

Transportation Alternatives - IGR and Public Comments

Project	Commenter	Comment	OahuMPO Response	Agency Response	Notes
Ala Wai Bridge	Pradip Pant, HDOT	Please identify peak hour of bicycle and pedestrian volumes. For instance, do they occur at the same or different times from commuter morning and afternoon vehicular peak hours? What is the percentage bicycle and pedestrian volumes in comparison to vehicular modes, with separate category for transit trips? Is there potential for shifting of travel modes with the bridge -- for instance, would people from Waikiki use the bridge to catch buses that travel on Kapiolani Boulevard (instead of transferring to/from Waikiki bus routes)?		A Bridge Use Forecast was prepared as part of the Ala Wai Alternatives Analysis and referenced in the Draft Environmental Assessment (DEA), published March 23, 2021. Through a combination of mode shift and route shift, forecasted use of the Ala Wai Bridge ranges from 1,300 to 4,350 pedestrian and bicycle trips per day. More details on the mode share can be found in the DEA. http://oeqc2.doh.hawaii.gov/Doc_Library/2021-03-23-OA-DEA-Ala-Wai-Bridge.pdf	
Ala Wai Bridge	Pradip Pant, HDOT	Please provide a conceptual signing and striping plan to illustrate how the pedestrian and bicycle traffic will be clearly delineated with physical barriers, pavement markings or other features to assure pedestrian and bicycling safety along the proposed 20-foot bridge crossing		Physical barriers separating people walking from bicycling are not included in the proposed design. A combination of pavement markings and signage will be used to ensure safe use of the shared space on both the bridge deck and the approaches. These plans will be included in the 60% design submission.	
Ala Wai Bridge	Pradip Pant, HDOT	For the conceptual signing and striping plan, also show bridge/sidewalk and pavement connections to Ala Wai Boulevard and University Avenue to identify how bicyclists and pedestrians departing from the bridge would safely merge with existing traffic flows of vehicular, bicyclists and pedestrians on the Ala Wai Boulevard and on University Avenue. For instance, would bollards be placed near the end of the bridge's bicycle lanes to slow them down as they emerge from the bridge and mix with pedestrians?		Please see figure 2-2 in the DEA for a plan view of the project, showing connections to University Avenue and to Ala Wai Boulevard. http://oeqc2.doh.hawaii.gov/Doc_Library/2021-03-23-OA-DEA-Ala-Wai-Bridge.pdf	
Ala Wai Bridge	Pradip Pant, HDOT	Also what will be the height, width and material for the divider wall depicted in the color rendering (See Appendix E: Ala Wai Alternatives Analysis Executive Summary)? What will be the height of perimeter barriers along both edges of the bridge to assure safety from accidental falls into the canal?		The divider shown in Appendix E is no longer included in the project, as that rendering is of a different bridge type. The outside railings will be 48" in height.	
Ala Wai Bridge	Michelle Matson, O'ahu Island Parks Conservancy	While the proposed Ala Wai bridge project may have been considered eligible for Transportation Alternatives Set-Aside consideration, we urge OahuMPO to not include the Ala Wai bridge project in this round of transportation alternatives for funding at this time due to the deficiencies in project disclosures and the absence of required authorizations for a complete Environmental Assessment, which appears to have been filed prematurely given many of the above concerns.		Construction funding must be programed in the TIP for any project in preliminary engineering (PE) to demonstrate the "timely use of funds." Once federal funds are obligated for PE phase, the project must move to R/W phase or construction phase within 10 years per FHWA Order 5020.1A. We encourage you to review the Draft Environmental Assessment and submit any comments by April 22nd. http://oeqc2.doh.hawaii.gov/Doc_Library/2021-03-23-OA-DEA-Ala-Wai-Bridge.pdf	See full comment sheet here.

