

OAHU
TRANSPORTATION IMPROVEMENT PROGRAM
FYS 2002, 2003, AND 2004

APPROVED BY THE OMPO POLICY COMMITTEE
ON
SEPTEMBER 19, 2001

Prepared by the
OAHU METROPOLITAN PLANNING ORGANIZATION

In Cooperation with
Its Participating Agencies

State Department of Transportation
State Department of Business, Economic Development, and Tourism
City and County of Honolulu Department of Transportation Services
City and County of Honolulu Department of Planning & Permitting

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TRANSPORTATION IMPROVEMENT PROGRAM

FYS 2002, 2003, AND 2004

Including the Honolulu and Kailua-Kaneohe Urbanized Areas
Oahu Transportation Management Area

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I. INTRODUCTION

The Oahu Transportation Improvement Program (TIP) - FYs 2002, 2003, and 2004 has been prepared in accordance with the requirements of the Transportation Equity Act for the 21st Century (TEA-21). It describes and prioritizes, in table form, the surface transportation programs and projects that the Oahu Metropolitan Planning Organization (OMPO) Policy Committee has selected for implementation during the program period. The TIP, as adopted by the Policy Committee and approved by the Governor (or his designee), is the Oahu element of the Statewide TIP (STIP). The STIP is the document upon which the U.S. Department of Transportation bases its obligation of federal transportation funds for projects in Hawaii.

The TIP identifies transportation programs and projects totaling approximately \$487 million to be implemented during the three-year program period. The projects include those eligible for federal funding assistance as well as regionally significant locally-funded projects. FY 2002 projects represent those with the highest implementation priority. State projects in FY 2002 total approximately \$91 million, of which some \$60 million is from federal funds. The largest State project in FY 2002 is the Mokapu Saddle Road/Mokapu Boulevard Resurfacing and Rehabilitation project. This project is funded using 100% local funds (\$14 million). City projects in FY 2002 total approximately \$69 million, with about \$40 million in federal funds. The Preventive Maintenance project for transit vehicles is the largest City project in the TIP. This is funded with about \$5 million in local funds and \$20 million in federal funds.

The TIP includes seven chapters, with Chapter I being this Introduction. Chapter II is an index of the abbreviations and codes used in the TIP. Chapter III describes the TIP public involvement program. Chapter IV explains OMPO's project selection and prioritization system. Chapter V establishes guidelines for certain administrative matters relating to amendments and modifications to the TIP. The Financial Plan for the program period is explained in Chapter VI. Chapter VII, the list of TIP projects for FYs 2002-2004, describes the individual projects and programs and their implementation priority, by year, as approved by the OMPO Policy Committee. Supporting materials are provided in Appendices A through E.

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II. ABBREVIATIONS AND CODES

AASHTO	American Association of State Highway and Transportation Officials
CAC	Citizen Advisory Committee (OMPO)
CMAQ	Congestion Mitigation and Air Quality Improvement Program funds
CON	Construction
DBEDT	Department of Business, Economic Development, and Tourism (State)
DPP	Department of Planning and Permitting (City)
DES	Design
DOT	Department of Transportation (State)
DTS	Department of Transportation Services (City)
EQUIP	Equipment
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (Federal: October - September)
HOV	High-Occupancy Vehicle
IM	Interstate Maintenance funds
INSP	Inspection
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
LAND	Land Acquisition
LOCAL	State or City Funds
NHS	National Highway System
OMPO	Oahu Metropolitan Planning Organization
OPER	Operating
PE	Preliminary Engineering
PLN	Planning and Engineering

RELOC	Relocation
R/W	Right-of-way
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program (FHWA)
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TOP 2025	Transportation for Oahu Plan 2025
3-C	Continuing, Cooperative, Comprehensive

III. PUBLIC PARTICIPATION

DESCRIPTION OF PROCESS

The OMPO Public Involvement Program

The OMPO Policy Committee adopted *The OMPO Guide to Public Involvement (GPI)* in April 1997. The GPI provides that, with regard to the TIP, sponsoring entities have the primary responsibility for ensuring public participation in their planning process prior to submitting proposals to OMPO and for providing reasonable opportunities for comment from representatives of affected transportation agencies' employees and private transportation providers. The GPI also recognizes and incorporates the established public involvement procedures of both the City and the State. (This latter provision includes public testimony opportunities on Council Resolution No. 01-215, CD1, submitting the list of projects to be considered in the TIP, and the annual City budget process when formal public hearings are held.)

Early Involvement of the CAC

The OMPO Citizen Advisory Committee's (CAC) TIP subcommittee was re-activated in February 2001 to develop a recommended program for the FYs 2002, 2003, and 2004 TIP. Working from the 1995 Oahu Regional Transportation Plan, prior TIPs, projects being considered by the OMPO Policy Committee for the Transportation for Oahu Plan 2025 update (TOP 2025), and recommendations submitted by the public as well as CAC members, the CAC TIP subcommittee established the following criteria for project selection and prioritization (listed here in alphabetical order): concerns with quality, constructibility, economic development, health/safety/crime, intermodal, maintenance and repair, and social impact. The subcommittee then prioritized the projects into three categories: (1) high priority, (2) medium priority, and (3) low priority.

The CAC's TIP Subcommittee Report (see Appendix A) was accepted by the full CAC in May 2001 and transmitted to the OMPO Policy Committee. The OMPO Policy Committee reviewed the report and, in June 2001, directed that it be transmitted to the implementing agencies for consideration in the development of the *Draft Transportation Improvement Program, FYs 2002, 2003, and 2004* (Review Draft TIP).

Public Outreach for the TIP

The Review Draft TIP, with instructions on how to submit comments and recommendations, was released on July 18, 2001, initiating the formal public review period. On July 18, 2001, the draft project listing was posted on OMPO's web page and also distributed and discussed at the July 18, 2001 CAC meeting. The Review Draft TIP was also mailed to the more than two hundred individuals, businesses, and organizations on the OMPO mailing list on July 20, 2001. Recipients of the July 18, 2001 version of the project listing were notified that this initial draft was not financially constrained, and therefore, some of the projects listed may need to be divided into smaller phases, deleted, or postponed. They were encouraged to submit comments in support or opposition of a project currently on the listing.

On August 2, 2001, a draft *financially constrained* project list was posted on the OMPO web site and on August 3, 2001, it was mailed to everyone who previously received the unconstrained July 18, 2001 draft project listing. The project listing was revised on August 28, 2001, and again on September 11, 2001. Both of these revisions were posted on the OMPO web site. The draft TIP document was also posted on the OMPO web site on August 14, 2001. There were over 975 hits to the TIP web page during the thirty days ending September 12, 2001.

The FYs 2002-2004 TIP was on the Policy Committee agenda for the meetings of July 19, 2001, September 7 and 14, 2001. The September 14, 2001 meeting was continued on September 19, 2001. Notices of all Policy Committee meetings are published in MidWeek and on OMPO's web page, and are mailed to all CAC representatives. The meetings are open to the public, and comments are received on any items on the agenda.

Public meetings on the TIP coincided with the CAC's monthly meetings in July and August, 2001. At these meetings, City and State transportation staff described their agency's major projects and answered questions from the public. The agendas for both meetings were also posted on OMPO's web page, and mailed to the more than two hundred individuals, businesses, and organizations on the OMPO mailing list. More than 300 Review Draft TIPs were distributed during the public review period. In addition, CAC meeting notices were faxed to the media, including minority newspapers such as the Hawaii Hochi and the Hawaii Filipino Chronicle. A meeting notice for the STIP was published in the August 9, 2001 edition of *The Honolulu Advertiser* and the August 13, 2001 edition of *MidWeek*. These STIP meeting notices included information on the date, time and location of the CAC's August meeting. The public review period ended on August 27, 2001; however, the public was invited to testify at the Policy Committee meetings on September 7, 14, and 19, 2001.

City Public Involvement and Projects

Projects in the TIP for which the City is the implementing jurisdiction were proposed by the City administration and submitted to the City Council for consideration and approval. The Council, following a review by the appropriate committee(s), adopted Council Resolution No. 01-215, CD1, (see Appendix B) approving a list of candidate projects and programs for consideration in the preparation of the TIP. The Resolution was subject to the Council's public notice and hearing procedures. Funds for FY 2002 and 2003 projects were either appropriated in the FY 2002 budget or will be considered in the FY 2003 budget bills. All City measures appropriating funds are subject to the public notice and hearing requirements of the City Charter.

The Department of Transportation Services (DTS) receives input on matters of interest to transit users with special needs through its Committee on Accessible Transportation. OMPO is a non-voting member of the Committee and works with it on issues affecting the TIP and other OMPO planning activities.

State Public Involvement and Projects

Projects to be implemented by the State were submitted by the Department of Transportation (DOT). The project listing reflected projects for which legislative appropriations had been made or will be requested in the 2002 session. State Legislative consideration and approval of these

projects is subject to the rules of the State House of Representatives and State Senate regarding public notice and testimony.

DOT procedures emphasize public involvement at the project rather than program level, and extensive meetings are held during the environmental assessment and review stages of project planning, development, and implementation. Depending upon a project's funding and work plan, these meetings may be conducted after approval of the TIP/STIP.

Intergovernmental Review

The Review Draft TIP was also circulated under OMPO's intergovernmental review process. Comments on the financially constrained August 2, 2001 draft project listing were requested of the following agencies/utilities:

City and County of Honolulu Agencies:

- Board of Water Supply
- Department of Budget and Fiscal Services
- Department of Community Services
- Department of Design and Construction
- Department of Facilities Maintenance
- Department of Parks and Recreation
- Department of Planning and Permitting
- Emergency Services Department
- Honolulu Fire Department
- Honolulu Police Department
- Oahu Civil Defense Agency

State of Hawaii Agencies:

- Department of Budget and Finance
- Department of Defense
- Department of Education
- Department of Land and Natural Resources
- Housing and Community Development Corporation of Hawaii
- Office of Hawaiian Affairs

Federal Agencies:

- Department of the Army
- U.S. 14th Coast Guard District (d)
- U.S. Department of the Air Force
- U.S. Marine Corp Base Hawaii, Kaneohe Bay
- U.S. Naval Base, Pearl Harbor

Utility Companies:

- Hawaiian Electric Company, Inc.
- Oceanic Cable
- Verizon

Copies of the substantive comments received were circulated to the implementing agencies for appropriate action. This material is available for review at the OMPO office.

RESPONSES TO PUBLIC COMMENTS

DTS prepared responses to technical comments regarding City projects; and DOT did the same for State projects. All comments received were given to the Policy Committee for their consideration when selecting the projects for the final TIP project listing. OMPO will respond to all comments once the TIP is approved by the Policy Committee. Copies of all comments received and responses given are available for review at the OMPO office.

The agencies' responses are grouped as follows:

- State and City Responses to the OMPO CAC's Recommendations for State and City Projects *(This list was mailed to each Representative, Alternate, and Chair of each CAC member organization on August 3, 2001. It was also discussed at the CAC meeting on August 15, 2001.)*
- State responses to other project-specific comments received during the public review period (July 18, 2001 through August 27, 2001)
- City responses to other project-specific comments received during the public review period (July 18, 2001 through August 27, 2001)

Summary of Responses to OMPO CAC Project Recommendations

CAC PROJECT RECOMMENDATIONS		INCLUDED IN DRAFT FYs 2002-2004 TIP?	IMPLEMENTING AGENCY
Project Name	Project Description		
High Priority			
City & County of Honolulu	Bridge inspection and appraisal	Yes – C1	City
City & County of Honolulu	Bus stop ADA access improvements	Yes – C20	City
Dillingham Boulevard, Komo Mai Drive, Waipahu Street	Seismic Bridge Retrofit	No. Project is currently under design using 100% City funds. Construction scheduling is pending the programming/availability of local matching funds.	City
Dillingham Boulevard, Unit 8: Phase I & 2	Rehabilitate: King Street to Kamehameha Highway	Yes – C5	City
Ewa	Leeward Bikeway: Waipio Pt. Access Road to Lualualei	Yes – S57	State
Farrington Highway	Safety improvements	Yes – S1	State
Farrington Highway	Replacement of Makaha Bridge No. 3	Yes – S3	State
Farrington Highway	Replacement of Makaha Bridge No. 3A	Yes – S4	State
Farrington Highway	Improvements: Nanakuli to Makaha	Yes – S1	State
Fort Barrette Road	Widening - Farrington Highway to Roosevelt Road	Yes – S72	State
Fort Weaver Road	Widening: Farrington Highway to Geiger Road	Yes – S7	State
Halawa Valley	2nd Access to Halawa Industrial Area	No. Project is not included in the TOP 2025.	City
Interstate H-1: Austin Bishop separation - Waiau I/C	Seismic retrofit	Yes – S19	State
Interstate H-1: Airport Exchange to Middle Street	Guardrail & Shoulder Improvements	Yes – S10	State
Interstate H-1: Halawa I/C to Ainakoa Street	Installation of emergency telephones	Yes – S13	State
Interstate H-1: Kaonohi & Kaamilo Separation	Seismic retrofit	Yes – S20	State
Interstate H-1: Kapiolani I/C to Ainakoa Street	Guardrail & Shoulder Improvements	Yes – S12	State
Interstate H-1: Kapiolani Interchange	Seismic Retrofit, Phase II	Yes – S28	State
Interstate H-1: Kapolei Interchange	New Interchange	Yes - S73	State
Interstate H-1: Makakilo Interchange	New west bound on-ramp	Yes - S73	State
Interstate H-1: Middle Street to Punchbowl Street	Guardrail & Shoulder Improvements	Yes – S11	State

CAC PROJECT RECOMMENDATIONS		INCLUDED IN DRAFT FYs 2002-2004 TIP?	IMPLEMENTING AGENCY
Project Name	Project Description		
High Priority (continued)			
Interstate H-1: Palailai I/C to Halawa I/C	Install emergency telephones	No. Funds were programmed for construction in FY 2001.	State
Interstate H-1: Wahiawa I/C 1, 2 & 5	Seismic retrofit	Yes – S25	State
Interstate H-1: Waikele Bridge to Airport Exchange	Guardrail & Shoulder Improvements	Yes – S9	State
Interstate H-1: Waimalu viaduct to Pearl City off-ramp	Westbound widening	Yes – S27	State
Interstate H-2: Meheula Parkway, Golf Course Road	Seismic Retrofit	Yes – S26	State
Interstate H-3: Kailua Interchange	Seismic Retrofit	Yes – S18	State
Island-Wide	The Handi-Van Service	Yes. C23 programs funds to replace Handi-Van vehicles. C12 programs funds for a Handi-Van Application and Trip Eligibility System.	City
Kalaeloa	Roadway improvements: Bring up to standard	Yes – S33	State
Kalaniana'ole Highway	Replacement of Inoaole Stream Bridge	Yes – S35	State
Kalaniana'ole Highway: Makapuu	Rockfall protection	No. State funds were programmed for Design work in FY 2000. Planning study being conducted.	State
Kalaniana'ole Highway: Makapuu	Realign highway	No. State funds were programmed for Construction in FY 2001. Planning study being conducted.	State
Kamehameha Highway	South Punaluu Bridge Replacement	Yes – S52	State
Kamehameha Highway	Kaipapu Stream Bridge Replacement	Yes – S47	State
Kamehameha Highway	Kokololio Stream Bridge Replacement	Yes – S49	State
Kamehameha Highway	Replacement of Double Box Culvert	Yes – S56	State
Kamehameha Highway	Waiahole Bridge Replacement	Yes – S54	State
Kamehameha Highway	North Kahana Bridge Replacement	Yes – S50	State
Kamehameha Highway	Kawela Stream Bridge Replacement	Yes – S48	State
Kamehameha Highway: Kahuku Hospital Vicinity	Drainage improvements	Yes – S55	State
Kamehameha Highway: Waimea Bay to Kahaluu	Safety improvements	Yes – S46	State
Kamehameha Highway: Weed Junction to Kamananui Road	Installation of emergency telephones	Yes – S53	State
Kamehameha Hwy: Ka Uka to Lanikuhana	Widening	No. Beyond 2004	State

