

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2025–2028

Revision 1: Administrative Modification

Completed: November 22, 2024



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ABBREVIATIONS

Acronyms

| | |
|---------|---|
| ADA | Americans with Disabilities Act |
| CAC | Citizen Advisory Committee |
| CFR | Code of Federal Regulations |
| CMP | Congestion Management Process |
| DDC | City and County of Honolulu Department of Design and Construction |
| DTS | City and County of Honolulu Department of Transportation Services |
| EJ | Environmental Justice |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FFY | Federal Fiscal Year (October 1- September 30) |
| HART | Honolulu Authority for Rapid Transportation |
| HDOT | Hawaii Department of Transportation |
| HSIP | Highway Safety Improvement Program |
| IGR | Intergovernmental Review |
| OahuMPO | Oahu Metropolitan Planning Organization |
| OCCSR | City and County of Honolulu Office of Climate Change, Sustainability and Resiliency |
| ORTP | Oahu Regional Transportation Plan |
| STIP | Statewide Transportation Improvement Program |
| TAC | Technical Advisory Committee |
| TAM | Transit Asset Management |
| TAX | Transit Accommodation Tax |
| TIP | Transportation Improvement Program |
| T6 | Title VI of the Civil Rights Act of 1964 |
| U.S.C. | United States Code |
| VMT | Vehicle Miles Traveled |
| VRM | Vehicle Revenue Miles |

Funding

Federal Highway Administration (FHWA)

| | |
|----------------|---|
| BFP | Bridge Formula Program |
| BFP Off-System | Bridge Formula Program Off-System |
| CPF | Community Project Funding |
| CRP>200K | Carbon Reduction Program >200K |
| HSIP | Highway Safety Improvement Program |
| NHPP | National Highway Performance Program |
| STBG>200K | Surface Transportation Block Grant Program >200K |
| TA FLEX | Transportation Alternatives – Flex |
| TA >200K | Transportation Alternatives >200K |
| RAISE | Rebuilding American Infrastructure with Sustainability and Equity Grant Program |
| SS4A | Safe Streets and Roads for All Grant Program |
| RCP | Reconnecting Communities Pilot Grant Program |

Federal Transit Administration (FTA)

| | |
|------------|--|
| §5307/5340 | Urbanized Area Formula Grants Program |
| §5309 | Capital Investment Grants Program (New Starts) |
| §5310 | Enhanced Mobility of Seniors & Individuals with Disabilities Program |
| §5329 | State Safety Oversight Program |
| §5337 | State of Good Repair Program |
| §5339 | Bus and Bus Facilities Program |
| §5339 (c) | Low or No Emission Grant Program |

Local

| | |
|------------|---|
| Local-HDOT | Local Funds - Honolulu Department of Transportation |
| Local-City | Local Funds - City and County of Honolulu |
| Local-HART | Local Funds - Honolulu Authority for Rapid Transportation |

Project Phases

| | |
|-------------|--|
| H RTP | Honolulu Rail Transit Project |
| PLN | Planning |
| PE1 | Preliminary Engineering – Part 1: Environmental Clearances and Design Work |
| PE1/PE2 | Preliminary/Final Design |
| PE2 | Preliminary Engineering – Part 2: Final Design |
| DES | Design |
| ROW | Right-of-Way Acquisition |
| ADVCON | Advance Construction |
| ADVCON (PE) | Advance Construction (Preliminary Engineering) |
| CON | Construction |
| EQP | Equipment acquisition |
| 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 that are reasonably expected to be made available and any additional financing needed to carry out the TIP.

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., 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, 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 a review by the CAC, TAC or Policy Board. However, the Policy Board will be notified.

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 a review by the CAC and TAC before Policy Board approval.

