procedures are consistent with Federal regulations under [23 CFR 450, Subpart C - Metropolitan Transportation Planning and Programming](#).

Performance-Based Planning and Programming

The Oahu Metropolitan Planning Organization (OahuMPO) in coordination with the Hawaii Department of Transportation (HDOT) and City and County of Honolulu Department of Transportation Services (DTS) uses a Performance-Based Planning and Programming (PBPP) approach to establish national transportation performance targets and track the progress toward achieving the established targets as described in the [Performance-Based Planning and Programming Implementation Policies and Procedures](#). The TIP includes projects that make progress toward achieving the performance targets and to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets, linking investment priorities to the following performance targets:

- Safety
- Pavement and Bridge Condition
- System Performance and Freight Movement
- Transit Safety and Transit Asset Management

Agency Responsibilities

Oahu Metropolitan Planning Organization (OahuMPO)

- Issues a call for projects and evaluates submitted projects using the project and program prioritization process along with technical analysis including:
 - Congestion Management Process (CMP)
 - Performance-Based Planning and Programming (PBPP)
 - Title VI and Environmental Justice (T6/EJ) analysis
- Develops the financial plan and fiscal constraint with assistance from HDOT, DTS, and the Honolulu Authority for Rapid Transportation (HART)
- Develops location maps and visualization techniques for each project
- Presents list of projects to the Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), and Policy Board
- Selects projects in consultation with HDOT, DTS, and HART
- Develops a draft TIP and presents draft TIP to HDOT, DTS, and HART
- Distributes draft TIP for public comment and Intergovernmental Review (IGR)
- Develops and presents final TIP to the CAC, TAC, and Policy Board in consultation with HDOT, DTS, and HART
- Provides final TIP to the Governor or Governor's Designee to include in the STIP
- Schedules TIP revisions and issues a call for revision requests
- Develops draft TIP revisions in consultation with HDOT, DTS, and HART
- Distributes draft TIP revisions for public review and IGR
- Presents final TIP revisions to the CAC, TAC, and Policy Board (Amendments only)
- Develops the annual listing of obligated projects
- Self-certifies itself at least once every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable Federal requirements

Hawaii Department of Transportation (HDOT)

- Proposes new projects and submits revisions for the TIP
- Schedules Over the Shoulder Review (OSR) meetings in coordination with the OahuMPO, DTS, HART, FHWA, and FTA to collect project information and provide guidance to develop the STIP/TIP revisions
- Coordinates with the OahuMPO, DTS, FHWA, and FTA to determine the schedule, budget, and fiscal constraint of the TIP
- Completes project evaluations and project programming for new, revised, and regionally significant projects
- Reviews drafts of the TIP
- Incorporates the TIP into the STIP as the Oahu element of the STIP
- Submits the STIP to the FHWA and FTA for approval

Department of Transportation Services (DTS)

- Proposes new projects and submits revisions for the TIP
- Coordinates with the OahuMPO, HDOT, HART, to determine the schedule, budget, and fiscal constraint of the TIP
- Completes project evaluation and project programming for new, revised, and regionally significant projects
- Reviews drafts of the TIP

Honolulu Authority for Rapid Transportation (HART)

- Proposes new projects and submits revisions for the TIP
- Coordinates with the OahuMPO, DTS, and FTA to determine schedule, budget, and fiscal constraint of the TIP
- Completes project evaluation and project programming for new, revised, and regionally significant projects
- Reviews drafts of the TIP

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

- The FHWA and FTA jointly determine whether the STIP meets federal requirements
- The FHWA and the FTA jointly reviews and evaluates the metropolitan transportation planning process of the OahuMPO at least once every four years to determine if the process meets all applicable Federal requirements as a designated Transportation Management Area (TMA)

Development Process

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 which is compatible with the STIP development process. The TIP expires when the FHWA/FTA approval of the STIP expires.

TIP Development Schedule

Activity	Month
Development of financial estimates	July
Call for projects	August - September
Agencies submit projects	October
Project prioritization and selection	November
Project and program scoring review	December
Development of the draft TIP	January - March
Public comment and intergovernmental review	April
Response to comments	May
Committees and Policy Board	June
TIP approval	July
STIP incorporation, and FHWA/FTA approval	September, to coincide with the new FFY
Total processing time	15 months

Development of Financial Estimates

The OahuMPO, HDOT, DTS, and HART cooperatively formulate estimates of FHWA and FTA funds that are reasonably expected to be available based on current and historical data.

Call for Projects

The OahuMPO requests projects from the agencies forty-five days prior to the submittal due date with the following information:

- Confirmation that each project will be ready to obligate by the end of the FFY which it is programmed
- A completed Project Programing Request for a new project or an existing project with scope changes
- A location map, if applicable as a GIS shapefile for a new project or an existing project with scope changes
- Project evaluations for a new project or an existing project with scope changes
- Confirmation that a current inflation rate to reflect year of expenditure dollars was applied to all was applied to project cost estimates
- For new projects grouped by function into a program (e.g., traffic signals at various locations), identify, if possible, the locations of the individual components within each project and provide a location map as a GIS shapefile
- If the Oahu Regional ITS Architecture needs to be revised in any way as a result of the project, the requestor must provide the necessary details

Project Requirements

Requirement	Description
Consistency with the ORTP	Is the project included in the ORTP, or consistent with the vision and goals?
Project Readiness	Is the project listed in the same year it is programmed to be funded?
Matching Local Funds	Does the project have the appropriate matching local funds in place?
Federal Planning Factors	<p>As part of the 3C (continuing, cooperative, and comprehensive) planning process, does the project or project phase address the following factors?</p> <ul style="list-style-type: none"> • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency • Increase the safety of the transportation system for motorized and non-motorized users • Increase the security of the transportation system for motorized and non-motorized users • Increase accessibility and mobility of people and freight • Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns • Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight • Promote efficient system management and operation • Emphasize the preservation of the existing transportation system • Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation • Enhance travel and tourism

Project Prioritization and Selection

New projects and programs are selected by a project and program prioritization process using measurable criteria based on the ORTP goals to create a scoring system as it provides a quantitative method to compare projects and programs proposed for the TIP. The total scores for each project and program are reviewed by the CAC and TAC where they can recommend the Policy Board to be included in the TIP. This process is reviewed and updated as needed to reflect current priorities.