CAC PROJECT RECOMMENDATIONS		INCLUDED IN DRAFT FYs 2002-2004 TIP?	IMPLEMENTING AGENCY
Project Name	Project Description		
High Priority (continued)			
Kapolei Parkway	Completion	Yes - C30 & C31 (Kapolei end)	City
Leeward Community College	Access improvements	Beyond 2004.	State
Leeward Community College	Second Access	Yes – S58	State
Likeline Highway: Emmeline Place to Burmeister overpass	Resurfacing/rehabilitation	No. Funds were programmed for Construction in FY 2001.	State
Moanalua Road: Waimano Home Road & Hoolaulea Street	Footbridge seismic retrofit	No. Funds were programmed for Construction in FY 2001.	City
Mokapu Saddle Road: Kalaheo Avenue - Mikiola Street	Resurfacing/rehabilitation	Yes – S60	State
North-South Road: Kapolei Parkway to H-1	Includes new interchange with H-1	Yes – S64	State
Primary Urban Corridor	Honolulu Bicycle Master Plan	Yes. Funds have been programmed for: (S40) Kamehameha Bikeway, (S63) Nimitz Highway Bikeway Extension, (C3) Diamond Head Road Bikeway, and (C7) Salt Lake Boulevard Widening, Phase 3	City & State
Renton Road	Access to Kalaeloa at Kihi Street	No. Project is not included in the TOP 2025.	City
Salt Lake Boulevard	Widening, Phase 2: Lawehana Street to Reeves Street	No. Funds were programmed for Construction in FY 2001.	City
Salt Lake Boulevard	Widening, Ph 3: Reeves Street to Ala Lilikoi	Yes – C7	City
Sand Island Bridge	Rehabilitation	Yes – S67	State
Statewide	Freeway Service Patrol	Yes – S6	State
Various Locations	Curb Ramps	No. City funds will be used for Construction in FY 2002.	City
Various Locations Statewide	Pedestrian facilities and ADA Compliance	Yes – S65	State
Waimea Bay Access Road	Emergency connectors	No.	City
Medium Priority			
Farrington Highway	Widening: Kapolei Golf Course to Fort Weaver Road	No.	City
Farrington Highway	Realignment around Makaha Beach Park	No. Beyond 2004	State
Interstate H-1: Lunalilo to Vineyard	Westbound weave modification	Yes – S14	State

CAC PROJECT RECOMMENDATIONS		INCLUDED IN DRAFT FYs 2002-2004 TIP?	IMPLEMENTING AGENCY
Project Name	Project Description		
Medium Priority (continued)			
Interstate H-1: Palailai Interchange	Improvements	No. Funds were programmed for Construction in FY 2001.	State
Interstate H-1: University Interchange	Modifications	No. Beyond 2004	State
Interstate H-1: Waipahu off-ramp	Westbound widening	No. Beyond 2004	State
Kalaeloa Boulevard	Corridor improvements	No. Beyond 2004	State
Kalaniana'ole Highway	Extend AM contraflow lane to Keahole Street.	No. Beyond 2004	State
Kamehameha Highway	Beautification: Waiawa to Pearl Harbor	No. Beyond 2004	State
Kamehameha Highway: Ukoa Pond Vicinity	Wetland enhancement	Yes – S45	State
Mauka Frontage Road	Makakilo Drive to Kalaeloa Boulevard	No. Beyond 2004	State
Moanalua Road	Extension: Waimano Home Road to Waihona Street	No.	City
Oahu: Island-wide	Implement Van Pool Program	Yes – S70	State
Oahu: Island-wide	Express Commuter Ferry	No. Beyond 2004	State
Primary Urban Corridor	Bus Rapid Transit (BRT)	Yes. Various components are programmed (C10, C11, C22, C24, C25, C26)	City
Punchbowl Street	Conversion to two-way operation	No.	City
Waianae	Emergency Access Road	No.	City
Low Priority			
Interstate H-1 & H-2	Destination sign upgrade/replacement	No. Funds were programmed for Design in FY 2000. Design is underway.	State
Moanalua Freeway	Widening	No. Project is not included in the TOP 2025 (included on the illustrative project list only).	State
Piikoi-Pensacola	Reverse one-way couplet	No.	City
Sand Island Access Road	Widen	No. Beyond 2004	State
Waianae	Second Access	No. Project is not included in the TOP 2025 (included on the illustrative project list only). A feasibility study of a second Waianae access road using the Pohakea alignment is being done by the City.	City

**Summary of Responses to other Project-Specific Comments Received
During the Public Review Period**

The public review period began on July 18, 2001 and ended on August 27, 2001. However, the public was invited to testify at the three Policy Committee meetings in September.

State of Hawaii

1. Supports S27 - Interstate Route H-1 Widening (Westbound), Waimalu Viaduct to Pearl City Off-Ramp.

Response

Project S27 has been included in the final FYs 2002-2004 TIP. Construction funds have been programmed in FY 2003.

2. S29 - Interstate Route H-1 Improvements (Eastbound), Middle Street to Vineyard Boulevard.

Unsure if adding an additional lane to the H-1 eastbound from Middle Street to Vineyard Boulevard would alleviate the current congestion, unless the lane is another right turn only lane (i.e., two lane off-ramp, right turn only, to Vineyard Boulevard, Pali Highway, Kinau Street, and Punahou Street). Suggests extending the Pali on-ramp past the Kinau off-ramp or starting the Kinau off-ramp to the right side of the Pali on-ramp. Suggests a similar configuration for the Punahou off-ramp and Piikoi on-ramp.

Response

Project S29 will have two lanes exiting at Vineyard Boulevard as suggested. Improving the eastbound traffic flow from Liliha Street to the University Interchange is also part of DOT's long-range plan. DOT will consider the suggestions given when planning begins for this area.

3. A Kamehameha Highway widening project between Ka Uka Boulevard and Lanikuhana Avenue should be a priority project because it involves the safety of thousands of people a day.

Response

This project is included in the TOP 2025. No local funds are currently available to undertake this project.

4. A road from Kamehameha Highway to Managers Drive should be built through the Central Oahu Regional Park.

Response

This project is not included in the TOP 2025 and, therefore, does not qualify for federal funding.

5. A road should be built between Mililani and Waipio Gentry, parallel to Kamehameha Highway. Pedestrians, bicyclists, and moped riders currently have no safe way to travel between Mililani and Waipio Gentry.

Response

This project is not included in the TOP 2025, and therefore, does not qualify for federal funding. However, the DOT will address the need to improve pedestrian and bicycle facilities in this area during the planning studies for the Kamehameha Highway widening project, between Ka Uka Boulevard and Lanikuhana Avenue.

6. Supports the widening of Kaneohe Bay Drive between Mikiola Drive and Castle High School.

Response

This project is not included in the TOP 2025, and therefore, does not qualify for federal funding.

7. Supports a ferry system for Oahu.

Response

The DOT is currently working with a prospective contractor who is interested in establishing a ferry system for Oahu.

8. Suggests that the Farrington Highway realignment at Makaha Beach Park project be done in order to alleviate traffic on the Makaha bridges (prior to replacing Makaha Bridges 3 and 3A).

Response

The Farrington Highway realignment around Makaha Beach Park project is included in the TOP 2025. No funds are currently available for this project. Makaha Bridges 3 and 3A are both near the top of the DOT's priority list of bridges that need to be replaced. Both bridges would still be in use after Farrington Highway is realigned.

9. A project to improve the Kaalaea Bridge should be added to the TIP due to flooding onto nearby properties.

Response

The DOT has not found the bridge to be structurally deficient and in need of reconstruction. They will, however, further investigate the cause of the flooding problem in the area.

10. Designs of projects should address and meet the current and future needs and safety concerns of users of all alternate forms of transportation and potential users of our public roadways.

Response

The DOT has procedures in place to ensure that provisions for bicycles, pedestrians, and persons with disabilities are considered in the planning and design of highway improvements.

City and County of Honolulu

1. Does not support C28 - Primary Corridor Transportation Project. Traffic congestion will increase, but transit ridership will not increase significantly unless parking in downtown Honolulu is made prohibitive. Supports the construction of West Oahu College and the Second City development in Ewa.

Response

Comment has been forwarded to DTS.

2. Kapolei Parkway should be completed.

Response

The completion of Kapolei Parkway (Kapolei to Ewa Beach) is in the TOP 2025. Projects C30 and C31 in the TIP will complete the Kapolei end of Kapolei Parkway.

3. Supports the undergrounding of utilities as part of project C3 - Diamond Head Road Bikeway. Such tasks should be done before surface features and amenities are completed, such as bike lanes, tree wells, excavated parking lots or landscaped median strips, as depicted in the City's Diamond Head Road Recreation Master Plan.

Response

Guidelines for the use of federal funds for the undergrounding of utilities are being developed by DOT, and will be reviewed by the Policy Committee as far as its application to Oahu projects.

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IV. PROJECT SELECTION AND PRIORITIES

PROJECT SELECTION

Statewide TIP Requirements

The selection of projects and programs for inclusion in the Oahu TIP is made in conjunction with project selection for the STIP. The STIP procedures require that each project in the draft STIP:

- meets all technical eligibility criteria as established by federal regulations;
- complies with obligational requirements in compliance with AASHTO standards;
- reflects priorities set by adopted long-range regional transportation plans and established management systems;
- has a committed local match or reasonable expectations thereof at the time of obligation;
- meets obligational requirements by the end of the programmed federal fiscal year; and
- reflects administrative guidelines and directives developed at the national, state, and local levels, as appropriate.

Representatives of OMPO's participating agencies ensure that their proposed projects meet the above criteria prior to submitting their proposed projects to OMPO for input into the TIP.

TOP 2025 Consistency and Other Considerations

A primary consideration in the selection of projects on Oahu is consistency with the April 2001 TOP 2025 that was adopted by the OMPO Policy Committee. The TOP 2025 is a long-range plan for surface transportation projects that are of regional significance. The projects identified in the TOP 2025 address the projected surface transportation needs of Oahu's residents and visitors, and are responsive to the needs of the island's commercial and industrial sectors.

Using the TOP 2025 as the starting point, preliminary listings of the major projects that are expected to be ready for implementation within the TIP three-year programming period (FYs 2002, 2003, and 2004) are developed by the State and City. The initial listing also includes projects relating to safety, maintenance, and upgrade of existing facilities, and some projects that are consistent with the TOP 2025 but not specifically identified therein. Through the public involvement process discussed in the previous section, recommendations of private individuals and organizations interested in and impacted by transportation projects are solicited. The views of interested federal, state, and local government agencies are also solicited during OMPO's intergovernmental review of the Review Draft TIP. Representatives of OMPO's participating agencies review the agency and public project proposals, and conduct an initial evaluation addressing the following considerations:

1. **Consideration:** Consistency with the TOP 2025.
Finding: The FYs 2002, 2003, and 2004 TIP is consistent with the TOP 2025 and supports the island's overall regional development goals.
2. **Consideration:** The views of private individuals and organizations involved with and impacted by the transportation projects and programs under consideration.
Finding: The public involvement programs for the TOP 2025 and the TIP identified the needs and concerns of diverse elements of the community. The TIP reflects those concerns within the constraints of the fiscal and technical resources of the implementing agencies.
3. **Consideration:** The views of OMPO's participating agencies.
Finding: As active participants in the planning process, the participating agencies' views are reflected in the TIP.
4. **Consideration:** The availability of federal and local funds for projects.
Finding: The simultaneous development of the TIP and STIP prevents over-programming of available federal funds. Local fund requirements are budgeted or are under consideration by the respective legislative bodies. The possibility of funding restrictions by the State and City administrations exists.
5. **Consideration:** The implementing agency's access to the technical resources needed to manage projects.
Finding: The TIP procedures provide the implementing agencies full opportunity to determine the implementation feasibility for all projects under consideration.
6. **Consideration:** The seven factors set forth in the Transportation Equity Act for the 21st Century (TEA-21).
Finding: Refer to the following discussion of the seven planning factors.

TEA-21 Factors

The seven TEA-21 planning factors and a brief discussion of how they are incorporated in the development of the TIP follow:

1. *Support the economic vitality of the United States, the States and metropolitan areas.* Numerous interstate and highway projects are programmed in the TIP. The freeway and highway systems provide a land surface network for the shipment of cargo by trucks across the island. Roadway improvements also enhance the movement of workers, which is a key factor in maintaining productivity and efficiency in business. They provide better access to jobs and opportunities, which enhances the economic vitality of an area.

Roadway improvements, as well as bus purchases and bus infrastructure improvements, enhance welfare-to-work trips, which provides a mechanism for improving job opportunities and as well as the employment pool available to area businesses.

2. *Increase the safety and security of the transportation system for motorized and nonmotorized users.*

Many projects in the TIP concern maintenance and safety improvements, such as traffic signal installations, intersection improvements, bridge replacements, and resurfacing projects. These improvement projects often include sidewalk and bike lane improvements or installations. The installation of emergency telephones along the freeway and highways are also programmed, promoting the safety of motorists.

3. *Increase the accessibility and mobility options available to people and for freight.*

A number of bikeway projects are programmed in the TIP. In addition, both the State and City have programmed projects to comply with the Americans with Disabilities Act. The City's bus acquisition and paratransit bus acquisition programs will maintain the level and quality of public transit on Oahu. The highway and freeway maintenance and improvement projects will expedite movement of freight.

4. *Protect and enhance the environment, promote energy conservation, and improve quality of life.*

Many projects that are programmed in the TIP, especially those using STP Enhancement funds, will enhance the environment and improve the quality of life on Oahu. The enhancement projects were recommended by the OMPO Transportation Enhancement Evaluation Panel. This panel consisted of staff representatives from the Policy Committee, the Technical Advisory Committee, and the Citizen Advisory Committee. The Department of Business, Economic Development, and Tourism reviews the TIP program to ensure that it supports the State's long-range energy conservation plan and policies. The Leeward Bikeway, which, when completed, will provide a bike path between Pearl Harbor and Lualualei, promotes non-motorized travel.

5. *Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.*

The DOT is responsible for coordination among its highways, airports, and harbors divisions. OMPO participates in special subregional and facility planning efforts. The Aloha Stadium Transit Center will include a major bus transfer center as well as a park-and-ride lot, improving the transfer between automobiles and transit. Other transit center projects will increase the efficiency of transfers between transit.

6. *Promote efficient system management and operation.*

Several projects programmed in the TIP specifically target freeway management. For example, the Freeway Management System project will construct a freeway management system using Intelligent Transportation Systems (ITS) technologies. The project involves interagency coordination to monitor and manage traffic operations. The Freeway Service Patrol project will deploy freeway service patrols to provide minor assistance to motorists and assist emergency response agencies with managing and clearing freeway incidents.

Projects are also programmed in the TIP to manage transit operations. For instance, the Bus/Paratransit Support Equipment project involves the purchase of maintenance support equipment required to meet ongoing bus maintenance requirements. Also, the Bus Driver Dispatch and Timekeeping System project will facilitate last-minute adjustments in scheduling and driver changes.

7. *Emphasize the preservation of the existing transportation system.* Maintenance programs of the DOT and DTS are programmed in the TIP. There is emphasis during the program period on maintenance projects such as road resurfacing and rehabilitation projects, guardrail and shoulder improvements, and the seismic retrofit of bridges. The City's bus acquisition and paratransit bus acquisition programs will help to maintain the level and quality of public transit on Oahu.

These seven TEA-21 planning factors generally represent good planning practices that are fully integrated into the OMPO metropolitan transportation planning process. They are reflected in the structure of OMPO and OMPO's basic planning work products, including the 3-year TIP and the annual Overall Work Program. The OMPO Comprehensive Agreement was revised to conform to the requirements of TEA-21. The TOP 2025 was also prepared in accordance with the requirements of TEA-21. The procedures for the development of these work products ensure that consideration of the factors is an ongoing process.

3-C Process

OMPO strives to improve and strengthen the cooperative, continuing, and comprehensive (3-C) planning process on Oahu. In order to realize this goal with the TIP document, OMPO distributed the draft TIP project listing to the OMPO CAC, the OMPO Technical Advisory Committee, and everyone on OMPO's mailing list. The draft was also circulated under OMPO's intergovernmental review (refer to Chapter III for a list of agencies/utilities). Comments from all entities were requested. All substantive comments received were given to the OMPO Policy Committee for their consideration when selecting projects for the final TIP project listing.

PROJECT PRIORITIES

Projects are prioritized based upon the feasibility of implementation during the program year and upon project phasing/coordination factors. The status of authorizing legislation and appropriation of local matching funds; the status of any analyses, permits, or approvals that may be required; and the availability of both public and private sector resources needed to implement the TIP are considered. Programs and projects relating to safety, and those that continue work on previously approved and initiated efforts, are given high priority. In accordance with OMPO's TIP Procedures (see Appendix D), priority 1 projects are programmed in the first year of the TIP; priority 2 in year two; and priority 3 in year three.

V. ADMINISTRATION OF THE TIP

Upon approval by the OMPO Policy Committee and the Governor or his designee, the TIP is incorporated, without change, as the Oahu element of the STIP. Substantive changes to the Oahu element, which is the TIP, require approval by the OMPO Policy Committee. The following administrative provisions are established in order to ensure timely implementation and oversight of the TIP.

Section A consists of administrative actions that the OMPO Policy Committee has pre-approved. Such amendments shall be provided to the Policy Committee annually for informational purposes. Section B lists the type of administrative actions that require approval by the Policy Committee without prior review by the Technical Advisory Committee or solicitation of public comment. Section C consists of actions that are non-administrative and, therefore, require public involvement, Technical Advisory Committee review, and OMPO Policy Committee approval.

A. PRE-APPROVAL OF CERTAIN ADMINISTRATIVE ACTIONS

The OMPO Policy Committee, by adoption of this document, pre-approves the following administrative actions provided that: (1) they do not reduce the sum of federal funds programmed in the flexible funding categories (i.e., FHWA Surface Transportation Program (STP) Flexible, Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Minimum Guarantee funds) for Oahu or force the addition or deletion of another project, and (2) the affected project's implementing agency concurs with the action.