Project	Commenter	Comment	OahuMPO Response	Agency Response	Notes
Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	Consider expanding on Section 4 which asks the applicant to describe how the project relates to an adopted plan such as the Statewide Pedestrian Master Plan, Oahu Bike Plan, the Hawaii State Bike Plan, the Hawaii Strategic Highway Safety Plan and/or future rail transit access connectivity plan. Currently it simply states that the project is consistent. Are there specific components of the project that demonstrate consistency with any of the aforementioned plans? (See Page 4)		The Statewide Pedestrian Master Plan Section 6 emphasizes that pedestrian access to transit addresses best practices for creating a seamless connection between pedestrian and transit modes of transportation. Bike Plan Hawaii Master Plan categorizes the routes by Aloha Stadium as " Not Bicycle Friendly". The proposed off-road multiuse path at Halawa Station and the pedestrian bridge at Waiawa Station will establish the safe, exclusive, and convenient pedestrian and bike route to the transit hubs.	
Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	Similarly, in Section 5, consider expanding on your response by providing census demographic data to clarify how the target groups (disadvantaged populations, elderly, disabled, minority and low-income populations) might benefit from implementation of the proposed project. (See Page 4)		The analysis was conducted in the final rail EIS to bring the rail alignment and stations to the most transit-dependent communities so that they will be connected to job opportunities, shopping centers, and other activity centers.	
Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	While photos and maps of existing conditions show the geographical locations of the project components, it is less effective in demonstrating the proposed components to be constructed. For example, consider providing a conceptual signing and striping layout of the proposed pedestrian overpass (elevated guideway) depicted in the rendering on Figure 16.		The conceptual plan will be available after the consultation meetings with the various stakeholder. We expect to distribute by the end of December 2021. The signing and striping layout will not be available until the final design is complete, which is expected by the end of 2022.	
Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	Further, consider providing a conceptual signing and striping layout graphically demonstrating how the vehicle, pedestrian and bicycle traffic will be clearly delineated with physical barriers, pavement markings or other features to assure pedestrian and bicycling safety along the multi-use path under Vancouver Skytrain (See Figure 9).		Please see response above.	
Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	Lastly, to demonstrate compliance with the Complete Streets Policy, provide a preliminary conceptual signing and striping plan for the reconfiguration of the ground level on-street bicycle and pedestrian crossing (See Figure 8).		Please see response above.	
General comment	Director Roger Morton,	When awarding the two (2) eligible projects, consider awarding up to the amount requested, but subject to apportionment, with funding needs communicated through the Transportation Improvement Program (TIP) Revision process. With funding not tied to a specific year, this will help maximize efforts for effective use, and reduce lapses as project scope, schedule, and budgets are further developed and specified	The request will be considered by OahuMPO before making the final award		

THE FOLLOWING AGENCIES RESPONDED WITH NO COMMENT

Department of Planning and Permitting
Department of Design and Construction

Vehicle Miles Traveled, Vehicle Hours Traveled, Vehicle Hours of Delay, and Transit Boardings

A comparison of these scenarios for travel/congestion outcomes of Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT), Vehicle Hours of Delay (VHD), and transit boardings are shown in figures 5.1 to 5.4.

A comparison of the 2045 ORTP to No-Build scenario indicates that, by 2045, all plan performance will experience declines, except transit boardings. Specifically, VMT will decrease by about 5 percent, VHT will decrease by 16 percent, delay will decrease by 42 percent, and transit boardings will increase by 71 percent.

The reduction in VMT per capita, by 2045, has significant implications for energy consumption and climate change. The projects outlined in the ORTP 2045 are geared towards the achievement of goals and performance measures related to sustainable, multi-modal system. Included in the ORTP 2045 are pedestrian and bicycle facilities, improved bus and transit connections and facilities, and maintenance and operational upgrades to improve the quality of life for island residents.