Interactive Map

An interactive map of all projects listed in the TIP is published on the OahuMPO website. The map allows a user to see the location of the project and compare how the proposed project interacts with other plans and programs (e.g., conservation, natural resources, etc.). Projects are identified using an alphanumeric system where the first two letters define the island ("O" for Oahu) and whether it is a State ("S") or City and County of Honolulu ("C") project, followed by the project number. Projects submitted after FFY 2021 use a longer format: OC-##-# or OS-##-# with the middle two digits representing the year the project was added to the TIP (e.g., 22 represents FFY 2022) and the last two digits representing the project number.

Public Outreach

While agencies use their own public participation process or use the [OahuMPO Public Participation Plan \(PPP\)](#) to conduct public outreach for individual projects, the OahuMPO provides additional opportunities for the public to review and comment on the program of projects in the TIP with public outreach efforts guided by the OahuMPO PPP.

Draft TIP

Once the agencies have submitted their projects, public outreach has been conducted, and the CAC, TAC and Policy Board have reviewed the ranked projects, a draft TIP is developed with the following key elements:

- Development process
- Revision history
- Project listing
- Financial plan
- Fiscal constraint
- CMP
- PBPP
- T6/EJ analysis

Title VI and Environmental Justice (T6/EJ)

As part of the [OahuMPO Title VI and Environmental Justice Program Implementation Plan](#), the OahuMPO ensures the following actions:

- Works with the entities to identify transportation projects that serve areas with low income and minority populations
- Provides an opportunity for all populations to give input into project identification
- Ensures there is no significant difference in planned investments between T6/EJ areas and non-T6/EJ areas

Public Comment and Intergovernmental Review

The OahuMPO provides at least forty-five calendar days for the public to comment and review the draft TIP. Copies of the draft TIP are also provided to FHWA and FTA for informational purposes and published on the OahuMPO website. In conjunction with the public comment and review period, the draft TIP is also shared with agencies and officials that are affected by transportation to ensure compatibility with their planning activities. These agencies and officials include HDOT, DTS, HART, FHWA, FTA, Federal Land Management Agencies (FLMAs), and other governmental or non-profit organizations that receive Federal funding for non-emergency transportation services.

Committees and Policy Board

The draft TIP is reviewed by the CAC and TAC where they can recommend the Policy Board to approve the TIP. The Policy Board reviews their recommendations along with agency consultations, technical analyses, and public comments to decide whether to approve the TIP.

TIP Approval

Following endorsement by the Policy Board, the TIP is sent to the HDOT Director, the current Governor's designee for approval. The TIP is also published on the OahuMPO website.

STIP Incorporation

Upon approval by the Policy Board and the HDOT Director, the TIP is incorporated, without change, as the Oahu portion of the STIP.

FHWA and FTA Approval

The TIP is jointly approved by FHWA and FTA as part of the STIP. The decision-making is dependent on the thoroughness and completion of the statewide transportation planning process used in developing the STIP, as required by federal code and regulation.

Revisions

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
6. A minor change in design concept or design scope: 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 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 6.3. Changing the design scope to accommodate prescribed actions under NEPA. 6.4. Adding a project phase to an existing project with minor changes in cost defined in A.8	X	

Type of Change	A. Administrative Modification	B. Amendment
7. Changes to a project or project phase that is included only for illustrative purposes	X	
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	X	
9. A minor change to funding sources: 9.1. Transferring (flexing) funds between Federal agencies that is below the threshold defined in B.5.1 9.2. Changing funding sources within the same Federal agency 9.3. Changing funding sources between Federal, local, and state agencies 9.4. Adding discretionary funds (e.g., congressional earmarks)	X	
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 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	X	
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

Annual Listing of Obligated Projects

On an annual basis, no later than ninety calendar days following the end of the program year, the OahuMPO, HDOT, DTS, and HART cooperatively develops a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which FHWA and FTA funds were obligated in the preceding program year.

The listing identifies all federally funded projects authorized or revised to increase obligations in the preceding program year, the agencies responsible for carrying out the project or phase, and for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

The listing is published on the OahuMPO website, and the Policy Board is notified in the Executive Director's report.

Certifications

The OahuMPO self-certifies itself at least once every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable Federal requirements.

The FHWA and the FTA also jointly reviews and evaluates the metropolitan transportation planning process of the OahuMPO at least once every four years to determine if the process meets all applicable Federal requirements as a designated TMA.

Appendix: Definitions

Administrative Modification means 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.

Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program.

Amendment means 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.

Congestion management process means a systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of travel demand reduction and operational management strategies.

Consideration means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the “consultation” performed by the States and the Metropolitan Planning Organizations (MPOs) in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources (see section 450.216(j) and sections 450.324(g)(1) and (g)(2)).

Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

Design concept means the type of facility identified for a transportation improvement project (e.g., freeway, expressway, arterial highway, grade-separated highway, toll road, reserved right-of-way rail transit, mixed-traffic rail transit, or busway).

Design scope means the aspects that will affect the proposed facility's impact on the region, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be constructed or added, length of project, signalization, safety features, access control including approximate number and location of interchanges, or preferential treatment for high-occupancy vehicles).

Financial plan means documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

Financially constrained or Fiscal constraint means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year.

Illustrative project means an additional transportation project that may be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available.

Long-range statewide transportation plan means the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.

Metropolitan Planning Organization (MPO) means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Metropolitan transportation plan means the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process.

Obligated projects mean strategies and projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the State or designated recipient authorized and committed the supporting Federal funds in preceding or current program years and authorized by the FHWA or awarded as a grant by the FTA.

Project phase refers to typical phases for project development which are Planning (planning studies, NEPA approval), Design (PE1, preliminary engineering, PE2, final design), Right of Way (ROW), Construction (CON), and Inspection (INSP), or Program Phases such as Phase 1, Phase 2, Phase 3, etc.

Project selection means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first 4 years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.

Regional ITS architecture means a regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part §93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Revision means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "Amendment" while a minor revision is an "Administrative Modification."

Statewide Transportation Improvement Program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Transportation improvement program (TIP) means a prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.

Unified Planning Work Program (UPWP) means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Visualization techniques means methods used by States and MPOs in the development of transportation plans and programs with the public, elected and appointed officials, and other stakeholders in a clear and easily accessible format such as GIS- or web-based surveys, inventories, maps, pictures, and/or displays identifying features such as roadway rights of way, transit, intermodal, and non-motorized transportation facilities, historic and cultural resources, natural resources, and environmentally sensitive areas, to promote improved understanding of existing or proposed transportation plans and programs.