- A1. The source of federal funds designated for a project may be revised to reflect a different funding program administered by the same U.S. DOT operating agency.
- A2. Federal funding for a project may be changed to local funding.
- A3. The amount programmed for a project may be revised to reflect changes in cost estimates.
- A4. In order to expedite project selection for implementation and ensure timely TIP implementation, projects may be advanced from their programmed year if they are "ready-to-go."
- A5. Projects may be deferred to a later year if they are not "ready-to-go" as originally programmed.

The State and City are requested to provide OMPO with a summary or copy of administrative actions taken with projects in the TIP. A summary of such administrative actions shall be provided to the Policy Committee upon request, but at least annually for informational purposes.

B. EXPEDITED APPROVAL OF CERTAIN ADMINISTRATIVE ACTIONS

Requests for expedited approval of the following administrative actions shall be submitted directly to the Policy Committee without prior review by the Technical Advisory Committee or solicitation of public comment. Following initial consideration, the Policy Committee may refer such requests to appropriate entities for comment and recommendation.

- B1. Changing a project's funding from local to federal funds.
- B2. Changing the scope of a project to accommodate environmental impact mitigation measures.
- B3. Reducing the sum of federal funds programmed in the flexible funding categories (i.e., STP Flexible, CMAQ, and Minimum Guarantee) for Oahu.
- B4. Adding, deleting, or revising:
 - a. Utility installations along or across a transportation facility
 - b. Activities included in the State's *Highway Safety Plan* under 23 USC 402
 - c. Transfer of federal lands pursuant to 23 USC 317 when the subsequent action is not an FHWA action
 - d. Installation of pavement markings and small passenger shelters where no substantial land acquisition or traffic disruption will occur
 - e. Emergency repairs under 23 USC 125
 - f. Determination of payback under 23 CFR part 480 for property previously acquired with federal-aid participation
 - g. Improvements to existing rest areas and truck weigh stations
 - h. Ridesharing activities
 - i. Bus rehabilitation
 - j. Modernization of a highway by resurfacing, rehabilitation, or reconstruction
 - k. Construction of new truck weigh stations or rest areas
 - l. Changes in access controls

- m. Rehabilitation or reconstruction of existing bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users

(The activities and projects listed in B4 are taken from those meeting the criteria for Categorical Exclusions not requiring further National Environmental Policy Act approvals by FHWA. See 23 CFR section 771.117 (c) and (d).)

C. NON-ADMINISTRATIVE ACTIONS

The following actions, in addition to actions that do not fall within those previously listed in sections A and B, must be submitted to the Technical Advisory Committee and the Policy Committee as TIP amendments to be processed in the same manner as the original document as set forth in OMPO's approved TIP Procedures (see Appendix D). Public comment shall also be solicited.

- C1. Adding a new project to the TIP.
- C2. Deleting a project completely from the TIP.
- C3. Switching from FTA to FHWA funds (and vice versa).
- C4. Significantly modifying a programmed project, including the addition of a phase such as adding a construction phase to a project that was previously programmed only for design.

D. STATUS REPORTS

The TIP is a three-year implementation program of major surface transportation projects and programs on Oahu. It is necessary for the Policy Committee to have periodic status reports of progress toward its implementation in order to monitor and, if needed, revise the program.

The implementing agencies are requested to report to the Policy Committee semi-annually on the status of their federally-assisted projects. A report provided to OMPO in April of each year would cover the period from October of the prior year through March of the current year. A report provided to OMPO in October of each year would cover the period from April through September of the current year. The report should include the projects programmed for the year the reporting period covers. For each project, it should: (1) provide current cost estimates, (2) note whether the project is underway and, (3) for projects that are behind schedule, note the reason(s) therefore.

The State and City are further requested to provide OMPO copies or summaries of those portions of their STIP management reports that relate to the Oahu projects.

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VI. FINANCIAL PLAN

STATE

The financial plan for the State share of matching funds and the portion of federal funds programmed for Oahu projects is addressed in the STIP prepared by the DOT. Statewide revenue projections for the Highway Special Fund are available in the Governor's Executive Program and Budget submitted to the 2001 Legislature. These estimates will be updated and submitted to the 2002 Legislature when it convenes on January 16, 2002.

CITY

(see following pages)

CITY AND COUNTY OF HONOLULU
FISCAL YEARS 2002-2004 TIP

FINANCIAL PLAN

The following summarizes both the federal and local sources of funding identified in the TIP for the City and County of Honolulu's program of projects during Fiscal Years 2002 to 2004.

Federal Sources

Federal funds are programmed from the following U.S. Department of Transportation sources: (1) Federal Transit Administration (FTA) Urbanized Area Formula Program apportionments; (2) FTA Fixed Guideway Modernization apportionments; (3) FTA Bus Capital allocations; (4) Federal Highway Administration (FHWA) Surface Transportation Program; and (5) FHWA Highway Bridge Replacement and Rehabilitation Program.

The Federal Highway and Transit Laws authorize certain funds to be "flexible". For example, FHWA Surface Transportation Program funds can be transferred from FHWA to FTA for use in transit projects, while FTA Urbanized Area Formula funds may be available for highway projects. The financial plan assumes that FTA Urbanized Area Formula funds will be "flexed" to FHWA.

FTA's Urbanized Area Formula Program, 49 U.S.C. §5307

The City and County of Honolulu (City) is the designated recipient of Urbanized Area Formula (Section 5307) funds apportioned to the Honolulu and Kailua urbanized areas. The funds are apportioned based on population, population density, and operating data from FTA's National Transit Database (NTD) Report.

Table 1 presents the financial plan for the Urbanized Area Formula Program. The sources of funds include (1) approximately \$6.4 million in unobligated apportionment carried over from FY 2001, (2) Guaranteed Authorization amounts identified by FTA for the Honolulu and Kailua urbanized areas in FYs 2002 and 2003, and (3) an estimated apportionment for FY 2004 that is at the same level as FY 2003. The guaranteed amounts are posted on FTA's website at <http://www.fta.dot.gov/library/policy/t21g6.htm>. The Guaranteed Authorization amounts exclude additional General Fund authorizations that may be appropriated. The amount to be apportioned in FY 2004 will be under a new authorization act because Transportation Equity Act for the 21st Century (TEA-21) will sunset after September 30, 2003. Accordingly, the estimated FY 2004 apportionment amount is the same as the amount estimated for FY 2003.

The uses for the funds include bus replacements; preventive maintenance; design and construction for the Primary Corridor Transportation Project; miscellaneous transit enhancement projects; and flexing Section 5307 funds to FHWA for use by the State Department of Transportation for their vanpool program. A total of \$2.239 million is programmed over the triennium to be transferred to FHWA. This amount represents the estimated incremental

increase of Section 5307 funds to the City attributable to vanpool operating data from the FYs 2000, 2001, and 2002 NTD reports. The amount programmed to be transferred in FY 2002 includes an adjustment for a prior year.

Table 1
Financial Plan for FTA Urbanized Area Formula Program¹

Urbanized Area Formula Funds	FY 2002	FY 2003	FY 2004
Apportionment	\$24,918,000	\$26,662,000	\$26,662,000
Prior year's carryover	6,433,000	286,000	0
TOTAL SOURCES	\$31,351,000	\$26,948,000	\$26,662,000
TOTAL USES	-31,065,000	-26,948,000	-26,662,000
Carryover balance	\$286,000	\$0	\$0

¹ Includes 1% Transit Enhancement set-aside

The amount of carryover funds may increase as existing grants are closed-out and deobligated funds are made available prior to their lapsing dates.

FTA Fixed Guideway Modernization, 49 U.S.C. §5309(m)(1)(A)

Fixed Guideway Modernization funds are apportioned by a tiered formula to fixed guideway systems at least seven years old. In the City's case, the term "fixed guideways" refers to facilities on which bus service operates on exclusive or controlled rights-of-way (e.g. Hotel Street), and high occupancy vehicle lanes.

The financial plan in Table 2 is also based on the TEA-21 Guaranteed Authorization amounts published by FTA, and assumes FY 2003's apportionment amount for FY 2004. The carry-over amount in FY 2002 consists of \$1.6 million in prior years' unobligated apportionment plus \$83,000 deobligated from Grant HI-03-0023 when it was closed. Replacement bus purchases are the only programmed use for these funds.

Table 2
Financial Plan for FTA Fixed Guideway Modernization Funds

Fixed Guideway Modernization	FY 2002	FY 2003	FY 2004
Apportionment	\$715,000	\$788,000	\$788,000
Prior years' carryover	1,683,000	152,000	940,000
TOTAL SOURCES	\$2,398,000	\$940,000	\$1,728,000
TOTAL USES	-2,246,000	-0	-1,592,000
Carryover balance	\$152,000	\$940,000	\$136,000

FTA Bus Capital, 49 U.S.C. §5309(m)(1)(C)

Bus Capital funds are discretionary. Table 3 presents the financial plan for Bus Capital funds. Sources for FY 2002 include a \$5.942 million allocation published in the Federal Register on January 18, 2001, and \$1.0 million of a prior year's allocation to the State of Hawaii. The plan is conservative because it does not project funding allocations in FYs 2003 and 2004, even though the City has historically received at least \$1.9 million in Section 5309 Bus Capital funds in prior years. Replacement bus purchases are the only programmed use for these funds.

Table 3
Financial Plan for FTA Bus Capital Funds

Bus Capital Funds	FY 2002	FY 2003	FY 2004
Allocation	\$5,942,000	\$0	\$0
Prior years' carryover	1,000,000	156,000	156,000
TOTAL SOURCES	\$6,942,000	\$156,000	\$156,000
TOTAL USES	-6,786,000	-0	-0
Carryover balance	\$156,000	\$156,000	\$156,000

FHWA Programs

The City defers to the State of Hawaii Department of Transportation to identify FHWA program sources for City projects.

Local Sources

Where local funding is identified in the FYs 2002-2004 TIP for City projects, City funds from existing revenue sources are programmed. The City exercises independent authority under the Hawaii State Constitution to assess, levy and collect real property taxes. The Hawaii Revised Statutes authorizes the City to fix the fees and charges for all public services not otherwise provided for by the State and to issue general obligation bonds to finance its public improvement projects.

Under its Revised Charter, the City enacts balanced operating and capital budgets annually. The City operates on a 12-month fiscal year that begins on July 1st and ends on June 30th of the succeeding year. Appropriations authorized in the executive capital budget ordinance or any supplementary appropriation is valid for the fiscal year for which appropriation is made and six months thereafter.

Budget Ordinance No. 01-25 (executive capital budget) provides the local funding for most of the projects programmed in FY 2002. While it is anticipated that local funding will be available at the levels programmed in this document, enactment of the City's annual budget ordinances are still required.

VII. OAHU PROJECT LISTING

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**OAHU TRANSPORTATION IMPROVEMENT PROGRAM
FY 2002 THRU FY 2004**

Approved by OMPO Policy Committee
September 19, 2001

PROJECT	PHASE	FY 2002			FY 2003			FY 2004			TEA-21 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)	
<u>OAHU : STATE - FHWA</u>											
S1	Farrington Highway Improvements, Nanakuli to Makaha <i>Construct safety and operational improvements to Farrington Highway, including sidewalks, signalized pedestrian crosswalks or bridges, and continuous left-turn lanes.</i>										
	CON	4,500	3,600	900				4,500	3,600	900	National Highway System
S2	Farrington Highway Slope Stabilization, Waipahu Depot Road to Aniani Street <i>Stabilize side slopes of eastbound lanes to mitigate erosion and slope failure.</i>										
	CON							4,000	3,200	800	CMAQ
S3	Farrington Highway, Replacement of Makaha Bridge No. 3 <i>Replace a timber bridge in the vicinity of Makaha Beach Park.</i>										
	R/W	100	80	20	675	540	135				Bridge On-System Bridge On-System Bridge On-System
	DES	675	510	165							
	CON							3,215	2,460	755	
S4	Farrington Highway, Replacement of Makaha Bridge No. 3A <i>Replace a timber bridge in the vicinity of Makaha Beach Park.</i>										
	R/W	200	160	40	600	480	120				Bridge On-System Bridge On-System Bridge On-System
	DES	755	570	185							
	CON							3,500	2,800	700	
S72	Fort Barrette Road Widening, Farrington Highway to Franklin D. Roosevelt Avenue <i>Widen Fort Barrette Road from two to four lanes.</i>										
	PLN	400	0	400							Local
S7	Fort Weaver Road Widening, Farrington Highway to Geiger Road <i>Widen Fort Weaver Road from four lanes to six lanes from Farrington Highway to Geiger Road. Traffic signals will be synchronized.</i>										
	CON				7,500	6,000	1,500				CMAQ
S8	Fort Weaver Road Widening Near Laulaunui Street <i>Add two additional through lanes at the Laulaunui Street intersection, one on each side of Fort Weaver Road. Provide additional roadway lighting and traffic control devices, and relocate nearby bus facilities.</i>										
	CON	2,200	1,760	440							CMAQ
S5	Freeway Management System, Phase I, Interstate H-1, H-2 and Moanalua Freeway <i>Construct a freeway management system, including intelligent transportation systems (ITS) technologies and interagency coordination to monitor and manage traffic operations.</i>										
	CON	7,500	6,000	1,500	2,000	1,600	400				National Highway System

**OAHU TRANSPORTATION IMPROVEMENT PROGRAM
FY 2002 THRU FY 2004**

Approved by OMPO Policy Committee
September 19, 2001

PROJECT	PHASE	FY 2002			FY 2003			FY 2004			TEA-21 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)	
S6	Freeway Service Patrol, Interstate H-1, H-2, H-3 and Moanalua Freeway <i>Deploy freeway service patrols by procuring services to provide minor assistance to motorists (e.g., flat tire repairs, fuel, rides/tows off of the freeway, etc.), and assist emergency response agencies with managing and clearing freeway incidents.</i>										
	CON				2,000	1,600	400				National Highway System
S73	Interstate Route H-1, Addition and Modification of Highway Accesses, Makakilo to Palailai Interchanges <i>Improve Makakilo and Palailai Interchanges and construct a new interchange (Kapolei Interchange) to improve access to the City of Kapolei, Villages of Kapolei, Kapolei Business Park, Makakilo, Ko Olina, and Kalaeloa.</i>										
	PLN							2,000	1,600	400	National Highway System
S9	Interstate Route H-1 Guardrail & Shoulder Improvements, Waikele Bridge to Airport Interchange <i>Install and/or upgrade the existing guardrails, end terminals, transitions, bridge railing, bridge endposts and crash attenuators. Project will also reconstruct and pave road shoulders.</i>										
	CON				4,500	4,050	450				Interstate Maintenance
S10	Interstate Route H-1 Guardrail & Shoulder Improvements, Airport Interchange to Middle Street <i>Install and/or upgrade the existing guardrails, end terminals, transitions, bridge railing, bridge endposts and crash attenuators. Project will also reconstruct and pave road shoulders.</i>										
	CON				3,000	2,700	300				Interstate Maintenance
S11	Interstate Route H-1 Guardrail & Shoulder Improvements, Middle Street to Punchbowl Street <i>Install and/or upgrade the existing guardrails, end terminals, transitions, bridge railing, bridge endposts and crash attenuators. Project will also reconstruct and pave road shoulders.</i>										
	CON							3,000	2,700	300	Interstate Maintenance
S12	Interstate Route H-1 Guardrail & Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue <i>Install and/or upgrade the existing guardrails, end terminals, transitions, bridge railing, bridge endposts and crash attenuators. Project will also reconstruct and pave road shoulders.</i>										
	DES	250	225	25							Interstate Maintenance
S13	Interstate Route H-1, Installation of Emergency Telephones, Halawa Interchange to Ainakoa Avenue <i>Install emergency solar-powered cellular telephones at various highway locations. Upgrade existing emergency cellular telephones to meet current Americans with Disabilities guidelines.</i>										
	DES	75	0	75							Local
	CON				750	600	150				CMAQ
S14	Interstate Route H-1, Lunalilo Street On-Off Ramp Improvements <i>Improve weaving condition between Lunalilo On-Ramp and Vineyard Off-Ramp in westbound direction.</i>										
	DES				2,000	1,800	200				National Highway System