Figure 5.1: Scenario Comparison for VMT 

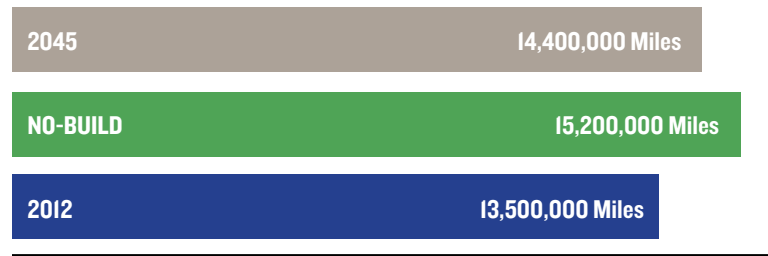


Figure 5.2: Scenario Comparison for VHT 

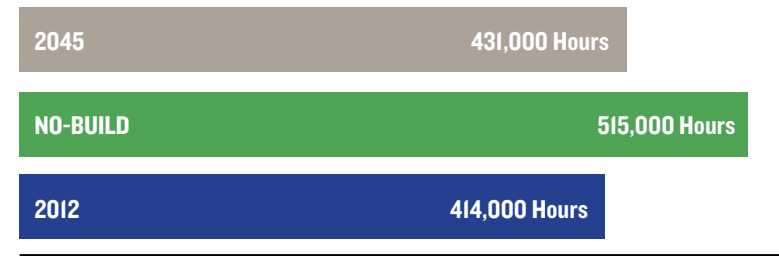


Figure 5.3: Scenario Comparison for Delay 

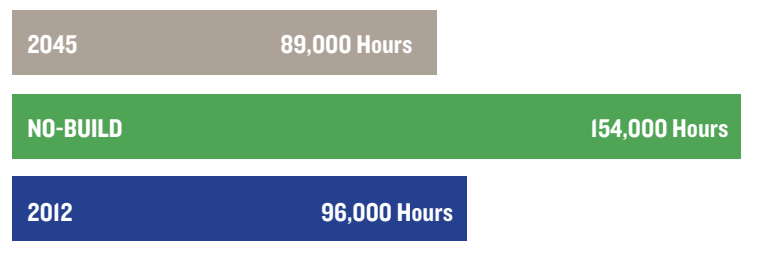
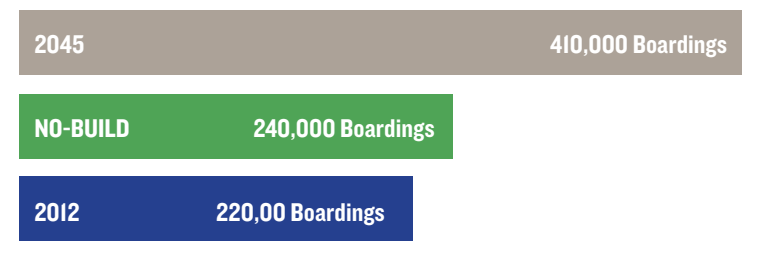


Figure 5.4: Scenario Comparison for Transit Boardings 



Appendix A: Disposition of Public and Intergovernmental Review Comments

OahuMPO's intergovernmental and public review period of the draft 2045 ORTP ran between March 1-29, 2021 and received a total of 75 comments. Comments and responses received during the review period may be viewed below in **Table A.1**. Any comments received after March 29, 2021 are documented in **Table A.2**.

Color guide	
	Needed Response from HDOT
	Needed Response from DTS
	Needed Response from either DTS or HDOT

Table A.1 Public and Intergovernmental Comments Received During Review Period

Comment Number	Chapter, Section, and Page Number	Project	Commenter	Comment	Agency Response	Notes
1	Chapter 1, Public Participation, Phase 1, p.9	General	Hawaii Department of Transportation	Minor typo, first word of first sentence is missing "T."	OahuMPO: Thank you for catching this error, we have made the correction.	
2	Chapter 2, Performance Measures, p. 13	General	Hawaii Department of Transportation	Difficult to read which planning factors are relevant to which goal without constantly scrolling back and forth.	OahuMPO: Thank you for your note. The table has been redesigned by our graphic designer, and it has the FAST Act Planning Factors written out, and graphics of the ORTP goals to help improve readability.	
3	Chapter 2, Goal #1, p. 15-17	N/A	Hawaii Department of Transportation	The following statements are very misleading: Hawaii is ranked 4th highest in the nation for impaired driving related to fatal crashes--no year or source given. Hawaii is ranked 5th highest in the nation for speed related fatalities--2016, but no source given. Hawaii was ranked highest in the nation for the rate of older pedestrian fatalities--this statement was made in a document released in 2015 by the City and therefore the date is from at least 2014 or earlier. It would be best to have the data comparable from the same year or at least cite the year the crash data came from--not the year that a plan was released that cited the data. Using the older pedestrian data from 2014 or prior is especially inaccurate because it is at least 7 years old. Since 2014 (or earlier) both HDOT and the City have been working hard to make improvements for pedestrians and this discounts that. It makes the public believe that we are still leading the nation. This is not responsible data reporting.	OahuMPO: Sources added for statistics on impaired driving and speed related fatalities. Data on older pedestrian fatalities and all pedestrian fatalities has been updated using the Web-based Injury Statistics Query and Reporting System, with a reporting period of 2015-2019. Hawaii has the third highest rate of older pedestrian fatalities (ages 65+) in the nation (Web-based Injury Statistics Query and Reporting System, 2015-2019). The state is 14th in the nation for pedestrian fatalities among all age groups (Web-based Injury Statistics Query and Reporting System, 2015-2019).	
4	Chapter 2, Goal #1, p. 15	N/A	Hawaii Department of Transportation	Page 15 - Clarify if the following statement is referring to national or local data? "Speed-related crashes account for 47% of all traffic fatalities over a 10-year span from 2008 to 2017."	OahuMPO: Added "in Hawaii" to clarify that the statistic is Statewide	
5	Chapter 2, Goal #1, p. 16	N/A	Hawaii Department of Transportation	Page 16 - The last sentence is very hard to follow--we are not sure if we are understanding it correctly. "Even with over 6,000 individuals arrested every year in Hawai'i (Hawaii Uniform Crime Reports, 2013-2017), 1 out of 20 drivers or (5%) who survived, admitted to driving after they consumed too much alcohol in the past month (2012, 2014, 2016 Hawaii Behavioral Risk Factor Surveillance Survey)."	OahuMPO: This sentence has been deleted.	
6	Chapter 2, Goal #1, Table 2.2, p. 18	N/A	Hawaii Department of Transportation	Starting on page 18 of the document, the way the objectives and performance measures are labeled could be misleading. To me it reads that all the performance measures are federally required from the FAST Act. This could be resolved by placing an asterisk or some other type of denotation on the ones that are federally required from the FAST Act.	OahuMPO: All of the performance measures listed in this table are federally required. We added the asterisk to indicate this in the table, and have done this for the other tables as well.	
7	Chapter 2, Goal #2, p. 20	N/A	Department of Planning and Permitting	On page 20 and others, citations are made to the American Communities Survey. If this is a reference to the Census Bureau data, the name is American Community Survey.		
8	Chapter 2, Goal #2, p. 20	N/A	Hawaii Department of Transportation	Is the 2011 data still accurate? Similar comment as Comment #3 above. Using data that is almost 10 years old could be very inaccurate/misleading.	OahuMPO: This has been updated using data from DTS.	
9	Chapter 2, Goal #5, p. 32	N/A	Hawaii Department of Transportation	"extending the life cycle facilities" should be changed to "extending the life of facilities."	OahuMPO: Thank you for catching this error. The correction has been made.	
10	Chapter 2, Goal #6, p. 35	N/A	Hawaii Department of Transportation	The 81% here could be misleading. It should be clarified by adding an absolute number of commuters--e.g., this could be 100 people to 181 or it could be 100,000 to 181,000.	OahuMPO: Thank you for the suggestion, we added "(100 people to 181 people)" to this sentence.	
11	Chapter 2, Goal #7, p. 39	N/A	Hawaii Department of Transportation	Page 39 - We recommend citing a year and source for this data: "Ground transportation produces 20% of all carbon pollution on O'ahu."	OahuMPO: Thank you for the suggestion, this change has been incorporated.	