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2022 – 2025

Revision 17
Amendment

December 2023



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.

Table of Contents

ABBREVIATIONS.....	3
INTRODUCTION	6
REVISION PROCESS.....	8
REVISION HISTORY	14
REVISIONS	15
FINANCIAL PLAN	17
PROJECTS	23
APPENDICIES.....	34

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
Discretionary	Congressional Discretionary Spending

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., in response to natural and other disasters, situations where federal funds are at risk or become available) using an Out-of-Cycle Revision Schedule with processing time subject to the type of change described below. Either schedule is compatible with the STIP revision process.

A minor change is an Administrative Modification while a major change is 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. 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

Type of Change	A. Administrative Modification	B. Amendment
5. A major change in funding sources: 5.1. Transferring (flexing) funds between Federal agencies that is greater than \$10 million		X
6. A minor change in design concept or design scope: 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 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 6.3. Changing the design scope to accommodate prescribed actions under NEPA. 6.4. Adding a project phase to an existing project with minor changes in cost defined in A.8	X	
7. Changes to a project or project phase that is included only for illustrative purposes	X	
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	X	

Type of Change	A. Administrative Modification	B. Amendment
<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	
<p>10. A minor change to the start or end date of a project or project phase:</p> <p>10.1. Advancing a project from the programmed year</p> <p>10.2. Deferring a project to a later year within the first four years of the TIP</p> <p>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</p>	X	
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 TIP FFYs 2022-2025 was approved by the Policy Board in July 2021 and has been revised 16 times through December 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
13	Administrative Modification	April 2023	2	0	0	2
14	Administrative Modification	May 2023	31	0	0	31
15	Amendment	May 2023	4	3	6	13
16	Administrative Modification	December 2023	34	0	0	34
Total			187	5	26	218

REVISIONS

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

FHWA Funded Projects: Hawaii Department of Transportation

Project #	Project Name	Revision Details
OS1	Bridge and Pavement Improvement Program, Oahu	H1 Airport Viaduct Rehab - Request to extend \$1M for AC in FFY 2023 and FFY 2024 (A.11).
OS1	Bridge and Pavement Improvement Program, Oahu	Request to add 2 new projects: Kamehameha Highway Resurfacing, Laiewai Bridge to Waipuhi Bridge Project and the Interstate Rte H-1 Improvements, Vic of Pearl City Viaduct to Waimalu Viaduct Project using obligated SMP funds for ADVCON and CON (B.4.6).
OS1	Bridge and Pavement Improvement Program, Oahu	Request to add the Asphalt Pavement Preservation, Resurfacing and Reconstruction at Various Locations Program using old obligated SMP funds for ADVCON (A.11).
OS-21-43	Kamehameha Highway (Route 99) Seismic Retrofit, Pearl Harbor Interchange, Structure #2	Request to remove this project since it is no longer needed due to the updated seismic retrofit assessment (B.1).
OS-21-44	Pali Highway Rockfall Mitigation, Vicinity of MP 6.10 to MP 6.55	Request to remove this project as it will be combined with project OS-21-45 (B.1).
OS-23-71	Interstate Route H-1, McCully Street Separation Bridge Repair and Painting, Phase 1	Request to add the Interstate Route H-1, McCully Street Separation Bridge Repair and Painting, Phase 1 project to the TIP FFYs 2022-2025 at an estimated total project cost of \$12,100,000 using HIP-BFP funds (B.1).
OS-23-72	Interstate Route H-3, Safety Improvements, Harano Tunnel North Portal to Kionaole Road Overpass	Request to add the Interstate Route H-3, Safety Improvements, Harano Tunnel North Portal to Kionaole Road Overpass project to the TIP FFYs 2022-2025 at an estimated total project cost of \$3,500,000 using HSIP funds (B.1).
OS-23-73	Kamehameha Highway (Route 83) Intersection Improvements at Waihee Road	Request to add the Kamehameha Highway (Route 83) Intersection Improvements at Waihee Road project to the TIP FFYs 2022-2025 at an estimated total project cost of \$9,400,000 using HSIP funds (B.1).
OS-23-74	Moanalua Freeway (Route 78), Aiea Interchange No. 2 Repair and Painting	Request to add the Moanalua Freeway (Route 78), Aiea Interchange No. 2 Repair and Painting project to the TIP FFYs 2022-2025 at an estimated total project cost of \$12,000,000 using HIP-BFP funds (B.1).
OS-23-75	Sand Island Access Road (Route 64), Honolulu Bascule Bridge Repair and Painting	Request to add the Sand Island Access Road (Route 64), Honolulu Bascule Bridge Repair and Painting project to the TIP FFYs 2022-2025 at an estimated total project cost of \$33,300,000 using HIP-BFP funds (B.1).

FINANCIAL PLAN

A financial plan is required to be financially constrained by each program year and include sufficient financial information for demonstrating that projects can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. Revenue and cost estimates use a current inflation rate to reflect year of expenditure dollars developed cooperatively by the OahuMPO, HDOT, DTS, and HART.

The tables below show the revenue by funding source and expenditures by project phases for all projects in TIP FFYs 2022-2025 As of Revision 17 for each program year, including the total for FFYs 2022-2025.

Revenue: FFY 2022 (x1000)			
Funding Category	Total	Federal	Local
\$5307/\$5340	\$62,935	\$50,348	\$12,587
\$5309	\$70,000	\$70,000	\$0
\$5310	\$1,331	\$1,088	\$243
\$5329	\$672	\$537	\$135
\$5337	\$1,763	\$1,410	\$353
\$5339	\$4,325	\$3,460	\$865
Bridge OS	\$1,780	\$1,200	\$580
Discretionary	\$0	\$0	\$0
Earmark	\$0	\$0	\$0
FHWA Grant	\$0	\$0	\$0
HIP-BFP	\$0	\$0	\$0
HIP-CPF/CDS	\$0	\$0	\$0
HSIP	\$15,950	\$17,707	-\$1,757
Local	\$22,520	\$0	\$22,520
NHPP	\$86,150	\$140,032	-\$53,882
RHCP	\$0	\$0	\$0
STBG	\$81,743	\$14,760	\$66,983
STP Enhance	\$0	\$3,457	-\$3,457
TA	\$0	\$0	\$0
TOTAL	\$349,169	\$303,999	\$45,170