**OAHU TRANSPORTATION IMPROVEMENT PROGRAM
FY 2002 THRU FY 2004**

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September 19, 2001

PROJECT	PHASE	FY 2002			FY 2003			FY 2004			TEA-21 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)	
S15 Interstate Route H-1, Rehabilitation & Resurfacing, Kaahumanu Street to Kaimakani Street <i>Repair concrete pavement currently overlain with asphaltic concrete and restore to original condition. Replace non-bearing drain grates and frames with traffic bearing ones. Replace existing galvanized light poles with aluminum ones. Replace existing wiring and conduit as necessary.</i>	CON				10,000	9,000	1,000				Interstate Maintenance
S16 Interstate Route H-1, Street Light Maintenance and Replacement, Halawa to Middle <i>Replace existing galvanized light poles with aluminum ones. Replace existing wiring and conduit as necessary.</i>	CON							10,000	9,000	1,000	National Highway System
S17 Interstate Route H-3, Seismic Retrofit Mokapu Boulevard Interchange <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	DES							537	414	123	Bridge On-System
S18 Interstate Route H-3, Seismic Retrofit Kailua Interchange <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	CON	2,300	1,725	575							Bridge On-System
S19 Interstate Route H-1, Seismic Retrofit Austin Bishop Separation & Waiiau Interchange <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	CON				2,400	1,920	480				Bridge On-System
S20 Interstate Route H-1, Seismic Retrofit Kaonohi & Kaamilo Separation <i>(Aiea) Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	CON				3,000	2,400	600				Bridge On-System
S21 Interstate Route H-1, Seismic Retrofit Farrington Highway Separation, Makakilo Separation & Military Road Overpass <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	DES							600	456	144	Bridge On-System
S22 Interstate Route H-1, Seismic Retrofit Pali Highway Overpass, Inbound & Outbound, High Level Ramp Over H-1 & Pali Highway & Nuuanu Avenue Separation <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	DES							673	513	160	Bridge On-System
S23 Interstate Route H-1, Seismic Retrofit Waiawa Interchange Structures No. 1, 2 & 12 <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	DES							566	429	137	Bridge On-System
S24 Interstate Route H-1, Seismic Retrofit Lunalilo-Vineyard On-Ramp <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	DES							205	156	49	Bridge On-System

**OAHU TRANSPORTATION IMPROVEMENT PROGRAM
FY 2002 THRU FY 2004**

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September 19, 2001

PROJECT	PHASE	FY 2002			FY 2003			FY 2004			TEA-21 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)	
S25 Interstate Route H-1 and H-2, Seismic Retrofit Wahiawa Interchange Structure 1 & 2 (H-2) and Waiawa Interchange Structure No. 5 (H-1) <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	CON				2,100	1,680	420				Bridge On-System
S26 Interstate Route H-2, Seismic Retrofit Meheula Parkway, Leilehua Golf Course Road & Pineapple Road (Mililani and Wahiawa) <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	CON				2,376	2,058	318				Bridge On-System
S27 Interstate Route H-1 Widening (Westbound), Waimalu Viaduct to Pearl City Off-Ramp <i>Widen the H-1 freeway to 6 lanes in the westbound direction from the Waimalu Viaduct to the Pearl City Off-ramp, meeting current Interstate freeway standards.</i>	CON CON				13,750 30,000	11,000 26,000	2,750 4,000				High Priority National Highway System
S28 Interstate Route H-1, Seismic Retrofit Kapiolani Interchange, Phase II <i>Retrofit existing bridge superstructures to meet the current seismic design criteria.</i>	CON	2,000	1,600	400							Bridge On-System
S29 Interstate Route H-1 Improvements (Eastbound), Middle Street to Vineyard Boulevard <i>Construct an additional lane on the H-1 freeway inbound from Middle Street to Vineyard Boulevard.</i>	CON							9,000	8,000	1,000	Interstate Maintenance
S30 Kahekili Highway Landscaping, Kulukeoe Street to Haiku Road <i>Remove or reconstruct the existing paved median and median barrers, and replace them with landscaped medians with raised curbs.</i>	CON	2,250	1,800	450							National Highway System
S31 Kahekili Highway Improvements, Haiku Road to Hui Iwa Street <i>Improve shoulder and intersection.</i>	DES CON	400	0	400				3,000	0	3,000	Local Local
S32 Ka Iwi Scenic Shoreline Project <i>Preserve and enhance the natural and scenic vistas in the area between Kalaniana'ole Highway and the Makapuu Headland and Shoreline. Project involves the reconstruction of the Makapuu lookout and the undergrounding of utilities.</i>	CON	4,020	4,000	20							STP Enhancement

**OAHU TRANSPORTATION IMPROVEMENT PROGRAM
FY 2002 THRU FY 2004**

Approved by OMPO Policy Committee
September 19, 2001

PROJECT	PHASE	FY 2002			FY 2003			FY 2004			TEA-21 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)	
S33 Kalaeloa Roadway Improvements, Vicinity of Barber's Point Naval Air Station <i>Upgrade and/or reconstruct/rehabilitate the existing roadway, drainage systems, and other facilities to current standards on Enterprise Road, Roosevelt Road, Coral Sea Road and West Perimeter Road. Project will include future North/South Road connector right-of-way and the realignment of Coral Sea Road to Independence Road.</i>	DES	2,500	2,000	500							CMAQ
S34 Kalaniana'ole Highway Intersection Improvements, at Hanauma Bay Road <i>Miscellaneous intersection improvements</i>	CON						2,000	1,600	400		STP Optional Safety
S35 Kalaniana'ole Highway, Replacement of Inoaole Stream Bridge <i>(Near Bellows Air Force Station, Waimanalo) Replace existing bridge with a larger bridge. Project will include improvements to the roadway approaches, detour road and utility relocations.</i>	R/W CON	250 4,000	200 3,200	50 800							High Priority High Priority
S36 Kalaniana'ole Highway Improvements, Waimanalo Town <i>(Olomana Golf Course Road to Waimanalo Beach Park) Install left-turn lanes at six intersections, improve drainage inside highway right-of-way, improve existing bus stops, install bike lanes or paths, install sidewalks and paved driveways, replace/update existing traffic signal system, make bus stops and shoulders compliant with Americans with Disabilities Act guidelines.</i>	DES	625	500	125							STP Flexible
S37 Kalihi Street, Intersection Improvements at Colburn Street <i>Miscellaneous intersection improvements</i>	CON				300	240	60				STP Optional Safety
S38 Kamananui Road Intersection Improvements at Kaukonahua Road <i>Miscellaneous intersection improvements</i>	CON						400	300	100		STP Optional Safety
S39 Kamehameha Highway, Intersection Improvements at Valkenburg Street <i>Miscellaneous intersection improvements</i>	CON				200	160	40				STP Optional Safety
S40 Kamehameha Highway Bikeway, Vicinity of Radford Drive to Arizona Memorial <i>Construct a bike lane on Kamehameha Highway, from the Radford Drive area to the Arizona Memorial. Includes drainage improvements, markings, signing, and Americans with Disabilities Act improvements.</i>	CON						980	785	195		National Highway System

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		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)	
S41 Kamehameha Highway, In-Bound Cane Haul Road Structure Replacement, Vicinity of Waipahu <i>Replace the in-bound Cane Haul Road structure with a new bridge that meets current design standards.</i>	R/W							100	80	20	Bridge On-System Bridge On-System
	DES				600	480	120				
S42 Kamehameha Highway, Out-Bound Cane Haul Road Structure Replacement, Vicinity of Waipahu <i>Replace the out-bound Cane Haul Road structure with a new bridge that meets current design standards.</i>	R/W							100	80	20	Bridge On-System Bridge On-System
	DES				600	480	120				
S43 Kamehameha Highway, South Kahana Stream Bridge Replacement <i>(Kaaawa, near Trout Farm Road) Replace the existing culvert with a new bridge that meets current design standards and provides a pedestrian sidewalk and a larger waterway opening.</i>	R/W							100	80	20	Bridge On-System Bridge On-System
	DES				1,220	975	245				
S44 Kamehameha Highway, Kaluanui Stream Bridge Replacement <i>(Hauula, near Sacred Falls State Park) Replace the existing culvert with a new bridge that meets current design standards and provides a pedestrian sidewalk and a larger waterway opening.</i>	R/W							100	80	20	Bridge On-System Bridge On-System
	DES				865	690	175				
S45 Kamehameha Highway Wetland Enhancement, Vicinity of Ukoa Pond <i>(Helemano-Wailua Junction to Haleiwa Beach Park) Enhance wetlands near Ukoa Pond as mitigation for previous construction impacts and wetland banking for future use.</i>	R/W	380	304	76							Minimum Guarantee Minimum Guarantee
	CON				2,730	2,204	526	500	400	100	
S46 Kamehameha Highway Traffic Improvements, Kahaluu to Waimea Bay, Phase 1 <i>Construct passing lanes, construct turning lanes at intersections, modify existing traffic signals, and install signs, flashers, and other warning devices.</i>	DES	1,000	770	230							National Highway System National Highway System
	CON							4,000	3,200	800	
S47 Kamehameha Highway, Kaipapau Stream Bridge Replacement <i>(Hauula, in the vicinity of Pipilani Place) Replace the existing bridge with a new bridge that meets current design standards.</i>	R/W	450	330	120							Bridge On-System Bridge On-System
	CON							5,614	4,491	1,123	

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		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)	
S48 Kamehameha Highway, Kawela Stream Bridge Replacement <i>(Kawela, near Kawela Camp Road) Replace the existing bridge with a new bridge that meets current design standards.</i>	R/W CON	210	165	45	148	118	30	2,240	1,792	448	Bridge On-System Bridge On-System
S49 Kamehameha Highway, Kokololio Stream Bridge Replacement <i>(Hauula, in the vicinity of Kaupau Place) Replace the existing bridge with a new bridge that meets current design standards.</i>	R/W CON	210	165	45				3,800	3,040	760	Bridge On-System Bridge On-System
S50 Kamehameha Highway, North Kahana Bridge Replacement <i>(Kaaawa, between Kahana Valley State Park and Trout Farm Road) Replace the existing bridge with a new bridge that meets current design standards.</i>	R/W CON	65	40	25				5,200	4,160	1,040	Bridge On-System Bridge On-System
S51 Kamehameha Highway, Upper Poamoho Stream Bridge Replacement <i>(Vicinity of Helemano Plantation, near Kaukonahua Road) Replace the existing bridge with a new bridge that meets current design standards.</i>	R/W DES							870	696	174	Bridge On-System Bridge On-System
S52 Kamehameha Highway, South Punaluu Bridge Replacement <i>(Punaluu, near Green Valley Road) Replace the existing bridge with a new bridge that meets current design standards.</i>	R/W CON	305	235	70	5,175	4,140	1,035				Bridge On-System Bridge On-System
S53 Kamehameha Highway Installation of Emergency Telephones - Weed Junction to Kamananui Road <i>Install emergency solar-powered cellular telephones at various highway locations. Upgrade existing emergency cellular telephones to meet current Americans with Disabilities Act guidelines.</i>	CON				200	150	50				CMAQ
S54 Kamehameha Highway, Waiahole Bridge Replacement <i>(Vicinity of Waiahole Valley Road) Replace the original facility with a new concrete structure that will meet current design standards. The new structure will accommodate two 12-foot wide shoulders, sidewalks, and bridge railings.</i>	R/W CON	640	485	155							Bridge On-System Bridge On-System

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		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)	
S55 Kamehameha Highway Drainage Improvements, Vicinity of Kahuku Hospital <i>Replace Kii Bridge at Ohia Stream on Kamehameha Highway</i>	R/W, DES, CON	5,000	5,000	0							Discretionary (Earmarked) Minimum Guarantee
	R/W, DES, CON	6,500	3,100	3,400							
S56 Kamehameha Highway, Haiamoa Stream, Replacement of Double Box Culvert <i>(Kahaluu, between Wailehua Road and Waihee Road) Replace existing culvert with a new bridge that meets current design standards, vehicular load requirements, seismic criteria. Project will provide a pedestrian sidewalk, bridge railings and a larger waterway opening, thereby increasing drainage capabilities.</i>	R/W	100	80	20	500	400	100				Bridge On-System Bridge On-System Bridge On-System
	DES	400	320	80							
	CON							1,915	1,475	440	
S57 Leeward Bikeway, Phase I, Waipio Point Access Road to Railroad Society Train Station <i>Construct a 10-foot wide multi-use path along the old Oahu Railway and Land Company's right-of-way. Project will include drainage structures, crossing structures, and retaining walls. After all phases are completed, the existing bikepaths will be connected into a continuous route serving the Pearl Harbor area to Luualalei.</i>	CON							3,000	2,250	750	STP Enhancement
S58 Leeward Community College (LCC) Access Improvements <i>Construct a second access to LCC from the Waipio Point Access Road along the existing roadway easement, continuing along an existing abandoned Cane Haul Road, connecting to the southwest corner of the LCC campus.</i>	R/W				500	0	500				Local Local Local
	DES	1,000	0	1,000							
	CON				4,000	0	4,000				
S59 Moanalua Freeway, Installation of Emergency Telephones <i>Install emergency solar-powered cellular telephones at various highway locations. Upgrade existing emergency cellular telephones to meet current Americans with Disabilities Act guidelines.</i>	CON				200	160	40				National Highway System
S60 Mokapu Saddle Road/Mokapu Boulevard Resurfacing and Rehabilitation - Vicinity of Kalaheo Avenue to Mikiola Street <i>Resurface and reconstruct the existing roadway and shoulders, provide a bikelane, improve drainage, replace and upgrade guardrails and end treatments, upgrade and replace existing street light standards, and install pavement markings and traffic signs.</i>	CON	14,000	0	14,000							Local

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S62 Nimitz Highway Improvements, Keehi Interchange to Pacific Street <i>Create a morning peak period contra-flow lane utilizing one of the Ewa-bound lanes on Nimitz Highway.</i>	DES				200	0	200				Local
	CON							5,000	0	5,000	Local
S63 Nimitz Highway Bikeway Extension <i>Extend the Nimitz Highway bike lane from Waiakamilo Road to the existing multi-use path under the Airport Viaduct. Project includes drainage improvements, markings, signing, and improvements based on the Americans with Disabilities Act guidelines.</i>	DES	500	400	100							National Highway System
S64 North/South Road, Phases I and II <i>Construct a new multi-lane arterial from Farrington Highway to Interstate Route H-1, and an interchange at the H-1 freeway. Phase I includes Kapolei Parkway to Farrington Highway. Phase II includes Farrington Highway to H-1.</i>	Phase I R/W				500	400	100				STP Flexible
	Phase II R/W	1,000	800	200							STP Flexible
S65 Pedestrian Facilities and Americans with Disabilities Act Compliance at Various Locations <i>Install and/or upgrade curb ramps and bus stops on state highways and upgrade the Department of Transportation Highways Division building facilities to comply with the Americans with Disabilities Act.</i>	DES	200	0	200							Local
	CON	2,000	1,600	400							CMAQ
S66 Puuloa Road Widening, Kamehameha Highway to Salt Lake Boulevard <i>Reconstruct the existing pavement structure, provide left turn storage lanes, install roadway lighting and an improved drainage system, relocate utilities, install a sidewalk and curb/gutter, and provide bike lanes and landscaping.</i>	CON	6,875	5,500	1,375							High Priority
	CON	4,000	3,200	800							Minimum Guarantee
S67 Sand Island Bridge Rehabilitation <i>Replace the Bascule Bridge deck, clean other steel members, and upgrade endposts to meet current standards.</i>	CON	3,215	2,460	755							National Highway System
S68 Sand Island Tunnel - Kalihi Channel <i>Demolish the existing Sand Island Bridge and construct a new four-lane Sand Island Tunnel beneath the Kalihi Channel.</i>	PLN							2,000	1,600	400	National Highway System

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S69	Traffic Signal Modernization at Various Locations										
	<i>Ala Moana Boulevard - Replace existing traffic signal system at the exit & entrance of Ala Moana Boulevard</i>										
	CON	800	640	160							CMAQ
S70	Vanpool Program										
	<i>Encourage ridesharing during the peak commuting hours to reduce congestion by providing qualified users with a State-subsidized van.</i>										
		1,000	800	200	900	700	200	800	600	200	STP Flexible FHWA funds transferred from FTA Sec 5307 (C29 below)
		300	239	61	1,250	1,000	250	1,250	1,000	250	
OAHU : STATE - FHWA TOTAL		91,150	59,363	31,787	106,739	85,725	21,014	86,720	64,537	22,183	

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		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)		
<u>CITY & COUNTY OF HONOLULU - FHWA</u>												
C1	Bridge Inspection and Appraisals <i>Inventory, inspect, and appraise City bridges, including underwater inspections, scour analyses, surveys, and preparation of plans for bridge repairs. This will assist the City in complying with federal requirements related to bridge inspections and scour, CFR Chapter 23, Subpart C, Section 650.305.</i>	PLN	300	240	60	400	320	80	300	240	60	Bridge Off-System
C2	Computerized Traffic Control System, Phase VII <i>Upgrade system, including the installation of fiberoptic lines, detector data collection stations, provisions for video detection, and signal controller function enhancements for urban center and outlying areas. Continue program to upgrade and interconnect traffic signal systems in the Primary Urban Center and outlying areas to the Honolulu Traffic Control Center.</i>	DES CON	500	400	100	2,000	1,600	400				STP Flexible
C3	Diamond Head Road Bikeway <i>Install a bikeway facility on Diamond Head Road, between Paki Avenue and Kahala Avenue. Project will be in conformance with the Diamond Head Road Recreation Master Plan. Project implements both regional and facility master plans for the safety and convenience of bicyclists, motorists, and pedestrians.</i>	DES				420	336	84				STP Enhancement
C30	Kapolei Parkway <i>Construct a new road from the eastern end of Aliinui Drive to Kalaeloa Boulevard.</i>	DES							250	0	250	Local
C31	Kapolei Parkway <i>Construct a new road from Kamokila Boulevard to Fort Barrette Road.</i>	DES							250	0	250	Local
C4	Rehabilitation of Streets, Unit 5A <i>Construct concrete bus lanes and rehabilitate Beretania Street between King Street and Alapai Street.</i>	CON				5,500	4,400	1,100				STP Flexible
C5	Rehabilitation of Streets, Unit 8 <i>Rehabilitate Dillingham Boulevard between Waiakamilo Road and Kamehameha Highway. Project will restore pavement surfaces deteriorated through the use of and/or disturbed by the installation of transit, utilities, and other roadway infrastructure improvements.</i>	CON							3,200	2,560	640	STP Flexible