The type of revision is determined 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 | | X |
| 3. A major change to the start or end date of a project or project phase: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 |
|--|-----------------------------------|-----------------|
| <p>5. A minor change in design concept or design scope:</p> <p>5.1. 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</p> <p>5.2. 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</p> <p>5.3. Changing the design scope to accommodate prescribed actions under NEPA.</p> <p>5.4. Adding a project phase to an existing project with minor changes in cost defined in A.8</p> | <p>X</p> | |
| <p>6. Changes to a project or project phase that is included only for illustrative purposes</p> | <p>X</p> | |
| <p>7. 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</p> | <p>X</p> | |
| <p>8. A minor change to funding sources:</p> <p>8.1. Changing funding sources within the same Federal agency</p> <p>8.2. Changing funding sources between Federal, local, and state agencies</p> <p>8.3. Adding discretionary funds (e.g., congressional earmarks)</p> | <p>X</p> | |
| <p>9. A minor change to the start or end date of a project or project phase:</p> <p>9.1. Advancing a project from the programmed year</p> <p>9.2. Deferring a project to a later year within the first four years of the TIP</p> <p>9.3. 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> | <p>X</p> | |

| Type of Change | A. Administrative Modification | B. Amendment |
|--|-----------------------------------|-----------------|
| 10. Adding, modifying, or removing a project or project phase involving advance construction | X | |

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 |

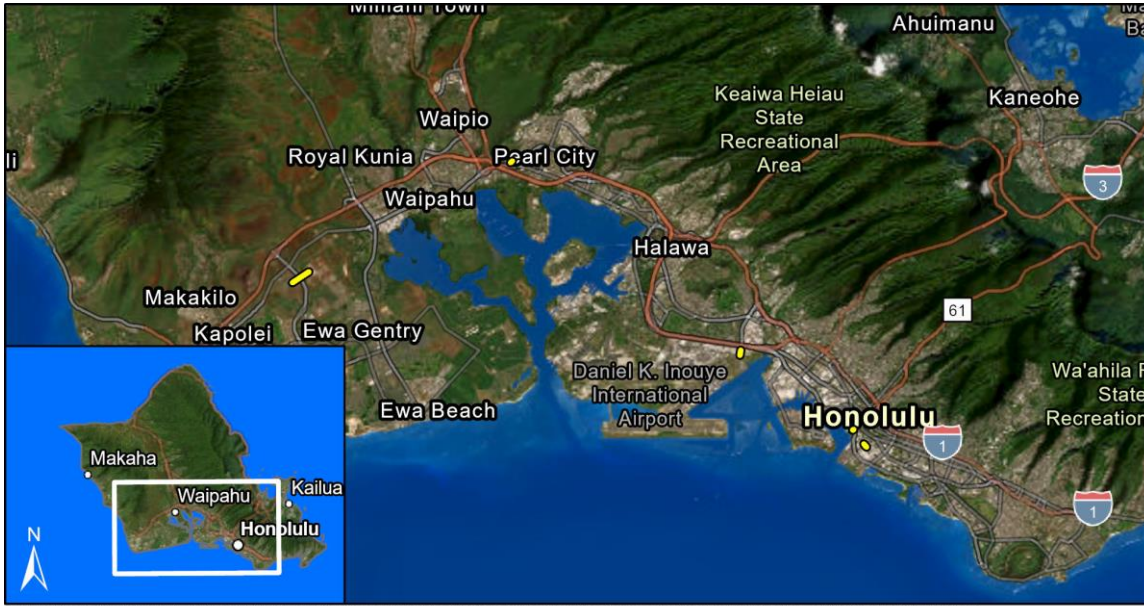
Out-of-Cycle Revision Schedule

| 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 |

PROJECT LIST: FTA

The following projects are grouped by the responsible agency (e.g., DTS, HDOT, etc.).

OC-22-67 Intermodal Connectivity Improvements



Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS, Earthstar Geographics, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, USDA, USFWS

Project Description:

Acquire land, plan, design, construct and inspect improvements to intermodal centers and transit complete street connections within communities.

Mile Post/s:

Complete Streets (CS):

Project will implement: Project will incorporate complete streets features for both pedestrian use and bicycle use.

Existing Feature/s: No information available.