Expenditures: FFY 2022 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$70,000	\$70,000	\$0
PLN	\$0	\$0	\$0
PE1	\$2,750	\$1,080	\$1,670
PE2	\$736	\$501	\$235
PE1/PE2	\$0	\$0	\$0
PE2/CON	\$0	\$0	\$0
DES	\$2,145	\$1,492	\$653
ROW	\$10	\$0	\$10
ADVCON	\$0	\$114,646	-\$114,646
CON	\$193,466	\$51,785	\$141,681
EQP	\$69,568	\$55,654	\$13,914
OPR	\$5,809	\$5,096	\$713
INSP	\$4,685	\$3,745	\$940
TOTAL	\$349,169	\$303,999	\$45,170

Revenue: FFY 2023 (x1000)			
Funding Category	Total	Federal	Local
\$5307/\$5340	\$79,959	\$57,197	\$22,762
\$5309	\$0	\$0	\$0
\$5310	\$1,363	\$1,090	\$273
\$5329	\$1,144	\$915	\$229
\$5337	\$1,884	\$1,513	\$371
\$5339	\$12,544	\$9,081	\$3,463
Bridge OS	\$3,640	\$2,400	\$1,240
Discretionary	\$63,750	\$63,750	\$0
Earmark	\$0	\$4,400	-\$4,400
FHWA Grant	\$0	\$0	\$0
HIP-BFP	\$1,250	\$1,000	\$250
HIP-CPF/CDS	\$250	\$200	\$50
HSIP	\$2,035	\$1,630	\$405
Local	\$22,230	\$0	\$22,230
NHPP	\$179,642	\$65,448	\$114,194
RHCP	\$2,300	\$2,070	\$230
STBG	\$100,303	\$81,362	\$18,941
STP Enhance	\$0	\$0	\$0
TA	\$110	\$88	\$22
TOTAL	\$472,404	\$292,144	\$180,260

Expenditures: FFY 2023 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$101,250	\$93,750	\$7,500
PLN	\$110	\$88	\$22
PE1	\$8,997	\$5,118	\$3,879
PE2	\$1,345	\$30	\$1,315
PE1/PE2	\$4,500	\$3,600	\$900
PE2/CON	\$0	\$0	\$0
DES	\$3,640	\$2,400	\$1,240
ROW	\$1,765	\$588	\$1,177
ADVCON	\$0	\$45,400	-\$45,400
CON	\$298,298	\$98,539	\$199,759
EQP	\$44,751	\$35,991	\$8,760
OPR	\$6,257	\$5,455	\$802
INSP	\$1,491	\$1,185	\$306
TOTAL	\$472,404	\$292,144	\$180,260

Revenue: FFY 2024 (x1000)			
Funding Category	Total	Federal	Local
§5307/§5340	\$208,987	\$153,051	\$55,936
§5309	\$495,000	\$375,000	\$120,000
§5310	\$3,290	\$2,632	\$658
§5329	\$595	\$475	\$120
§5337	\$3,624	\$2,899	\$725
§5339	\$76,771	\$63,986	\$12,785
Bridge OS	\$2,913	\$1,952	\$961
Discretionary	\$0	\$0	\$0
Earmark	\$0	\$0	\$0
FHWA Grant	\$0	\$0	\$0
HIP-BFP	\$19,500	\$3,600	\$15,900
HIP-CPF/CDS	\$23,469	\$20,775	\$2,694
HSIP	\$1,795	\$2,655	-\$860
Local	\$21,000	\$0	\$21,000
NHPP	\$162,990	\$94,105	\$68,885
RHCP	\$0	\$0	\$0
STBG	\$76,003	\$43,908	\$32,095
STP Enhance	\$0	\$0	\$0
TA	\$20,497	\$16,397	\$4,100
TOTAL	\$1,116,434	\$781,435	\$334,999

Expenditures: FFY 2024 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$525,000	\$400,000	\$125,000
PLN	\$0	\$0	\$0
PE1	\$25,185	\$19,382	\$5,803
PE2	\$17,041	\$12,192	\$4,849
PE1/PE2	\$1,500	\$200	\$1,300
PE2/CON	\$16,601	\$3,281	\$13,320
DES	\$3,652	\$2,206	\$1,446
ROW	\$2,693	\$1,354	\$1,339
ADVCON	\$0	\$57,517	-\$57,517
CON	\$351,441	\$143,287	\$208,154
EQP	\$131,535	\$110,863	\$20,672
OPR	\$33,073	\$26,907	\$6,166
INSP	\$8,713	\$4,246	\$4,467
TOTAL	\$1,116,434	\$781,435	\$334,999

Revenue: FFY 2025 (x1000)			
Funding Category	Total	Federal	Local
§5307/§5340	\$148,566	\$110,327	\$38,239
§5309	\$165,000	\$125,000	\$40,000
§5310	\$2,110	\$1,688	\$422
§5329	\$625	\$500	\$125
§5337	\$1,866	\$1,493	\$373
§5339	\$29,362	\$23,708	\$5,654
Bridge OS	\$2,880	\$1,930	\$950
Discretionary	\$0	\$0	\$0
Earmark	\$0	\$0	\$0
FHWA Grant	\$43,872	\$35,098	\$8,774
HIP-BFP	\$6,970	\$8,576	-\$1,606
HIP-CPF/CDS	\$4,350	\$3,480	\$870
HSIP	\$2,000	\$1,600	\$400
Local	\$28,801	\$0	\$28,801
NHPP	\$64,499	\$102,123	-\$37,624
RHCP	\$0	\$0	\$0
STBG	\$64,761	\$57,408	\$7,353
STP Enhance	\$0	\$0	\$0
TA	\$2,345	\$1,876	\$469
TOTAL	\$568,007	\$474,807	\$93,200

Expenditures: FFY 2025 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$195,000	\$150,000	\$45,000
PLN	\$1	\$0	\$1
PE1	\$29,270	\$22,337	\$6,933
PE2	\$21,652	\$9,187	\$12,465
PE1/PE2	\$5,000	\$3,000	\$2,000
PE2/CON	\$0	\$0	\$0
DES	\$3,336	\$2,295	\$1,041
ROW	\$1,954	\$1,162	\$792
ADVCON	\$0	\$88,860	-\$88,860
CON	\$160,898	\$77,547	\$83,351
EQP	\$111,262	\$88,907	\$22,355
OPR	\$33,141	\$26,962	\$6,179
INSP	\$6,493	\$4,550	\$1,943
TOTAL	\$568,007	\$474,807	\$93,200