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C6	Rehabilitation of Streets, Unit 9, Phase 1										
	<i>Rehabilitate Kapiolani Boulevard (Kalakaua Avenue to Ward Avenue), Atkinson Drive, and Kalakaua Avenue (Kapiolani Boulevard to the Ala Wai Canal). Project will restore pavement surfaces deteriorated through the use of and/or disturbed by the installation of transit, utilities, and other roadway infrastructure improvements.</i>										
	DES				9,800	7,840	1,960				STP Flexible
C7	Salt Lake Boulevard Widening, Phase 3										
	<i>Widen roadway to a four-lane facility with a raised landscaped median, bike lanes, a parking lane, and sidewalks between Maluna Street and Ala Liliko'i Street.</i>										
	DES				1,000	0	1,000				Local
C8	Seismic Bridge Retrofit FY 2003										
	<i>Consultant study to review various bridge plans and records, make site inspections, conduct seismic evaluations, identify alternate schemes for seismic retrofit, prepare plans and specifications for construction and construction of retrofit measures.</i>										
	DES				350	280	70	350	280	70	Bridge Off-System
	CON				750	600	150				Bridge Off-System
C9	Traffic Signals at Various Locations										
	<i>Install new traffic signals at various island-wide locations. Four to five locations to be selected annually subject to investigation and warrant evaluation. Plan will provide for the safe and orderly flow of vehicular and pedestrian traffic at busy intersections.</i>										
	DES				200	160	40	200	160	40	STP Flexible
	CON				800	640	160	800	640	160	STP Flexible
C&C OF HONOLULU - FHWA TOTAL		800	640	160	21,220	16,176	5,044	5,350	3,880	1,470	

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<u>OAHU: STATE - FEDERAL TRANSIT ADMINISTRATION (FTA)</u>											
S71	FTA Section 5310 Capital Assistance Program										
	<i>Capital assistance to private non-profit organizations for the purpose of providing transportation services for elderly individuals and individuals with disabilities.</i>										
	EQUIP	175	140	35	175	140	35	175	140	35	FTA Section 5310
OAHU : STATE - FTA TOTAL		175	140	35	175	140	35	175	140	35	

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<u>CITY & COUNTY OF HONOLULU - FEDERAL TRANSIT ADMINISTRATION (FTA)</u>											
C10	Alapai Transit Center <i>Develop a regional transit center to enable patrons to make connections between an In-Town BRT system, circulator, local and express buses to Windward Oahu and East Honolulu.</i>										
	PLN				200	0	200				Local
	DES				750	0	750				Local
	CON							8,900	0	8,900	Local
C11	Aloha Stadium Transit Center <i>Develop a major bus transfer center and park-and-ride lot at the Aloha Stadium overflow lot located at Salt Lake Boulevard and Kamehameha Highway. The facility will include 4 bus bays and 500 parking stalls with lighting, security fence, and landscaping.</i>										
	CON				1,320	0	1,320				Local
C12	Automated Handi-Van Application and Trip Eligibility System <i>Design, purchase and install a system that will allow paratransit eligibility applications to be completed and processed electronically, and will assist in determining individual trip-by-trip eligibility.</i>										
	DES				80	0	80				Local
	EQUIP				800	0	800				Local
C13	Bus Acquisition <i>Purchase replacement 40-foot buses (FY 2002=33, FY 2003=20, FY 2004=26).</i>										
	EQUIP	10,296	8,237	2,059	6,428	0	6,428	8,625	0	8,625	FTA Section 5307
C14	Bus Acquisition <i>Purchase replacement 40-foot buses (FY 2002=9, FY 2003=0, FY 2004=6).</i>										
	EQUIP	2,808	2,246	562				1,990	1,592	398	FTA Section 5309(m)(1)(A)
C15	Bus Acquisition <i>Purchase replacement 40-foot buses (FY 2002=24, FY 2003=0, FY 2004=0).</i>										
	EQUIP	7,233	5,786	1,447							FTA Section 5309(m)(1)(C) (Honolulu Allocation)
C16	Bus Acquisition <i>Purchase replacement 40-foot buses (FY 2002=4, FY 2003=0, FY 2004=0).</i>										
	EQUIP	1,250	1,000	250							FTA Section 5309(m)(1)(C) (Hawaii Allocation)

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C17 Bus Bay Improvements <i>Design and construct roadway improvements, including bus bays and pads, at various locations to be determined.</i>	R/W	10	0	10	30	0	30	30	0	30	Local
	DES	50	0	50	80	0	80	80	0	80	Local
	CON	280	0	280	1,050	0	1,050	1,050	0	1,050	Local
C18 Bus Driver Dispatch and Timekeeping System <i>Purchase a Daily Operations System to the Transit Management Information System. The project, which will link driver scheduling with the time-keeping and real-time operations system, will streamline scheduling and payroll record-keeping as well as facilitate last-minute adjustments in scheduling and driver changes.</i>	EQUIP				250	0	250				Local
C19 Bus Rehabilitation <i>Upgrade existing buses. Improvements include retrofitting approximately 80 buses, each with upgraded wheelchair lifts and bus destination signage systems. The project will upgrade existing 1992 model buses to meet operational requirements and enhance the delivery of public transit services.</i>	EQUIP	500	0	500							Local
C20 Bus Stop ADA Access Improvements <i>Installation of improvements within public rights-of-way to provide Americans with Disabilities Act-compliant accessibility at all bus stop locations.</i>	DES	10	0	10	50	0	50	50	0	50	Local
	CON	110	0	110	550	0	550	550	0	550	Local
C21 Bus/Paratransit Support Equipment <i>Purchase maintenance support equipment, including mechanics tools, for bus and paratransit operations. Proper equipment is required to meet ongoing bus maintenance requirements.</i>	EQUIP	360	0	360	360	0	360	360	0	360	Local
C22 Enhancement Elements at Islandwide Transit Centers <i>Install transit enhancement elements at various transit centers in Wahiawa, Mililani, Waipahu, Pearl City/Aiea, Kailua, and Kaneohe. The enhancement elements will conform to the definition of "transit enhancement" in 49 U.S.C. Section 5302(a)(15). Expenditures on transit enhancements are required pursuant to 49 U.S.C. Section 5307(a).</i>	CON	500	400	100	758	553	205	267	267	0	Deferred federal share programmed in FY 2004 FTA Section 5307 (Enhancement)

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C23 Handi-Van Acquisition <i>Purchase replacement paratransit vehicles (FY 2002=0, FY 2003=12, FY 2004=18). An ongoing Handi-Van replacement program is necessary to provide paratransit service for Americans with Disabilities Act paratransit-eligible persons pursuant to 49CFR Part 37.</i>	EQUIP				1,370	0	1,370	1,370	0	1,370	Local
C24 Islandwide Transit Centers <i>Develop transit centers in Wahiawa, Mililani, Waipahu, Pearl City/Aiea, Kailua, and Kaneohe.</i>	PLN	1	0	1							Local
	R/W	1	0	1							Local
	DES	900	0	900							Local
	CON	2,401	0	2,401	875	0	875				Local
C25 Iwilei Transportation Center <i>Develop a community transit center in Iwilei to provide mauka-makai connections within an In-Town Bus Rapid Transit (BRT) system.</i>	DES				500	0	500				Local
C26 Middle Street Transit Center <i>Develop a regional transit center on Middle Street to provide a high-capacity transfer point with amenities for patrons to access the Regional and In-Town Bus Rapid Transit (BRT) systems. Site improvements to include building structures to house the various systems' administrative and operational functions, and bus/paratransit vehicle parking and staging areas, employee and patron parking.</i>	PLN	250	0	250							Local
	R/W	1	0	1							Local
	DES	8,748	0	8,748							Local
	CON	1	0	1							Local
C27 Preventive Maintenance <i>Capital assistance for bus and paratransit maintenance costs.</i>	OPER	26,200	20,960	5,240	26,200	20,000	6,200	26,200	20,000	6,200	FTA Section 5307

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C28 Primary Corridor Transportation Project											
<i>Bus Rapid Transit (BRT) Alternative adopted as the Locally Preferred Alternative by the Honolulu City Council through Resolution No. 00-249. The Primary Corridor Transportation Project addresses the future mobility needs in Oahu's primary transportation corridor, which extends from Kapolei to UH-Manoa and Waikiki. The project's justification is discussed in Chapter 1, Purpose and Need, of the Major Investment Study/Draft Environmental Impact Statement (August 2000).</i>											
	PLN	500	0	500							Local
	DES	5,229	1,229	4,000	5,395	5,395	0	1,614	1,614	0	FTA Section 5307
	CON							6,228	3,781	2,447	FTA Section 5307
C29 Transfer to FHWA											
<i>FTA Section 5307 funds to be transferred to FHWA for the State Department of Transportation's vanpool program. The transfer amounts represent the estimated incremental increase in Section 5307 funds apportioned to the City and County of Honolulu attributed to vanpool operating information submitted to the Federal Transit Administration's National Transit Database.</i>											
		239	239	0	1,000	1,000	0	1,000	1,000	0	FTA Section 5307
C&C OF HONOLULU - FTA TOTAL		67,878	40,097	27,781	48,046	26,948	21,098	58,314	28,254	30,060	

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APPENDIX A

**TIP Recommendations as Adopted by the OMPO CAC
On May 16, 2001**

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**Oahu Metropolitan Planning Organization
Citizen Advisory Committee (CAC)**

**Recommendations to the
Transportation Improvement Program
FYs 2002-2004
Final Report**

**Presented to:
Oahu Metropolitan Planning Organization's
Policy Committee**

May 31, 2001

Page A - 1

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**Oahu Metropolitan Planning Organization
Citizen Advisory Committee
Transportation Improvement Program FYs 2002-2004
Final Report**

BACKGROUND

In November 2000, the Oahu Metropolitan Planning Organization (OMPO) Citizen Advisory Committee (CAC) formed a CAC Transportation Improvement Program (TIP) Subcommittee (hereinafter referred to as the "Subcommittee"). The purpose of the Subcommittee was to act on behalf of the full CAC to draft an initial, priority listing of projects recommended for inclusion in the Fiscal Years (FYs) 2002-2004 TIP. The Subcommittee met frequently between February and March 2001, establishing their assumptions, criteria, and ultimately, their project recommendations.

Active members, and the organizations that they represent, of the Subcommittee are listed below:

Rich Kane, Chair	The Pacific Resource Partnership
Jim Naylor	Aiea Neighborhood Board #20
John Sato	American Society of Civil Engineers
Burton White	Downtown Neighborhood Board #13
Frank Smith	Hawaii Bicycling League
Robert Naniole	Honolulu Community Action Program
CC Curry	Kalaeloa Community Association

The Subcommittee unanimously agreed to the following working assumptions:

1. The recommendations of the Subcommittee are not required to be financially-constrained.
2. Consensus was assumed unless any Subcommittee member present requested that a vote be taken.
3. When a vote was requested, the viewpoint of a majority of members present will be reported out of Subcommittee.
4. Minority opinions submitted in writing to the Chair must be reported as such out of Subcommittee.

The Subcommittee also established criteria for project selection and prioritization. These are listed below, in alphabetical order, not in the order of priority:

- Concerns With Quality
- Constructibility
- Economic Development
- Health/Safety/Crime
- Intermodal
- Maintenance and Repair
- Social Impact

In addition to a list of projects, the Subcommittee provided the following general recommendations to the development of the FYs 2002-2004 TIP:

1. Members of the Subcommittee stressed the need to maintain, repair, and improve Hawaii's bridges by recommending the highest priority for all such projects.
2. Members of the Subcommittee stressed the need to maintain, repair, and improve Hawaii's guardrails and shoulders by recommending the highest priority for all such projects.
3. Members of the Subcommittee stressed the need for expeditious compliance with Americans With Disabilities Act (ADA) requirements by recommending the highest priority for all such projects.
4. Members of the Subcommittee recommended the removal of all Intelligent Transportation Systems (ITS) projects from the FYs 2002-2004 TIP until full compatibility with Federally-mandated ITS architecture is assured.
5. Provided information which subsequently became available, members of the Subcommittee would have recommended the highest priority for the State Bicycle Plan.

Process

The recommendations were then presented to the CAC at their March 21, 2001 meeting by the Subcommittee members. The Subcommittee's recommendations, including a prioritized project listing, were also mailed to all CAC member organizations' representatives, alternates, and Chairs on March 22, 2001. All members of the CAC were requested to discuss the project recommendations with their respective organizations by the CAC meeting on May 16, 2001.

At the CAC meeting on April 18, 2001, the following projects were added at the lowest priority (project numbers correspond directly with the Transportation for Oahu Plan for 2025 (TOP 2025)):

- H-1 Makakilo Interchange new west bound on-ramp (Project E-1)
- H-1 Kapolei Interchange, new interchange (Project E-2)
- North-South Road Kapolei Parkway to H-1, including the North-South Road Interchange, (Project E-17)
- Waianae Second Access across Waianae range (Project W-1)

At the CAC meeting on May 16, 2001, the project list was finalized, with one project deleted (Kalaniana'ole Highway widening, Olomana Golf Course to Waimanalo Beach Park), and the following projects moved into the "high priority" category.

- H-1 Makakilo Interchange new west bound on-ramp (Project E-1) moved from low priority to high priority
- H-1 Kapolei Interchange, new interchange (Project E-2) moved from low priority to high priority
- North-South Road Kapolei Parkway to H-1, including the North-South Road Interchange, (Project E-17) moved from low priority to high priority
- "Completion of Kapolei Parkway" moved from medium priority to high priority

Final Listing, By Priority, Of Transportation Projects Recommended For Inclusion In The FYs 2002-2004 TIP

Project Recommendations:

PROJECT NAME	PROJECT DESCRIPTION	COMMENTS
High Priority		
City & County of Honolulu	Bridge inspection and appraisal	
City & County of Honolulu	Bus stop ADA access improvements	
Dillingham Boulevard, Komo Mai Drive, Waipahu Street	Seismic Bridge Retrofit	
Dillingham Boulevard, Unit 8: Phase I & 2	Rehabilitate: King Street to Kamehameha Highway	
Ewa	Leeward Bikeway: Waipio Pt. Access Road to Lualualei	
Farrington Highway	Safety improvements	
Farrington Highway	Replacement of Makaha Bridge No. 3	
Farrington Highway	Replacement of Makaha Bridge No. 3A	
Farrington Highway	Improvements: Nanakuli to Makaha	
Fort Barrette Road	Widening - Farrington Highway to Roosevelt Road	
Fort Weaver Road	Widening: Farrington Highway to Geiger Road	
Halawa Valley	2nd Access to Halawa Industrial Area	New project suggested by Subcommittee.
Interstate H-1: Austin Bishop separation - Waiau I/C	Seismic retrofit	
Interstate H-1: Airport Exchange to Middle Street	Guardrail & Shoulder Improvements	
Interstate H-1: Halawa I/C to Ainakoa Street	Installation of emergency telephones	
Interstate H-1: Kaonohi & Kaamilo Separation	Seismic retrofit	
Interstate H-1: Kapiolani I/C to Ainakoa Street	Guardrail & Shoulder Improvements	
Interstate H-1: Kapiolani Interchange	Seismic Retrofit, Phase II	
Interstate H-1: Kapolei Interchange	New Interchange	
Interstate H-1: Makakilo Interchange	New west bound on-ramp	
Interstate H-1: Middle Street to Punchbowl Street	Guardrail & Shoulder Improvements	
Interstate H-1: Palailai I/C to Halawa I/C	Install emergency telephones	
Interstate H-1: Wahiawa I/C 1, 2 & 5	Seismic retrofit	
Interstate H-1: Waikele Bridge to Airport Exchange	Guardrail & Shoulder Improvements	
Interstate H-1: Waimalu viaduct to Pearl City off-ramp	Westbound widening	Highest priority recommended for expeditious construction.