ORTP Project #: OC-22-67

Neighborhood(s): Various Locations

Estimated Total Project Cost: \$145,540,000

Total Project Cost Notes:

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

Project Sponsor: City and County of Honolulu

Agency Responsible for Carrying Out Project/Phase:

City Department of Transportation Services

FOR INFORMATION ONLY

| Phase | FFY 2025 | | | FFY 2026 | | | FFY 2027 | | | FFY 2028 | | | FFY 2029 | | | FFY 2030 | | | 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) | | |
| <i>Civic Center Station Access Improvements</i> | | | | | | | | | | | | | | | | | | | | |
| PE1 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Local-City |
| PE2 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 800 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| PE2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Local-City |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 8,000 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| INSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 1,600 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| <i>Downtown Station Access Improvements</i> | | | | | | | | | | | | | | | | | | | | |
| PE1 | 0 | 0 | 0 | 200 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Local-City |
| PE2 | 0 | 0 | 0 | 1,000 | 800 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| PE2 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Local-City |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 8,000 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| INSP | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 1,600 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| <i>Lagoon Drive Station Access Improvements</i> | | | | | | | | | | | | | | | | | | | | |
| PE2 | 0 | 0 | 0 | 1,000 | 800 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 8,000 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| INSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 1,600 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |

OC-22-67 Intermodal Connectivity Improvements

| Phase | | | | | | | | | | FOR INFORMATION ONLY | | | | | | | | | Funding Category | |
|---|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|-----------------------------|----------------------|--------------------|--------------------|----------------------|--------------------|--------------------|----------------------|--------------------|------------------|---------------|
| | FFY 2025 | | | FFY 2026 | | | FFY 2027 | | | FFY 2028 | | | FFY 2029 | | | FFY 2030 | | | | |
| | 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) | | |
| <i>Pearl Highlands (Waiawa) Station Access Improvements</i> | | | | | | | | | | | | | | | | | | | | |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,718 | 9,374 | 2,344 | 0 | 0 | 0 | \$5307/\$5340 | |
| CON | 22,189 | 17,751 | 4,438 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | RCP |
| INSP | 1,744 | 1,395 | 349 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | RCP |
| <i>Rail Bus Integration Projects/COA</i> | | | | | | | | | | | | | | | | | | | | |
| PE1 | 2,664 | 2,131 | 533 | 2,500 | 2,000 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307/\$5340 |
| CON | 0 | 0 | 0 | 14,781 | 11,825 | 2,956 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307/\$5340 |
| CON | 0 | 0 | 0 | 2,331 | 1,865 | 466 | 11,849 | 9,479 | 2,370 | 393 | 314 | 79 | 22,715 | 18,172 | 4,543 | 388 | 310 | 78 | \$5307/\$5340 | |
| INSP | 0 | 0 | 0 | 803 | 642 | 161 | 1,875 | 1,500 | 375 | 625 | 500 | 125 | 3,125 | 2,500 | 625 | 0 | 0 | 0 | \$5307/\$5340 | |
| <i>UHWO Rail Station Multimodal Access Improvements</i> | | | | | | | | | | | | | | | | | | | | |
| CON | 2,500 | 2,000 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| INSP | 500 | 400 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5307 |
| Total | 29,597 | 23,677 | 5,920 | 22,615 | 17,932 | 4,683 | 27,324 | 21,379 | 5,945 | 25,418 | 20,014 | 5,404 | 37,558 | 30,046 | 7,512 | 388 | 310 | 78 | | |

Revision Details

| Project # | Project Name | Revision Details |
|-----------|--------------------------------------|---|
| OC-22-67 | Intermodal Connectivity Improvements | Request to remove PE2 for Pearl Highlands (Waiawa) Station Access Improvements in FFYs 2026-2027 and INSP in FFY 2027 (A.9.3). |
| OC-22-67 | Intermodal Connectivity Improvements | Request to change the funding source from FHWA Grant to §5037/§5340 and defer CON for Pearl Highlands (Waiawa) Station Access Improvements from FFYs 2026-2027 to FFY 2029 (A.8.1; A.9.3). |
| OC-22-67 | Intermodal Connectivity Improvements | Request to change the funding source from FHWA Grant to RCP, decrease \$30M to \$22.189M, and advance CON from FFY 2027 to FFY 2025 for Pearl Highlands (Waiawa) Station Access Improvements (A.7; A.9.1). |
| OC-22-67 | Intermodal Connectivity Improvements | Request to change the funding source from FHWA Grant to RCP, decrease \$2M to \$1.744M, and advance INSP from FFYs 2026-2027 to FFY 2025 for Pearl Highlands (Waiawa) Station Access Improvements (A.7; A.9.1). |
| OC-22-67 | Intermodal Connectivity Improvements | Request to decrease the estimated total project cost for Intermodal Connectivity Improvements from \$154,648,000 to \$145,540,000 (A.7). |