Revenue: FFY 2022-2025 (x1000)			
Funding Category	Total	Federal	Local
\$5307/\$5340	\$500,447	\$370,923	\$129,524
\$5309	\$730,000	\$570,000	\$160,000
\$5310	\$8,094	\$6,498	\$1,596
\$5329	\$3,036	\$2,427	\$609
\$5337	\$9,137	\$7,315	\$1,822
\$5339	\$123,002	\$100,235	\$22,767
Bridge OS	\$11,213	\$7,482	\$3,731
Discretionary	\$63,750	\$63,750	\$0
Earmark	\$0	\$4,400	-\$4,400
FHWA Grant	\$43,872	\$35,098	\$8,774
HIP-BFP	\$27,720	\$13,176	\$14,544
HIP-CPF/CDS	\$28,069	\$24,455	\$3,614
HSIP	\$21,780	\$23,592	-\$1,812
Local	\$94,551	\$0	\$94,551
NHPP	\$493,281	\$401,708	\$91,573
RHCP	\$2,300	\$2,070	\$230
STBG	\$322,810	\$197,438	\$125,372
STP Enhance	\$0	\$3,457	-\$3,457
TA	\$22,952	\$18,361	\$4,591
TOTAL	\$2,506,014	\$1,852,385	\$653,629

Expenditures: FFY 2022-2025 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$891,250	\$713,750	\$177,500
PLN	\$111	\$88	\$23
PE1	\$66,202	\$47,917	\$18,285
PE2	\$40,774	\$21,910	\$18,864
PE1/PE2	\$11,000	\$6,800	\$4,200
PE2/CON	\$16,601	\$3,281	\$13,320
DES	\$12,773	\$8,393	\$4,380
ROW	\$6,422	\$3,104	\$3,318
ADVCON	\$0	\$306,423	-\$306,423
CON	\$1,004,103	\$371,158	\$632,945
EQP	\$357,116	\$291,415	\$65,701
OPR	\$78,280	\$64,420	\$13,860
INSP	\$21,382	\$13,726	\$7,656
TOTAL	\$2,506,014	\$1,852,385	\$653,629

PROJECTS

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

FHWA Funded Projects: Hawaii Department of Transportation



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

Project Description:

System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation.

Mile Post/s: Not applicable

Complete Streets (CS):

Project will implement: No information available.

Existing Feature/s: No information available.

ORTP Project #: OS1

Neighborhood(s): Various Locations

Estimated Total Project Cost: \$126,000,000

Total Project Cost Notes:

(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

													FOR INFORMATION ONLY						Funding Category
Phase	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			
	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)	
CON	21,000	0	21,000	21,000	0	21,000	21,000	0	21,000	21,000	0	21,000	21,000	0	21,000	21,000	0	21,000	Local
Interstate H-1 Airport Viaduct Rehab																			
ADVCON	0	1,187	-1,187	0	1,000	-1,000	0	1,000	-1,000	0	0	0	0	0	0	0	0	0	NHPP
Asphalt Pavement Preservation, Resurfacing and Reconstruction at Various Locations																			
ADVCON	0	17,000	-17,000	0	8,000	-8,000	0	2,500	-2,500	0	2,500	-2,500	0	2,500	-2,500	0	7,500	-7,500	NHPP
Interstate H-1 Rehabilitation, Salt Lake Blvd to Airport Viaduct																			
ADVCON	0	0	0	0	4,400	-4,400	0	0	0	0	0	0	0	0	0	0	0	0	Earmark
ADVCON	0	5,999	-5,999	0	0	0	0	2,600	-2,600	0	4,000	-4,000	0	4,000	-4,000	0	0	0	NHPP
Interstate H-1 Resurfacing, Miller Ped Overpass to Kapiolani Interchange																			
ADVCON	0	7,363	-7,363	0	4,000	-4,000	0	4,000	-4,000	0	4,000	-4,000	0	4,000	-4,000	0	4,000	-4,000	NHPP
Interstate Rte H-1 Improvements, Vic of Pearl City Viaduct to Waimalu Viaduct																			
CON	0	0	0	50,000	15,000	35,000	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	5,000	-5,000	0	5,000	-5,000	0	10,000	-10,000	0	10,000	-10,000	NHPP
Kamehameha Highway Resurfacing, Laiewai Bridge to Waipuhi Bridge																			
CON	0	0	0	12,000	1,000	11,000	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

OS1 Bridge and Pavement Improvement Program, Oahu

													FOR INFORMATION ONLY						Funding Category
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	
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)	
Kamehameha Highway Resurfacing, Laiewai Bridge to Waipuhi Bridge																			
ADVCON	0	0	0	0	0	0	0	2,000	-2,000	0	2,000	-2,000	0	2,000	-2,000	0	2,600	-2,600	NHPP
Kamehameha Hwy Rehabilitation, Vicinity of Kapuhi St to Dairy Rd, MP 5.94 to MP 9.72																			
ADVCON	0	7,326	-7,326	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Kamehameha Hwy, Kamananui Rd and Wilikina Dr Rehabilitation																			
ADVCON	0	11,000	-11,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Nimitz Hwy and Ala Moana Blvd Resurfacing, Sand Island Access Rd to Piikoi St																			
ADVCON	0	5,169	-5,169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Total	21,000	55,044	-34,044	83,000	33,400	49,600	21,000	17,100	3,900	21,000	17,500	3,500	21,000	22,500	-1,500	21,000	24,100	-3,100	

OS-21-43 Kamehameha Highway (Route 99) Seismic Retrofit, Pearl Harbor Interchange, Structure #2



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:

Retrofit interchange structures to meet current seismic standards. All bridges identified to be potentially vulnerable to earthquake damage/collapse need to be analyzed and designed for retrofitting strategies to prevent their collapse during a credible earthquake. The type and scope of the retrofit work can only be determine through the analysis.

Mile Post/s: MP 23.2 to 23.4

Complete Streets (CS):

Project will implement: No information available.

Existing Feature/s: No information available.