PROJECT NAME	PROJECT DESCRIPTION	COMMENTS
Interstate H-2: Meheula Parkway, Golf Course Road	Seismic Retrofit	
Interstate H-3: Kailua Interchange	Seismic Retrofit	
High Priority (continued)		
Island-Wide	The Handi-Van Service	Subcommittee separated project from BRT and accorded it the highest priority.
Kalaeloa	Roadway improvements: Bring up to standard	Highest priority to the extent that TheBus access is made possible.
Kalaniana'ole Highway	Replacement of Inoa'ole Stream Bridge	
Kalaniana'ole Highway: Makapuu	Rockfall protection	
Kalaniana'ole Highway: Makapuu	Realign highway	
Kamehameha Highway	South Punaluu Bridge Replacement	
Kamehameha Highway	Kaipapu Stream Bridge Replacement	
Kamehameha Highway	Kokololio Stream Bridge Replacement	
Kamehameha Highway	Replacement of Double Box Culvert	
Kamehameha Highway	Waiahole Bridge Replacement	
Kamehameha Highway	North Kahana Bridge Replacement	
Kamehameha Highway	Kawela Stream Bridge Replacement	
Kamehameha Highway: Kahuku Hospital Vicinity	Drainage improvements	
Kamehameha Highway: Waimea Bay to Kahaluu	Safety improvements	
Kamehameha Highway: Weed Junction to Kamananui Road	Installation of emergency telephones	
Kamehameha Hwy: Ka Uka to Lanikuhana	Widening	
Kapolei Parkway	Completion	
Leeward Community College	Access improvements	
Leeward Community College	Second Access	
Likelike Highway: Emmeline Place to Burmeister overpass	Resurfacing/rehabilitation	
Moanalua Road: Waimano Home Road & Hoolaulea Street	Footbridge seismic retrofit	
Mokapu Saddle Road: Kalaheo Avenue - Mikiola Street	Resurfacing/rehabilitation	
North-South Road: Kapolei Parkway to H-1	Includes new interchange with H-1	
Primary Urban Corridor	Honolulu Bicycle Master Plan	See "Minority Reports" page 6.
Renton Road	Access to Kalaeloa at Kihi Street	New project suggested by Subcommittee.
Salt Lake Boulevard	Widening, Phase 2: Lawehana Street to Reeves Street	

PROJECT NAME	PROJECT DESCRIPTION	COMMENTS
Salt Lake Boulevard	Widening, Ph 3: Reeves Street to Ala Lilikoi	
Sand Island Bridge	Rehabilitation	
Statewide	Freeway Service Patrol	
Various Locations	Curb Ramps	
Various Locations Statewide	Pedestrian facilities and ADA Compliance	
Waimea Bay Access Road	Emergency connectors	
Medium Priority		
Farrington Highway	Widening: Kapolei Golf Course to Fort Weaver Road	
Farrington Highway	Realignment around Makaha Beach Park	
Interstate H-1: Lunalilo to Vineyard	Westbound weave modification	
Interstate H-1: Palailai Interchange	Improvements	
Interstate H-1: University Interchange	Modifications	
Interstate H-1: Waipahu off-ramp	Westbound widening	
Kalaeloa Boulevard	Corridor improvements	
Kalaniana'ole Highway	Extend AM contraflow lane to Keahole Street.	
Kamehameha Highway	Beautification: Waiawa to Pearl Harbor	
Kamehameha Highway: Ukoa Pond Vicinity	Wetland enhancement	
Mauka Frontage Road	Makakilo Drive to Kalaeloa Boulevard	
Moanalua Road	Extension: Waimano Home Road to Waihona Street	
Oahu: Island-wide	Implement Van Pool Program	
Oahu: Island-wide	Express Commuter Ferry	
Primary Urban Corridor	Bus Rapid Transit (BRT)	See "Minority Reports," page 6
Punchbowl Street	Conversion to two-way operation	
Waianae	Emergency Access Road	
Low Priority		
Interstate H-1 & H-2	Destination sign upgrade/replacement	
Moanalua Freeway	Widening	
Piikoi-Pensacola	Reverse one-way couplet	
Sand Island Access Road	Widen	
Waianae	Second Access	

Minority Reports

All member organizations were given the opportunity to submit in writing a minority opinion in the form of a Minority Report if they disagreed with a project, or portions of a project, being included as part of the TIP recommendations by the CAC. The following minority opinion by the American Society of Civil Engineers was submitted as part of the Subcommittee deliberations:

- *Minority Opinion:* “Given the complexity and the controversy of this project and the potential enormous impact to both regional and local travel operations and patterns, [the Minority] believes the nine members of the OMPO Citizen Advisory Committee (CAC) Transportation Improvement Program (TIP) Subcommittee could not and should not represent the views of the entire CAC and come up with a recommendation for the project regarding the TIP. The BRT represents a fundamental shift in policy regarding transportation planning and systems. In addition, the BRT, if placed on the TIP, could displace a large number of projects that may be of special interest to CAC members. [The Minority] urges all members of the CAC to carefully examine the EIS and other available information to develop a recommendation that represents your organization. Hopefully, the entire CAC can get together to discuss the BRT and come up with an accurate representation of the views of the CAC. Whatever recommendations that get expressed through the CAC regarding the BRT will be considered by others with great importance and thus an accurate representation of the CAC is needed.”

In addition, two minority reports submitted to the CAC are included in this report:

- Fort Street Mall, Honolulu Bicycle Master Plan
- Bus Rapid Transit



April 10, 2001

Mr. Gordon Lum
Executive Director
Oahu Metropolitan Planning Organization
Ocean View Center, Suite 200
707 Richards Street
Honolulu, HI 96813
via fax: 587-2018 and mail

Re: OMPO CAC Transportation Improvement Program Subcommittee Report,
Honolulu Bicycle Master Plan, Primary Urban Corridor

Dear Mr. Lum:

The Downtown Neighborhood Board wishes to express its opposition to plans to use Fort Street Mall as a connecting link to the lei of parks plan/bikeway master plan. Although this segment of the bikeway is included in the April 1999 master plan, many in the community believe it is not suitable because of the large number of pedestrians on the mall, the heavy pedestrian traffic which is worse than traffic gridlock at the mauka portion by Hawaii Pacific University and Our Lady of Peace Cathedral, a surface that is hazardous when wet, and the desire of Fort Street Mall eateries, residents, and workers for outdoor cafes. An alternate route needs to be selected.

Various groups are talking about a Downtown Culture and Arts District which could include Fort Street Mall, creating a Business Improvement District for the Mall, removing the Mall from the jurisdiction of the Parks Department, changing its zoning from preservation, to name a few. If input received at a special meeting the Downtown Neighborhood Board held in April 1999 concerning problems on the Fort Street Mall and suggestions to improve the mall is any indication, a bikeway would receive a minus rating.

We recommend that the Fort Street Mall be removed from the Honolulu Bicycle Master Plan in the TIP and be replaced with an alternate route.

If that is not done, we request that this letter be attached as a minority report to the initial recommendations of the TIP Subcommittee.

Sincerely,

Lynne Matusow, Chair

cc: Burton White, Downtown Neighborhood Board CAC Representative



Oahu's Neighborhood Board System - Established 1973

E Noa Corporation
1141 Waimanu Street, #105
Honolulu, Hawaii 96814
Phone: 593-8073 Fax: 593-8752

Minority Opinion re Bus Rapid Transit
as included in
The FY 2002-2004 Transportation Improvement Program
CAC/OMPO
May 16, 2001

The Minority Opinion presented in the Report of the CAC TIP Subcommittee states in part that the Subcommittee "could not and should not represent the views of the entire CAC and come up with a recommendation for the project regarding the TIP....(T)he BRT if placed on the TIP could displace a large number of projects that may be of special interest to CAC members....Hopefully the entire CAC can get together to discuss the BRT and come up with an accurate representation of the views of the CAC."

E Noa Corporation concurs in this Minority Opinion. In addition, it desire to offer the following observations relating to BRT for consideration by the CAC.

Service In Waikiki Versus Service to Rural and Suburban Areas

- **The Waikiki Investment.** The BRT Projects is proposing to expend substantial sums of money serving Waikiki, where a large portion of the riders will be visitors, while providing substantially smaller investments in underserved rural and suburban areas,
- **The BRT Priority.** Clearly, BRT gives service in Waikiki a very high priority, much higher than that given to rural or suburban areas, whether the measure is number and type of vehicles or hours of service (may be as high as 18 to 21 hours per day in Waikiki) or frequency of service (may be as high as every four minutes in Waikiki).
- **Waikiki as a Destination.** OMPO's own ORTP survey indicates, however, that only 5% of responding Oahu residents cite Waikiki as the general area they go to, whether by car or bus. On the other hand, 11% specify that the University of Hawaii is their destination and 46% say they are headed for downtown. The percentages of Oahu residents whose destination is the Airport, Pearl Harbor, Pearl City and Kalihi/Palama are all higher than the percentage of Oahu residents headed for Waikiki. Of the listed destinations, Waikiki was designated by the smallest percentage of respondents as the general area they go to.

- **Serving Visitors.** The question arises as to why the City and State are investing so heavily in Waikiki when other areas of Oahu badly need improved transportation services and when such a small percentage of Oahu residents are listing Waikiki as their intended destination. Perhaps, BRT plans to provide such frequent service to visitors so that it can most conveniently increase its total ridership and its revenues from passengers who, for the most part, pay the full adult fare.
- **Alternative Means of Serving Waikiki Employees.** Finally, there is no indication in the Primary Corridor Transportation Project MIS/Draft EIS that the City has considered alternative ways, such as those put forth by Hawaii Transportation Association, of serving Waikiki employees, which the City cites as its justification for extending BRT into Waikiki.

Competition With Private Passenger Carriers

- **First Priority.** The City and County's desire to promote the well-being of its own mass transit enterprise, whether TheBus or BRT, has taken precedence over other choices in a manner that is extremely detrimental to the private passenger carriers.
- **The City as Tour Operator.** TheBus has become a tour operator, aggressively recruiting visitors to Oahu, at the expense of the private transportation carriers serving the visitor industry, and will expand its role as a tour operator under BRT.
- **The City Courts the Visitors.** TheBus currently promotes its services to visitors through promotional literature, published by private firms, in English and in Japanese and distributed abroad as well as in Hawaii through hotel gift shops and ABC Stores. Presumably this is what BRT will do in the future.
- **Probable Consequences.** The BRT, a subsidized, non-tax paying mass transit system, as currently proposed for Waikiki is likely to have a significant negative impact on the economic well-being of the self-supporting, tax paying private passenger carrier industry. . There is no indication in the Primary Corridor Transportation Project MIS/Draft EIS that the City considered this economic impact,
- **Private Sector Transportation Services.** The transportation and tour requirements of visitors to Waikiki are currently being met by a diversity of private companies. There is no indication that the current range of transportation and tour offerings is inadequate or deficient.
- **Rationale for Public Subsidy.** The rationale for public subsidy of transit services is that such services are an essential public good that would not otherwise be offered by the private sector. As such, TheBus and BRT should go to great lengths to insure that services that can be provided

without public support – taxis, tour buses and trolleys, etc. – are not driven out of business by publicly supported services that are subsidized in the first place because non-subsidized services did not exist.

Legal Concerns for OMPO

- **Federal Statute Governing OMPO.** 49 USC 5306(a) re Private Enterprise Participation in Metropolitan Planning and Transportation Improvement Programs and Relationships to Other Limitations states in part: "Private Enterprise Participation. - A plan or program required by section 5303, 5304 (relates to TIP), 5305 of this title shall encourage to the maximum extent feasible the participation of private enterprise."

APPENDIX B

**City Council Resolution No. 01-215, CD1
Adopted on September 11, 2001**

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RESOLUTION

APPROVING THE CITY AND COUNTY OF HONOLULU'S LIST OF CANDIDATE PROJECTS FOR CONSIDERATION IN THE FISCAL YEARS 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM.

WHEREAS, Part 450 of Title 23, Code of Federal Regulations (CFR), and Part 613 of Title 49 CFR, set forth regulations governing the development of a transportation improvement program (TIP) by a metropolitan planning organization (MPO), and regulations governing eligibility for federal highway and transit funds; and

WHEREAS, Section 4-2.2 of the Revised Ordinances of Honolulu 1990, as amended, requires that all projects for which assistance is desired under any federal act, program or regulations involving or affecting the Oahu metropolitan planning organization (OMPO) shall be initiated by submission of the proposed project to the City Council for its prior approval; and

WHEREAS, Section 4-2.2 of the Revised Ordinances of Honolulu 1990, as amended, authorizes the director of transportation services to forward the proposed projects approved by the City Council to OMPO for appropriate review and action; and

WHEREAS, by its adoption of Resolution No. 99-261, CD-1, on October 20, 1999, the Council of the City and County of Honolulu approved the City's input to the Fiscal Years (FYs) 2000-2002 TIP to the OMPO; and

WHEREAS, the federal regulations require that the TIP be updated at least every two years and be approved by the MPO and the governor; and

WHEREAS, the department of transportation services, in cooperation with other executive agencies, has developed a list of candidate projects for consideration in the FYs 2002-2004 TIP; now, therefore,

TRANS

OCS00566.R01



RESOLUTION

BE IT RESOLVED by the Council of the City and County of Honolulu that the list of candidate projects identified in Exhibit 1-A to this resolution is hereby approved; and

BE IT FURTHER RESOLVED that the Director of Transportation Services may make minor or editing changes, provided that no substantive additions or deletions are made; and

RESOLUTION

BE IT FINALLY RESOLVED that the Clerk is directed to transmit certified copies of this resolution to the Director, Department of Transportation Services; the Director, Department of Design and Construction; and Mr. Gordon G. W. Lum, Executive Director, Oahu Metropolitan Planning Organization, Ocean View Center, Suite 200, 707 Richards Street, Honolulu, Hawaii 96813.

INTRODUCED BY:

Steve Holmes (BR)

DATE OF INTRODUCTION:

July 19, 2001

 Honolulu, Hawaii

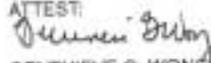
Councilmembers

(OCS/082701/mg)

- 3 -

CITY COUNCIL
 CITY AND COUNTY OF HONOLULU
 HONOLULU, HAWAII

I hereby certify that the foregoing RESOLUTION was adopted by the COUNCIL OF THE CITY AND COUNTY OF HONOLULU on the date and by the vote indicated to the right.

ATTEST:

 GENEVIEVE G. WONG
 City Clerk


 JON C. YOSHIMURA
 CHAIR AND PRESIDING OFFICER

Date: 9/11/01

ADOPTED MEETING HELD			
9/11/01			
	AYE	NO	A/E
BAINUM	X		
CACHOLA	X		
DeBOTO	X		
FELIX	X		
HOLMES	X		
MANSIRO	X		
MIRIKITANI	X		
OKINO	X		
YOSHIMURA	X		
	9	0	0

Reference:

Report No. **Trans-416**

Resolution No.