ORTP Project #: O-21-43

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

Estimated Total Project Cost: \$0

Total Project Cost Notes:

(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

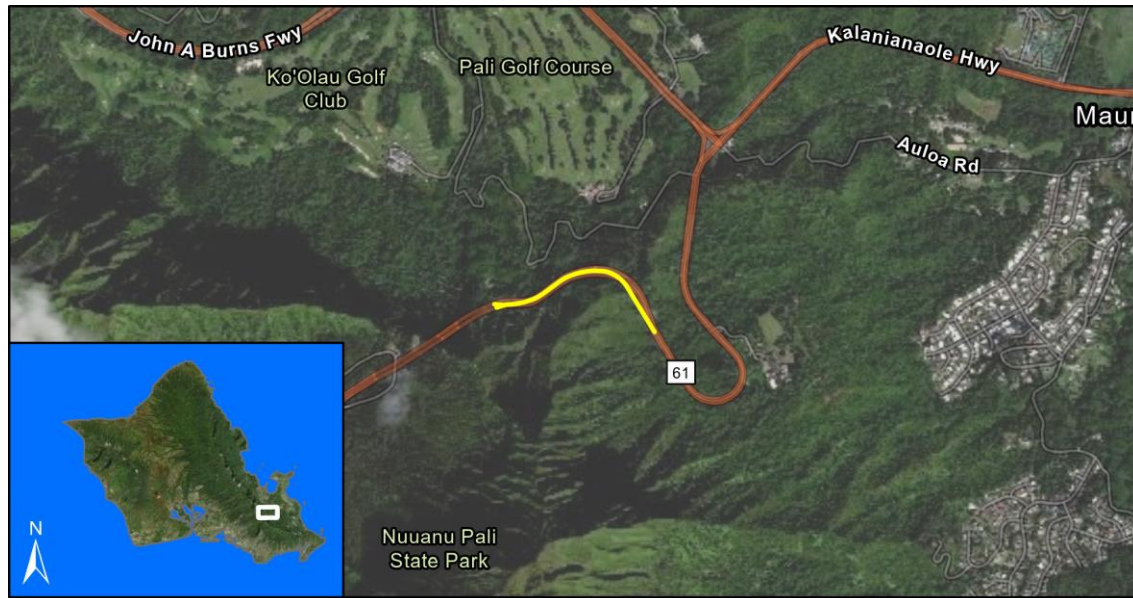
Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

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)	
PE1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

OS-21-44 Pali Highway Rockfall Mitigation, Vicinity of MP 6.10 to MP 6.55



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:

Mitigate past rockfall events and prevent future damage to the roadway infrastructure.

Mile Post/s: MP 6.10 to 6.55

Complete Streets (CS):

Project will implement: Not applicable.

Existing Feature/s: Not applicable.

ORTP Project #: O-21-44

Neighborhood(s): Kaneohe, Kailua

Estimated Total Project Cost: \$0

Total Project Cost Notes:

(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

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)	
PE1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

OS-23-71 Interstate Route H-1, McCully Street Separation Bridge Repair and Painting, Phase 1



Earthstar Geographics, Esri Community Maps Contributors, City and County of Honolulu, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, US Census Bureau, USDA, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, Resource Mapping Hawaii

Project Description:

The removal of rust and failed protective coating on steel girders, roller bearings, fixed bearings, and bridge railings. Repainting steel girders, roller bearings, fixed bearings, and bridge railings. Repair adhesion loss of transverse joints and punctured/missing sealant joints. Repair of debris impactation at joints. Replacement of corroded washers on the bridge railing.

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-14

Neighborhood(s): McCully-Moiliili

Estimated Total Project Cost: \$12,100,000

Total Project Cost Notes:

(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

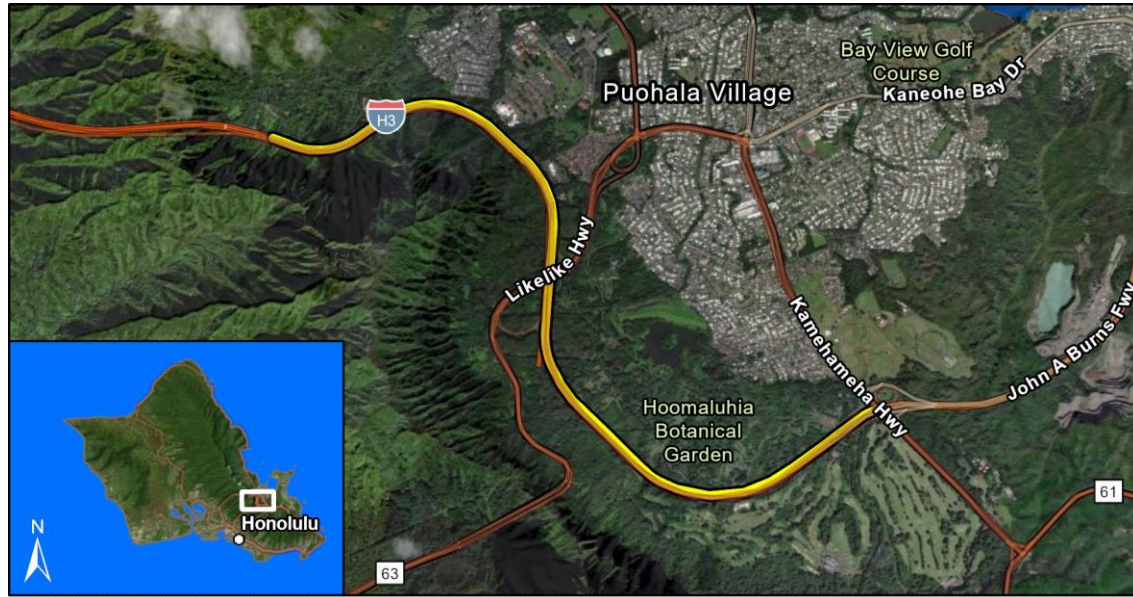
Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

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)	
PE1	0	0	0	0	0	0	0	0	0	1,000	800	200	0	0	0	0	0	0	HIP-BFP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800	640	160	HIP-BFP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	120	96	24	0	0	0	HIP-BFP
Total	0	0	0	0	0	0	0	0	0	1,000	800	200	120	96	24	800	640	160	

OS-23-72 Interstate Route H-3, Safety Improvements, Harano Tunnel North Portal to Kionaole Road Overpass



Resource Mapping Hawaii, Maxar, Earthstar Geographics, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, USDA

Project Description:

Scope includes, but is not limited to: installation of median milled rumble strips, shoulder milled rumble strips, pavement markings, and signing.