**01-215
 CD1**

CITY AND COUNTY OF HONOLULU
PROJECTS FOR CONSIDERATION IN THE
FISCAL YEARS 2002 TO 2004
TRANSPORTATION IMPROVEMENT PROGRAM

BT = City Bus Transportation Fund	BK = City Bikeway Fund
HI = City Highway Improvement Bond Fund	

Project/Phase	Fiscal Year (\$000)		
	2002	2003	2004

FTA Urbanized Area Formula Program (Section 5307)

Bus Acquisition (standard 40-ft replacement buses)			
33 Buses	\$10,296		
20 Buses		\$6,428	
26 Buses			\$8,625
Project Total	10,296	6,428	8,625
Federal Funds	8,237	0	0
Local Funds (HI)	2,059	6,428	8,625
Handi-Van Bus Acquisition (replacement buses)			
12 Buses		1,370	
18 Buses			1,370
Project Total	0	1,370	1,370
Federal Funds	0	0	0
Local Funds (HI)	0	1,370	1,370
Preventive Maintenance (capital assistance for bus maintenance costs)			
FY 2001 costs	26,200		
FY 2002 costs		26,200	
FY 2003 costs			26,200
Project Total	26,200	26,200	26,200
Federal Funds	20,960	20,000	20,000
Local Funds (BT)	5,240	6,200	6,200
Transfer to FHWA (for Hawaii DOT Vanpool Program; apportionment increase due to vanpool data)			
FY 1999 Nat'l Transit Database Report	239		
FY 2000 Nat'l Transit Database Report		1,000	
FY 2001 Nat'l Transit Database Report			1,000
Project Total	239	1,000	1,000
Federal Funds	239	1,000	1,000
Local Funds (HI)	0	0	0
Primary Corridor Transportation Project (Regional and In-Town BRT)			
Planning/Engineering	500		
Design	5,229	5,395	1,614
Construction			6,228
Project Total	5,729	5,395	7,842
Federal Funds*	1,229	5,395	5,395
Local Match (HI)	4,500	0	2,447

* Deleted Federal share for Design programmed in FYs 2003 and 2004

CITY AND COUNTY OF HONOLULU
 PROJECTS FOR CONSIDERATION IN THE
 FISCAL YEARS 2002 TO 2004
 TRANSPORTATION IMPROVEMENT PROGRAM

BT = City Bus Transportation Fund	BK = City Bikeway Fund
HI = City Highway Improvement Bond Fund	

Project/Phase	Fiscal Year (\$000)		
	2002	2003	2004

ETA Section 5307 - continued

Islandwide Transit Centers - Enhancement Elements *(install transit enhancement elements at various transit centers in Wahiawa, Milani, Waipahu, Pearl City/Aiea, Kailua, and Kaneohe)*

Construction		500	758	267
	Federal Funds*	400	553	267
	Local Funds (HI)	100	205	0

* Deferred Federal share programmed in FY 2004

Alapai Transit Center *(develop a regional transit center at the existing location on Alapai St.)*

Planning/Engineering			200	
Design			750	
Construction				8,900
	Project Total	0	950	8,900
	Federal Funds	0	0	0
	Local Funds (HI)	0	950	8,900

Aloha Stadium Transit Center *(develop a major bus transfer center & park-and-ride at the Aloha Stadium overflow lot located at Salt Lake Blvd. And Kamehameha Hwy.)*

Construction			1,320	
	Federal Funds	0	0	0
	Local Funds (HI)	0	1,320	0

Iwilei Transportation Center *(develop a community transit center in Iwilei)*

Design			500	
	Federal Funds	0	0	0
	Local Funds (HI)	0	500	0

Islandwide Transit Centers *(Milani, Wahiawa, Waipahu, Pearl City/Aiea, Kailua, Kaneohe)*

Land		1		
Planning/Engineering		1		
Design		900		
Construction		2,401	875	
	Project Total	3,303	875	0
	Federal Funds	0	0	0
	Local Funds (HI)	3,303	875	0

CITY AND COUNTY OF HONOLULU
 PROJECTS FOR CONSIDERATION IN THE
 FISCAL YEARS 2002 TO 2004
 TRANSPORTATION IMPROVEMENT PROGRAM

BT = City Bus Transportation Fund	BK = City Bikeway Fund
HI = City Highway Improvement Bond Fund	

Project/Phase	Fiscal Year (\$000)		
	2002	2003	2004

FTA Section 5307 - continued

Middle St. Transit Center (develop a regional transit center on Middle Street)

Land	1			
Planning/Engineering	250			
Design	8,748			
Construction	1			
	Project Total	9,000	0	0
	Federal Funds	0	0	0
	Local Funds (HI)	9,000	0	0

Automated Handi-Van Application & Trip Eligibility System (design, purchase and install a system to enable paratransit eligibility applications to be completed and processed electronically)

Design		80		
Equipment		800		
	Project Total	0	880	0
	Federal Funds	0	0	0
	Local Funds (HI)	0	880	0

Bus Bay Improvements (design and construct roadway improvements, including bus bays and pads, at various locations)

Land	10	30	30
Design	50	80	80
Construction	280	1,050	1,050
	Project Total	340	1,160
	Federal Funds	0	0
	Local Funds (HI)	340	1,160

Bus Driver Dispatch & Timekeeping System (purchase a Daily Operations System for the Transit Management Information System)

Equipment		250		
	Federal Funds	0	0	0
	Local Funds (HI)	0	250	0

Bus Rehabilitation (retrofit approximately 80-1992 model year buses with upgraded wheelchair lifts and bus destination signage systems)

Equipment	475			
Inspection	25			
	Project Total	500	0	0
	Federal Funds	0	0	0
	Local Funds (HI)	500	0	0

CITY AND COUNTY OF HONOLULU
 PROJECTS FOR CONSIDERATION IN THE
 FISCAL YEARS 2002 TO 2004
 TRANSPORTATION IMPROVEMENT PROGRAM

BT = City Bus Transportation Fund	BK = City Bikeway Fund
HI = City Highway Improvement Bond Fund	

Project/Phase	Fiscal Year (\$000)		
	2002	2003	2004

FTA Section 5307 - continued

Bus Stop ADA Access Improvements (install improvements within public rights-of-way to provide ADA-compliant accessibility at bus stop locations)

Design		10	50	50
Construction		110	550	550
Project Total		120	600	600
Federal Funds		0	0	0
Local Funds (HI)		120	600	600

Bus Paratransit Support Equipment (purchase maintenance support equipment, including mechanics tools, for bus and paratransit operations)

Equipment		360	360	360
Federal Funds		0	0	0
Local Funds (HI)		360	360	360

TOTAL - FTA SECTION 5307 FUNDS		31,065	26,948	26,662
TOTAL - LOCAL FUNDS (BT)		5,240	6,200	6,200
TOTAL - LOCAL FUNDS (HI)		<u>20,282</u>	<u>14,898</u>	<u>23,462</u>
		<u>56,587</u>	<u>48,046</u>	<u>56,324</u>

FTA Fixed Guideway Modernization Program (Section 5309(m)(1)(A))

Bus Acquisition (standard 40-ft replacement buses)

9 Buses		2,808		
6 Buses				1,990
Project Total		2,808	0	1,990

TOTAL - FTA SEC. 5309(m)(1)(A) FUNDS		2,246	0	1,592
TOTAL - LOCAL FUNDS (HI)		562	0	398

FTA Bus Capital Program (Section 5309(m)(1)(C))

Bus Acquisition (standard 40-ft replacement buses)

24 Buses (Honolulu allocation)		7,233		
4 Buses (Hawaii allocation)		1,250		
Project Total		8,483	0	0

TOTAL - FTA SEC. 5309(m)(1)(C) FUNDS		6,786	0	0
TOTAL - LOCAL FUNDS (HI)		1,697	0	0

CITY AND COUNTY OF HONOLULU
 PROJECTS FOR CONSIDERATION IN THE
 FISCAL YEARS 2002 TO 2004
 TRANSPORTATION IMPROVEMENT PROGRAM

BT = City Bus Transportation Fund	BK = City Bikeway Fund
HI = City Highway Improvement Bond Fund	

Project/Phase	Fiscal Year (\$000)		
	2002	2003	2004

FHWA Surface Transportation Program (STP)

Rehabilitation of Streets, Unit 5A (construct concrete bus lanes and rehabilitate Beretania St., between King and Alapai Sts.)

Construction		5,500	
	Federal Funds	0	4,400
	Local Funds (HI)	0	1,100

Rehabilitation of Streets, Unit 8 (Dillingham Blvd. between Waiakamilo Rd. & Kamahele Hwy.)

Construction		3,200	
	Federal Funds	0	0
	Local Funds (HI)	0	640

Rehabilitation of Streets, Unit 9, Phase 1 (Kapiolani Blvd. between Kalakaua & Ward Aves., and Kalakaua Ave., Kapiolani Blvd. to Ala Wai Canal)

Construction		9,800	
	Federal Funds	0	7,840
	Local Funds (HI)	0	1,960

Salt Lake Blvd. Widening, Phase 3 (widen roadway to a four lane facility with raised landscaped median, bike lanes, a parking lane, and sidewalks between Maluna and Ala Lili Sts.)

Design		1,000	
	Federal Funds	0	0
	Local Funds (HI)	0	1,000

Diamond Head Road Bikeway (installation of a bikeway facility on Diamond Head Rd., between Pali and Kahala Aves.)

Design		420	
	Federal Funds	0	350
	Local Funds (BK)	0	70

Kapolei Parkway. (construct new road from eastern end of Alinui Drive to Kalaeloa Boulevard.)

Design/Engineering		250	
	Federal Funds		0
	Local Funds (HI)		250

Kapolei Parkway. (construct new road from Kamokila Boulevard to Fort Barrett Road.)

Design/Engineering		250	
	Federal Funds		0
	Local Funds (HI)		250

CITY AND COUNTY OF HONOLULU
 PROJECTS FOR CONSIDERATION IN THE
 FISCAL YEARS 2002 TO 2004
 TRANSPORTATION IMPROVEMENT PROGRAM

BT = City Bus Transportation Fund	BK = City Bikeway Fund
HI = City Highway Improvement Bond Fund	

Project/Phase	Fiscal Year (\$000)		
	2002	2003	2004

FHWA Surface Transportation Program - continued

Computerized Traffic Control System, Phase VII (system upgrades including installation of fiberoptic lines, detector data collection stations, and signal controller function enhancements)

Design		500		
Construction			2,000	
	Project Total	500	2,000	0
	Federal Funds	400	1,600	0
	Local Funds (HI)	100	400	0

Traffic Signals at Various Locations (installation of new traffic signals at various locations where warranted.)

Design		200		200
Construction			800	800
	Project Total	0	1,000	1,000
	Federal Funds	0	800	800
	Local Funds (HI)	0	200	200

TOTAL - FHWA STP FUNDS		400	14,990	3,360
TOTAL - LOCAL FUNDS (BK)		0	70	0
TOTAL - LOCAL FUNDS (HI)		100	4,680	1,340
		<u>500</u>	<u>19,720</u>	<u>4,700</u>

FHWA Highway Bridge Replacement & Rehabilitation (HBRR) Program

Bridge Inspection and Appraisals (inventory, inspect & appraise various county bridges)

Planning		300	400	300
	Federal Funds	240	320	240
	Local Funds (HI)	60	80	60

Seismic Bridge Retrofit (review bridge plans & records, make site inspections, conduct seismic evaluations, prepare plans & specifications, and construct.)

Design		350		350
Construction			750	350
	Project Total	0	1,100	350
	Federal Funds	0	880	280
	Local Funds (HI)	0	220	70

CITY AND COUNTY OF HONOLULU
 PROJECTS FOR CONSIDERATION IN THE
 FISCAL YEARS 2002 TO 2004
 TRANSPORTATION IMPROVEMENT PROGRAM

BT = City Bus Transportation Fund	BK = City Bikeway Fund
HI = City Highway Improvement Bond Fund	

Project/Phase	Fiscal Year (\$000)		
	2002	2003	2004
TOTAL - FHWA HBRR PROGRAM FUNDS	240	1,200	520
TOTAL - LOCAL FUNDS (HI)	60	300	130
	<u>300</u>	<u>1,500</u>	<u>650</u>
GRAND TOTAL - FEDERAL FUNDS	\$40,738	\$43,138	\$32,134
GRAND TOTAL - LOCAL FUNDS	27,940	26,128	31,530
	<u>\$68,678</u>	<u>\$69,266</u>	<u>\$63,664</u>

APPENDIX C

Goals and Objectives of the TOP 2025

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**Table 1-1
Goals and Objectives for the Transportation for Oahu Plan 2025**

TRANSPORTATION SERVICES – System Goal:

Develop and maintain Oahu's Island-wide transportation system to ensure efficient, safe, convenient, and economical movement of people and goods.

Objectives:

- #1: Increase peak period person-carrying capacities on Oahu’s transportation network.
- #2: Provide convenient and cost-effective transit service to Oahu transit riders.
- #3: Plan, design, construct, and operate highway and transit facilities and service to communities on Oahu in a cost effective manner.
- #4: Encourage the availability of adequate public and private services between Waikiki, the airport, and other tourist destinations.
- #5: Promote intermodal efficiency of harbor terminal facilities, airport terminal facilities, and land transportation systems.
- #6: Ensure that no person shall, on the grounds of race, color, sex, national origin, age, physical handicap, or economic status, be excluded from reasonable access to transportation services, as provided for by Federal, State, and local legislation.
- #7: Ensure user and community safety in the physical design and operation of transportation facilities.
- #8: Ensure that Oahu's transportation system is planned, designed, constructed, and operated in an integrated and cost-effective manner.
- #9: Enhance the performance of Oahu's transportation system through the use of operation management strategies, such as Intelligent Transportation System (ITS), Transportation System Management (TSM), and Transportation Demand Management (TDM).
- #10: Enhance the integration and connectivity of the regional transportation system, across and between alternative modes.
- #11: Promote planning, design, and construction of transportation facilities and systems to support economic development for Oahu’s business community.
- #12: Provide major rehabilitation/renewal/modernization of facilities in sufficient magnitude to ensure continued effective operation.

QUALITY OF LIFE – System Goal:

Develop and maintain Oahu's transportation system in a manner which maintains environmental quality and community cohesiveness.

Objectives:

- #13: Develop and maintain Oahu's transportation system to meet noise, air, and water quality standards set by Federal, State and local agencies.
- #14: Preserve Oahu's cultural integrity, sensitive natural resources, including beaches, and scenic beauty, including sea and mountain vistas.
- #15: Develop and maintain "low-energy" transportation facilities, including bikeways, walkways, and other energy efficient elements which can be safely integrated with other transport modes.
- #16: Encourage energy conservation in transportation.
- #17: Minimize disruption of existing neighborhoods due to transportation system construction.
- #18: Ensure that transportation facility design and maintenance are compatible with the existing and planned physical and social character of new and existing developments.
- #19: Maintain and upgrade the existing and future transportation system in a manner that is aesthetically pleasing, including incorporation of landscaping and tree planting.
- #20: Develop transportation contingency plans for energy shortages, natural and manmade disasters, and other emergencies that would impact the transportation system.
- #21: Planning for transportation facilities in Waikiki should reflect the Pedestrian First Policy as adopted by the Joint Waikiki Task Force in 1999.

COMMUNITY RESPONSIBILITY – System Goal:

Develop and maintain Oahu's transportation system in a manner that is sensitive to community needs and desires.

Objectives:

- #22: Maintain and develop the transportation system to reinforce Oahu's planned population distribution and land use development policies through coordinated efforts of the public and private sectors, including the Sustainable Community Plan (SCP) planning efforts.
- #23: Encourage innovation in planning, design, and maintenance of transportation services and facilities that supports community goals.
- #24: Base transportation improvements for Oahu on a cooperative, comprehensive, and continuing planning process with emphasis on community involvement.

DEMAND MANAGEMENT – System Goal:

Develop a travel demand management system for Oahu which optimizes use of transportation resources.

Objectives:

- #25: Encourage increases in system-wide ride-sharing on Oahu.
- #26: Maximize the efficient use of the transportation system.
- #27: Encourage programs that reduce use in single occupancy vehicle travel and vehicle miles traveled.

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APPENDIX D

Oahu Transportation Improvement Program (TIP) Procedures

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**OAHU TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
PROCEDURES**

OCTOBER 15, 1992

(Revised October 25, 1999)

Prepared by the Oahu Metropolitan Planning Organization
in cooperation with its participating agencies.
City Department of Planning and Permitting
City Department of Transportation Services
State Department of Transportation
State Department of Business, Economic Development, and Tourism

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OVERVIEW

The Transportation Equity Act for the 21st Century (TEA-21) establishes transportation planning requirements for state and local jurisdictions. In order to be eligible for federal transportation funds, communities must comply with these federal provisions.

The TIP is a short-term implementation program for Oahu's transportation programs and projects. Projects in the TIP must be consistent with the Oahu Regional Transportation Plan. Both the TIP and the Regional Plan must include a financing plan and take into consideration the following factors:

1. Support the economic vitality of the United States, the States, and metropolitan areas;
2. Increase the safety and security of the transportation system for motorized and nonmotorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve the quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

SPECIFIC TIP REQUIREMENTS

TEA-21 requires that OMPO, in cooperation with the State and affected transit operator(s) develop a TIP that is updated at least every two years. The TIP must include a priority list of projects and project segments to be implemented within the three-year period following approval of the TIP by the governor and OMPO. It must also include a financial plan indicating the resources reasonably expected to be available to fund the program.

Citizens, affected public agencies and their employee representatives, private providers, and other interested parties are to be given an opportunity to comment on the program during its development and prior to its approval by OMPO.

TIP projects will be funded under TEA-21 only if they are consistent with the Oahu Regional Transportation Plan and if full funding can reasonably be anticipated within the projects' time-frame for completion.

THE TIP PROCESS

The OMPO Policy Committee finds that the following procedures are in accordance with Oahu's 3-C process and are responsive to the requirements set forth in the TEA-21. They integrate

OMPO's transportation planning responsibilities with State and City planning, policy, and program implementation procedures.

1. The boundaries of Oahu's Transportation Management Area (TMA)¹ shall be as determined by the Governor and Policy Committee. Projects that fall within or directly impact the TMA shall be so noted in the TIP. The OMPO Policy Committee designated the entire island of Oahu as a TMA. On October 29, 1992, the Governor approved this designation.
2. The TIP is a short-term project implementation program that requires committed funding. Therefore, close coordination with the budget and funding procedures of the State and City are necessary. The REVIEW DRAFT TIP shall reflect the program and project requests of the State and City administrations for their budget periods. State and City monies identified in the FINAL TIP shall reflect those "budgeted" by the Legislature and City Council. Projects beyond the budget periods shall conform to the Oahu Regional Plan and take into consideration the City and State six-year capital improvement programs for transportation. The TIP financial plan shall reflect the revenue projections and appropriations in the State and City budget acts.
3. The TIP shall be a three-year program, updated biennially with a scheduled annual review. The program will be presented as three twelve-month July/June fiscal periods. The new TIP will cover July 2000 through June 2003. The TIP will reflect OMPO's project implementation priorities.
 - a. **Biennial Update:** A Biennial Update will result in a new TIP. Completed years will be deleted and two new years added to produce a new three-year program.
 - b. **Annual Review/Amendment:** In years when an Update is not undertaken, the TIP will be reviewed by OMPO and its participating agencies, and amendments to the programmed period considered. OMPO will be responsible for processing amendment requests submitted at the annual review. Processing off-schedule amendments will be the responsibility of the requesting agency.
 - c. **Implementation Priority:** Unless otherwise designated by the Policy Committee, the year during which a project is programmed for implementation will establish the implementation Priority for the project. Priority I projects are

¹Urbanized areas with population of 200,000 or more are designated as Transportation Management Areas. The Governor and OMPO may establish additional TMAs or extend TMA boundaries beyond the urbanized area. Designation as a TMA means that selection of projects for implementation within the TMA is done by OMPO in consultation with the State from the approved TIP and in accordance with the TIP priorities. (Projects undertaken on the National Highway System and under the bridge and Interstate maintenance programs shall be selected by the State in cooperation with OMPO.) Projects outside a TMA are selected from the approved TIP by the State in cooperation with OMPO. OMPO must also develop a Congestion Management System (CMS) for Oahu's TMA(s).

those programmed for the first program year; priority II, those programmed for the second year; and Priority III, those programmed for the third year.

- d. **Project Selection:** Policy Committee approval of the TIP shall constitute OMPO selection for implementation.
- e. **Interface with Related Planning and Programming Documents:** The TIP shall interface and be coordinated with the key planning and programming documents of the City and the State. Among these are the State Transportation Plan, State Plan and Functional Plans, the City General Plan and Development Plans, City and State Operating and Capital Budgets, the statewide TIP, and City's Short Range Transportation Plan. OMPO's 3-C process acknowledges and incorporates the development and adoption procedures for these documents.
- f. **Opportunities for Comments from the General Public and Interested Parties:** In order to facilitate the timely development of the TIP and ensure the greatest opportunity for public comment on TIP projects and programs, comments presented at meetings and hearings of other agencies may be considered by the Policy Committee.
 - i. Comments of representatives of transportation agency employees and private providers of transportation: Primary responsibility for providing reasonable opportunities for comment from representatives of affected employees and private transportation providers shall be with the agency proposing the project or program. Whenever possible, such comments shall be solicited prior to submitting a project to OMPO for inclusion in the TIP and documented when submitted.²
 - ii. Comments of other interested parties: OMPO shall provide all interested parties an opportunity to comment on the REVIEW DRAFT and any proposed revisions prior to approval of the FINAL TIP. Public comment may be solicited at public meetings of OMPO's Citizen Advisory Committee, the Technical Advisory Committee, or other appropriate forums as determined by the Policy Committee. Reasonable notice shall be given of any meeting at which public comment upon the TIP will be received.

²Affected employees and private providers may have existing or potential contractual relationships with an implementing agency. Thus, the agency should have primary responsibility for soliciting and responding to issues raised in this context. While the implementing agency is the lead agency in these situations, the parties may also present their comments directly to OMPO.

AGENCY RESPONSIBILITIES

OMPO

1. Prepare REVIEW DRAFT TIP based upon City and State executive program and budget documents; and review for conformity with Oahu Regional Transportation Plan.
2. Obtain TAC and CAC comments and recommendations; present to Policy Committee for decision regarding those comments and recommendations that will be transmitted to legislative bodies.
3. Prepare FINAL TIP reflecting Policy Committee's position for projects programmed for funding in future years.
4. Submit to Areawide Clearinghouse for review.
5. Present to Policy Committee and Governor for final local action.
6. Submit approved TIP to FTA and FHWA, and to State DOT for incorporation into the Statewide TIP.

DTS

1. Prepare Short Range Transportation Plan, document private sector involvement, and process through City Council concurrently with Council Resolution authorizing inclusion of projects in the TIP.³
2. Submit City's REVIEW DRAFT TIP projects and financial plan to OMPO. City projects to include any related major privately funded projects.
3. Coordinate DTS TIP activities and responsibilities including input from transportation agency and transit operator employee representatives where appropriate.
4. Submit "as budgeted" revisions to OMPO for FINAL TIP.

³The detailed justification for FTA funded projects in a TIP is provided in the Short Range Transportation Plan. This document is prepared by DTS and submitted to the City Council for review and approval to transmit to OMPO. OMPO then sends it to FTA. Concurrent processing of the SRTP and authorization to include projects in the TIP is recommended.

DPP

1. Review TIP for conformity with City Development Plans. (Development Plan review addresses the overall social, economic, and environmental effects of the program.)
2. Submit comments and findings to OMPO.

DOT

1. Submit State's REVIEW DRAFT TIP projects and financial plan to OMPO. State projects to include any related major privately funded projects.
2. Coordinate Oahu TIP with State TIP.
3. Submit "as budgeted" revisions to OMPO for FINAL TIP.

DBEDT-OP

1. Review TIP for conformity with State Energy Plan.
2. Submit comments and recommendations to OMPO.

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APPENDIX E

Status of Federally-Funded Projects Programmed in FYs 2000 and 2001 of the FYs 2000-2002 TIP

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The OMPO FYs 2000-2002 TIP was endorsed by the OMPO Policy Committee in October 2000, and amended five times. The following table lists the projects programmed in FYs 2000 and 2001 of the FYs 2000-2002 TIP, the phases and years programmed, and the current status of the federally-funded projects.

PROJECTS PROGRAMMED IN FYS 2000 AND 2001 OF THE FYS 2000-2002 TIP			
Project Name		Years and Phases Programmed	Status of Federally-Funded Projects as of March 2001
STATE OF HAWAII – Federal Highway Administration-Funded Projects			
S6	Farrington Highway Improvements <i>Waipahu Depot Road to Aniani Street</i>	2000 – Design	No federal funds programmed.
S7a	Freeway Service Patrol	2001 - Construction	Not yet obligated.
S11	Interstate Route H-1 Guardrail & Shoulder Improvements <i>Airport Interchange to Middle Street</i>	2000 - Design	Obligated. Underway.
S12	Interstate Route H-1 Guardrail & Shoulder Improvements <i>Middle Street to Punchbowl Street</i>	2001 - Design	Obligated. Underway.
S14	Interstate Route H-1 <i>Installation of Emergency Telephones, Palailai Interchange to Halawa Interchange</i>	2001 - Construction	Not yet obligated.
S16	Interstate Route H-1 and H-2 <i>Destination Sign Upgrade/Replacement</i>	2000 - Design	Obligated. Underway.
S18	Interstate Route H-1 <i>Seismic Retrofit Austin Bishop Separation & Waiiau IC</i>	2001 - Design	Obligated. Underway.
S19	Interstate Route H-1 <i>Seismic Retrofit Kaonohi & Kaamilo Separation</i>	2001 - Design	Obligated. Underway.
S20	Interstate Route H-2 <i>Seismic Retrofit Wahiawa IC Structure 1 & 2; and Waiawa IC Structure No. 5</i>	2001 - Design	Obligated. Underway.
S21	Interstate Route H-2 <i>Seismic Retrofit Meheula Parkway, Golf Course Road & Pineapple Road</i>	2001 - Design	On schedule.
S23	Interstate Route H-1 <i>Punahou Street Off-Ramp Improvements</i>	2000 - Construction	Obligated.
S24	Interstate Route H-1 Widening (Westbound) <i>Waimalu Viaduct to Pearl City Off-Ramp</i>	2000 - Design 2000 - Right-of-Way	Obligated. Underway.
S24a	Interstate Route H-1 Rehabilitation <i>Palailai Interchange</i>	2001 - Construction	On schedule.
S24b	Interstate Route H-1 <i>Seismic Retrofit Kapiolani Interchange, Phase II</i>	2001 – Design	Not required. Design will be done under existing project agreement.

PROJECTS PROGRAMMED IN FYS 2000 AND 2001 OF THE FYS 2000-2002 TIP			
Project Name		Years and Phases Programmed	Status of Federally-Funded Projects as of March 2001
S26	Ka Iwi Scenic Shoreline Project	2000 - Design 2000 & 2001 - Construction	Right-of-Way certification & utility agreements not yet completed.
S27a	Kakaako Makai Promenade and Bike Path, Phases 1, 2, and 3 <i>Promenade/bike path to link Ewa end of Kakaako Makai Area with Ala Moana Park</i>	2000 - Design 2000 - Construction	Obligated. Design underway.
S28	Kakaako Makai Promenade and Bike Path, Phase 4 <i>Promenade/bike path to link Waterfront Park to Honolulu Harbor</i>	2001 - Design	No federal funds programmed.
S28a	Kakaako Makai Promenade and Bike Path, Phase 5 <i>Promenade/bike path to link Aloha Tower with Kakaako Makai Area</i>	2000 - Design 2000 - Construction	Obligated.
S32	Kalaniana'ole Highway <i>Replacement of Inoaole Stream Bridge</i>	2001 - Right-of-Way	Environmental work not completed.
S33	Kalaniana'ole Highway Improvements <i>Realign Highway, Makapuu</i>	2001 - Construction	No federal funds programmed.
S34	Kalaniana'ole Highway Rockfall Protection at Makapuu	2000 - Design	No federal funds programmed.
S38	Kamehameha Highway, Halawa Stream Bridge (Inbound) Replacement	2000 - Construction	Obligated.
S39	Kamehameha Highway Intersection Improvements at Kuilima Drive	2000 - Right-of-Way 2001 - Construction	No federal funds programmed.
S40	Kamehameha Highway, Kaipapau Stream Bridge Replacement	2001 - Design	No federal funds programmed.
S41	Kamehameha Highway, Kawela Stream Bridge Replacement	2001 - Design	No federal funds programmed.
S42	Kamehameha Highway, Kokololio Stream Bridge Replacement	2001 - Design	No federal funds programmed.
S43	Kamehameha Highway Intersection Improvements at Leilehua Golf Course Road	2000 - Construction	Obligated. Contract awarded.
S44	Kamehameha Highway, North Kahana Bridge Replacement	2001 - Design	No federal funds programmed.
S45	Kamehameha Highway, South Punaluu Bridge Replacement	2001 - Right-of-Way	Environmental work not completed.
S47	Kamehameha Highway Installation of Traffic Signals at Anemoku Street	2000 - Construction	Obligated. Contract awarded.

PROJECTS PROGRAMMED IN FYS 2000 AND 2001 OF THE FYS 2000-2002 TIP			
	Project Name	Years and Phases Programmed	Status of Federally-Funded Projects as of March 2001
S48	Kamehameha Highway Wetland Enhancement Vicinity of Ukoa Pond	2001 - Right-of-Way	Environmental work not completed.
S50a	Kamehameha Highway, Waimea Bay Emergency Rockfall Remediation	2000 – Design 2000 – Construction	Obligated. Project substantially completed.
S51	Kamehameha Highway, Waiahole Bridge Replacement	2001 - Right-of-Way	Environmental work not completed.
S52	Kunia Road Installation of Traffic Signals at Kunia Regional SIGNIT Operational Center	2000 - Construction	Obligated.
S52a	Kamehameha Highway Drainage Improvements, Vicinity of Kahuku Hospital	2001 - Right-of-Way, Design, Construction	On schedule.
S53	Leeward Bikeway, Phase I, Waipio Point Access Rd to Railroad Society Train Station	2000 - Right-of-Way	Obligated. Underway.
S54	Leeward Bikeway, Phase II, Railroad Society Train Station to Lualualei and Aliinui Drive to Lualualei	2000 - Right-of-Way	Obligated. Underway.
S55	Leeward Community College Access Improvements	2001 - Planning	No federal funds programmed.
S56	Likeline Highway Resurfacing/Rehabilitation, Emmeline Place to Burmeister Overpass	2001 - Construction	On schedule. Design 90% complete.
S61	North/South Road, Phase II	2001 - Design	No federal funds programmed.
S62	Pali Highway Intersection Improvements at Jack Lane	2000 - Construction	Obligated. Underway.
S63	Pedestrian Facilities and ADA Compliance at Various Locations	2001 - Construction	On schedule.
S64	Pier 19 Ferry and Passenger Ship Terminal	Funds programmed in 2000	Obligated.
S65	Puuloa Road Widening, Kamehameha Highway to Salt Lake Boulevard	2001 - Right-of-Way 2001 - Construction	Scope to be revised. Estimate to change.
S67	Traffic Signal Modernization at Various Locations <i>Fort Weaver Road - Install interconnect cable from Hanakahi Street to Aawa Drive/Old Fort Weaver Road</i>	2001 - Construction	Obligated. Underway.
S68	Waialae Avenue Bikelane Improvements & Resurfacing, Kealaolu Avenue to Kalaniana'ole Highway & 17th Avenue to 21st Avenue	2000 - Construction	Obligated.
S69	Waikiki Aquarium, Repair of Pedestrian Walkway	2001 - Construction	Permits not completed.

PROJECTS PROGRAMMED IN FYS 2000 AND 2001 OF THE FYS 2000-2002 TIP			
Project Name		Years and Phases Programmed	Status of Federally-Funded Projects as of March 2001
CITY & COUNTY OF HONOLULU – Federal Highway Administration-Funded Projects			
C1	Bridge Inspection and Appraisal	2000 & 2001 - Planning	Obligated. Programming documents being prepared for submittal.
C2	Bus Stop ADA Access Improvements	2000 - Planning	Obligated. Underway.
C3	Computerized Traffic Control System, Phase VI	2001 - Design 2001 - Construction	Programming documents being prepared for submittal.
C4	Diamond Head Road Bikeway	2000 - Planning 2001 - Design	Planning in progress. Design not yet begun.
C5	Haiku Stairs <i>Repair metal stair structure</i>	2001 - Construction	Contract awarded. No federal funds programmed.
C6	Honolulu Bicycle Master Plan, Lei of Parks - Ala Wai Boulevard Pedestrian/Bikeway Improvements	2000 - Planning 2000 - Design	Traffic impacts being assessed. No federal funds programmed.
C7	Kawai Nui Marsh Boardwalk	2000 - Planning	Underway. No federal funds programmed.
C8	Rehabilitation of Various Streets <i>Unit 4: King Street - Liliha Street to South Street</i>	2000 - Construction	Obligated. Underway.
C9	Salt Lake Boulevard Widening, Phase 2, Lawehana Street to Reeves Street <i>Widen road from 2 to 4 lanes</i>	2001 - Construction	Programming documents being prepared for submittal.
C11	Seismic Bridge Retrofit FY 2001 <i>Footbridges on Moanalua Road at Waimano Home Road and Hoolaulea Street</i>	2001 - Construction	Dropped.
C13	Traffic Control Signals at Various Locations, Phase III <i>Includes Kuakini Street at Alaneo Street; Ulune Street and Kaimakani Street; Aiea Heights Drive; Ulune Street and Honohono Street; Salt Lake Blvd and Radford Drive; and Paho Avenue and 6th Avenue</i>	2000 - Design 2000 - Construction	Obligated. Underway.
C14	Traffic Signal Timing Optimization, Phase II	2000 - Planning	Obligated. Underway.
C15	Curb Ramps at Various Locations	2000 & 2001 - Construction	Obligated.
STATE OF HAWAII – Federal Transit Administration-Funded Projects			
S70	Ferry (Projects to be determined)	Funds programmed in 2001	Did not apply for discretionary funds.

PROJECTS PROGRAMMED IN FYS 2000 AND 2001 OF THE FYS 2000-2002 TIP			
Project Name		Years and Phases Programmed	Status of Federally-Funded Projects as of March 2001
CITY & COUNTY OF HONOLULU – Federal Transit Administration-Funded Projects			
C16	Pearl City Bus Facility <i>Relocate HandiVan Operations</i>	2000 - Relocation	Obligated. Work substantially complete. TheHandi-Van operations moved to the new site in April, 2000.
C17	Pearl City Bus Facility <i>Purchase and install equipment</i>	2000 - Construction 2000 - Equipment	Obligated. Construction of Pearl City Bus Facility is in progress.
C18	Bus Acquisition	2000 & 2001 - Equipment	Obligated. Preparing draft Request for Proposal.
C20	Bus Acquisition Program	2000 - Equipment	Obligated.
C21	Paratransit Bus Acquisition	2000 & 2001 - Equipment	FY 2000 - Obligated. No federal funds programmed in FY 2001. Preparing for procurement.
C22	Paratransit Bus Acquisition	2000 - Equipment	Obligated.
C23	Preventive Maintenance	2000 & 2001 – Operations	Obligated. Grant application submitted.
C24	Primary Corridor Transportation Project	2000 & 2001 - Planning	No federal funds programmed. Locally Preferred Alternative selected. Included in TOP 2025 Regional Plan.
C25	Bus Stop Improvements	2000 & 2001 - Construction	FY 2000 - Obligated. No federal funds programmed in FY 2001. Work is in progress.
C26	Purchase Support Vehicles	2000 & 2001 - Equipment	No federal funds programmed in FY 2001.
C27	Purchase Support Equipment	2001 - Equipment	Obligated.
C30	Iwilei Transportation Center	2000 & 2001 - Right-of-Way 2001 - Design	Project planning in progress. No federal funds programmed.
C31	Vanpool	Funds programmed in 2001	Transfer of 49 USC 5307 funds to FHWA approved by FTA on 1/30/01.

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