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-15

Neighborhood(s): Kaneohe

Estimated Total Project Cost: \$3,500,000

Total Project Cost Notes:

(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

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)	
PE1	0	0	0	0	0	0	250	225	25	0	0	0	0	0	0	0	0	0	HSIP
PE2	0	0	0	0	0	0	150	135	15	0	0	0	0	0	0	0	0	0	HSIP
Total	0	0	0	0	0	0	400	360	40	0	0	0	0	0	0	0	0	0	

OS-23-73 Kamehameha Highway (Route 83) Intersection Improvements at Waihee Road



Resource Mapping Hawaii, Maxar, Esri Community Maps Contributors, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, US Census Bureau, USDA, Earthstar Geographics, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

Project Description:

Scope includes, but is not limited to: Roadway widening; Relocation of existing utilities, bus stops; Installation of curbs and ramps; Installation of guardrails and end treatments; Installation of pavement markings and signing.

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-1

Neighborhood(s): Kahaluu

Estimated Total Project Cost: \$9,400,000

Total Project Cost Notes:

(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

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)	
CON	0	0	0	0	0	0	0	0	0	7,000	600	6,400	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	-5,000	0	0	0	NHPP
Total	0	0	0	0	0	0	0	0	0	7,000	600	6,400	0	5,000	-5,000	0	0	0	

OS-23-74 Moanalua Freeway (Route 78), Aiea Interchange No. 2 Repair and Painting



Resource Mapping Hawaii, Maxar, Earthstar Geographics, Esri Community Maps Contributors, City and County of Honolulu, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, US Census Bureau, USDA, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

Project Description:

Rehabilitate or repair steel Superstructures; Paint steel Superstructures and Bearings; Perform general Preventative Maintenance (clean bridges and remove vegetation growth).

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-13

Neighborhood(s): Aiea

Estimated Total Project Cost: \$12,000,000

Total Project Cost Notes:

(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

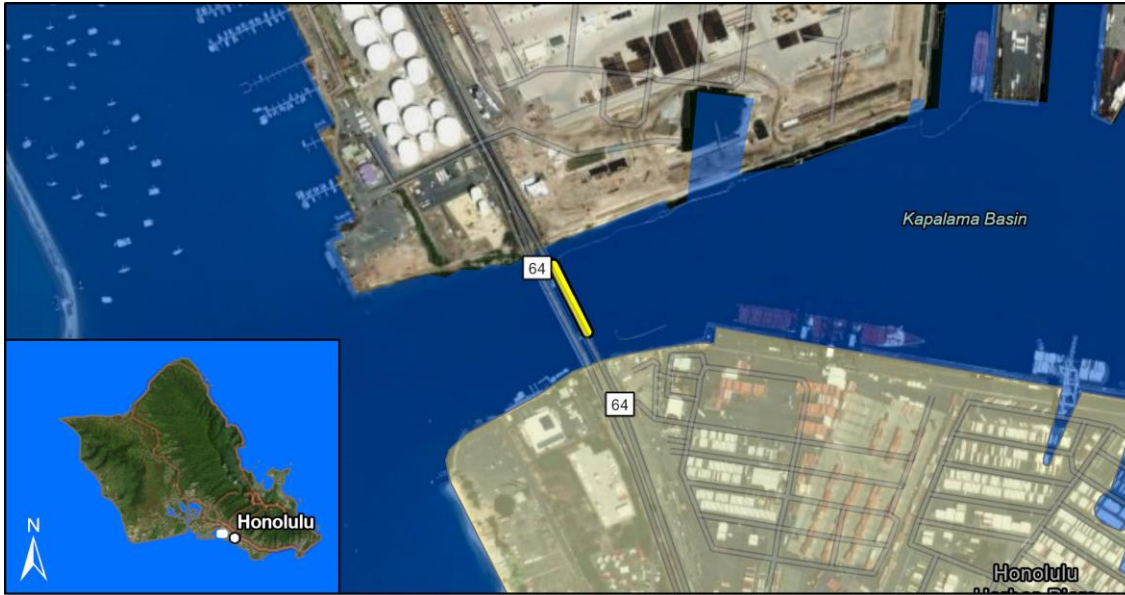
Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

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)	
PE1	0	0	0	0	0	0	0	0	0	1,000	800	200	0	0	0	0	0	0	HIP-BFP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800	640	160	HIP-BFP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	120	96	24	0	0	0	HIP-BFP
Total	0	0	0	0	0	0	0	0	0	1,000	800	200	120	96	24	800	640	160	

OS-23-75 Sand Island Access Road (Route 64), Honolulu Bascule Bridge Repair and Painting



Resource Mapping Hawaii, Maxar, Esri Community Maps Contributors, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, US Census Bureau, USDA, Earthstar Geographics, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

Project Description:

Rehabilitate or repair steel Superstructures and braces; Paint steel Superstructures, Perform general Preventative Maintenance (clean bridge and provide measures to prevent growth of cracks).

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-13

Neighborhood(s): Kalihi-Palama

Estimated Total Project Cost: \$33,300,000

Total Project Cost Notes:

(May include project costs outside of the 4-year TIP and 2 informational years.)

Project Sponsor: State of Hawaii (FHWA Funded)

Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

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)	
PE1	0	0	0	0	0	0	0	0	0	2,000	1,600	400	0	0	0	0	0	0	HIP-BFP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000	800	200	HIP-BFP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	120	96	24	0	0	0	HIP-BFP
Total	0	0	0	0	0	0	0	0	0	2,000	1,600	400	120	96	24	1,000	800	200	

APPENDICIES

Appendix B: Scoring of New Projects and Programs

New projects and programs are scored according to the prioritization process described in [Appendix A](#).

The table below shows the scoring for each new project and program. Highlighted in yellow are the projects listed in this revision.

Rank	Project #	Project Name	Agency	Estimated Total Project Cost	Total Score	TIP
1	OC-22-60	Capital Infrastructure Program	DTS	\$156,250,000	64	TIP FFYs 2022-2025 Rev 11
2	OS-21-51	Moanalua Freeway, (Interstate Route H-201) Seismic Retrofit, Puuloa Interchange (Five Structures)	HDOT	\$15,000,000	58	TIP FFYs 2022-2025
2	OS-21-52	Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	HDOT	\$11,300,000	58	TIP FFYs 2022-2025
5	OC-22-62	Kakaako Special District Roadway Improvement	DTS	\$40,000,000	56	TIP FFYs 2022-2025 Rev 11
6	OC-22-63	Safe Streets and Roads for All (SS4A)	DTS	\$101,000,000	54	TIP FFYs 2022-2025 Rev 11
7	OC-22-69	Multimodal Transit Fare Collection System	DTS	\$10,344,000	48	TIP FFYs 2022-2025 Rev 11
9	OC-22-66	Intermodal Connectivity - TA Set-Aside (State)	DTS	\$43,250,000	47	TIP FFYs 2022-2025 Rev 11
9	OC-22-67	Intermodal Connectivity Improvements	DTS	\$132,000,000	47	TIP FFYs 2022-2025 Rev 11
11	OC-22-65	Bridge Program	DDC	\$20,000,000	46	TIP FFYs 2022-2025 Rev 11
12	OC-21-54	Kalaeloa Boulevard Railroad Improvements	DTS	\$1,480,000	45	TIP FFYs 2022-2025
12	OS-22-64	Whitmore Ave (RTE 7012) Sidewalk Improvements, Phase 2, Ihiihi Ave to Whitmore Community Center, MP 0.72 to MP 1.04	HDOT	\$3,100,000	45	TIP FFYs 2022-2025 Rev 6

Rank	Project #	Project Name	Agency	Estimated Total Project Cost	Total Score	TIP
14	OS-23-68	Kamehameha Highway (Route 80), Bridge Rehabilitation, NF Kaukonahua (Karsten Thot) Bridge	HDOT	\$30,912,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-65	Farrington Highway (Route 93), Bridge Rehabilitation, Mailiili Stream Bridge	HDOT	\$14,220,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-66	Interstate Route H-2, Panakauahi 3-144 and 4-144 Culvert Rehabilitation	HDOT	\$17,000,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-67	Interstate Route H-3, Luluku Culvert Repair, Vicinity of Interstate Route H-3 (MP 8.67) and Likelike Hwy	HDOT	\$6,000,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-69	Kamehameha Hwy (Route 83), Rehabilitation, Waimea Stream Bridge	HDOT	\$5,664,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-70	Likelike Highway (Rte 63), Tunnel Rehabilitation, Wilson Tunnels	HDOT	\$54,000,000	44	TIP FFYs 2022-2025 Rev 15
20	OC-22-68	Electrification of Transportation Infrastructure	DDC	\$92,312,000	43	TIP FFYs 2022-2025 Rev 11
21	OC-22-61	Honolulu Transportation Demand Management (TDM) Plan	DTS	\$5,000,000	41	TIP FFYs 2022-2025 Rev 11
22	OS-21-45	Pali Highway, Rockfall Mitigation, Vicinity of MP 5.9 to MP 6.55	HDOT	\$18,000,000	40	TIP FFYs 2022-2025
24	OS-21-57	Fort Barrette Road Railroad Crossing Improvements	HDOT	\$2,750,000	36	TIP FFYs 2022-2025
24	OS-22-61	Farrington Highway (Route 93) Bridge Rehabilitation, Ulehawa Stream Bridge	HDOT	\$25,720,000	36	TIP FFYs 2022-2025 Rev 6
24	OS-23-72	Interstate Route H-3, Safety Improvements, Harano Tunnel North Portal to Kionaole Road Overpass	HDOT	\$3,500,000	36	TIP FFYs 2022-2025 Rev 17
24	OS-23-74	Moanalua Freeway (Route 78), Aiea Interchange No. 2 Repair and Painting	HDOT	\$12,000,000	36	TIP FFYs 2022-2025 Rev 17
24	OS-23-75	Sand Island Access Road (Route 64), Honolulu Bascule Bridge Repair and Painting	HDOT	\$33,300,000	36	TIP FFYs 2022-2025 Rev 17
29	OC-21-55	Oahu Traffic Signal Controller Modernization	DTS	\$16,251,000	33	TIP FFYs 2022-2025
30	OS-23-71	Interstate Route H-1, McCully Street Separation Bridge Repair and Painting, Phase 1	HDOT	\$12,100,000	32	TIP FFYs 2022-2025 Rev 17
31	OC-22-64	Oahu Electric Vehicle Chargers	OCCSR	\$1,825,000	31	TIP FFYs 2022-2025 Rev 11

Rank	Project #	Project Name	Agency	Estimated Total Project Cost	Total Score	TIP
31	OS-23-73	Kamehameha Highway (Route 83) Intersection Improvements at Waihee Road	HDOT	\$9,400,000	31	TIP FFYs 2022-2025 Rev 17
33	OS-21-47	Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue	HDOT	\$40,000,000	30	TIP FFYs 2022-2025
34	OS-22-59	Interstate Route H-3, Unit 7C	HDOT	\$4,400,000	14	TIP FFYs 2022-2025 Rev 3
38	OS-21-46	Interstate Route H-1, Kunia Interchange Improvements	HDOT	\$160,000,000	7	TIP FFYs 2022-2025

Appendix C: Title VI and Environmental Justice (T6/EJ) Analysis

The Title VI and Environmental Justice analysis assesses the impact of projects in communities of color and/or communities with low incomes in terms of the planned investments in these areas. All projects with specific locations were mapped and analyzed based on the estimated total project expenditures and per capita expenditures to ensure there is no significant difference in investments between T6/EJ areas and non-T6/EJ areas.

The table below shows that 32% of the planned investments are in T6/EJ areas and on a per capita basis, these areas will receive -\$2,196 less per person compared to non-T6/EJ areas. This difference can be attributed to the updated T6/EJ areas based on the 2020 Census as previous analyses were based on the 2010 Census.

T6/EJ Financial Summary*	T6/EJ Block Groups	Non-T6/EJ Block Groups	Diff. vs. Non-T6/EJ
Est. Total Project Expenditures	\$3,558,424,285	\$7,524,677,715	-\$3,966,253,430
% Est. Total Project Expenditures	32%	68%	-36%
# of Block Groups	203	189	14
Per Block Group Expenditures	\$17,529,184	\$39,813,110	-\$22,283,926
Total Population (2020)	390,837	665,869	-275,032
Per Capita Expenditures	\$9,105	\$11,301	-\$2,196

* For the OC16 Honolulu Rail Transit Project, TOD boundaries were used as the specific geography

TIP FFYs 2022-2025 As of Revision 17

Title VI/Environmental Justice (T6/EJ) Areas