12	Goal 7 • On Page 39 of Draft ORTP 2045,	M\N	William Reese Liggett	<p>Suggested changes to the Draft Oahu Regional Transportation Plan 2045: Change the paragraph about Environmental and Cultural Resources to read as follows (suggested changes in red): Environmental and Cultural Resources <i>O'ahu is home to a unique variety of plant and animal species. Often nicknamed the "Endangered Species Capital of the World," the State of Hawai'i is home to 437 threatened and endangered species (U.S. Fish and Wildlife). Given that O'ahu is the most developed and populated island in the Hawaiian chain, plant and animal species often face greater threats of the loss and degradation of habitats, due to the existence of transportation systems or construction of transportation projects near sensitive environments, and the negative impacts of such transportation systems and their users or of stormwater runoff. These concerns may also apply to impacts on our cultural resources.</i> Rationale: The theme of this plan, ORTP 2045, is Ke Ala I Mua, "the path forward" for State transportation systems on Oahu according to its Page 2. Such a theme indicates and requires a comprehensive approach by the Oahu Regional Transportation Plan 2045. 1.Goal 7, as drafted, seems to attempt to address FAST Act # 2 on page 3 of ORTP 2045: "Protect and enhance the environment,,". 2. However, draft Goal 7 fails to adequately address the potential negative impacts of the existing HDOT transportation systems and therefore is not a comprehensive plan for "the path forward" for Oahu. It is completely inadequate because it only addresses "construction of transportation projects", a comparatively small subset of State transportation systems, while ignoring the much larger subset that is the existing transportation systems. 3. For instance, Goal 7 as stated in the draft, does not meet the requirements of the Hawai Revised Statutes 205A-2* and 205A-26, directives for all State agencies. These directives apply to existing transportation systems as well as the construction of transportation projects. 4. On our state's islands, because there are often State transportation systems close to our shorelines, it is natural that such existing transportation systems could be negatively impacting protected, fragile coastal environmental resources and such should be addressed. 5. Therefore the ORTP 2045 should acknowledge such and its Goal 7 should highlight the need for such considerations and appropriate steps to alleviate negative impacts of the existing transportation systems as well as construction projects." Note: HRS 205A-2 at https://dlnr.hawaii.gov/accl/files/2013/07/205a.pdf.The coastal zone management program objectives and policies, is very specific concerning State Agencies' responsibility to coastal ecosystems: "Protect valuable coastal ecosystems, including reefs, beaches, and coastal dunes, from disruption and minimize adverse impacts on all coastal ecosystems." HRS 205A-26 also applies.</p>	OahuMPD: Thank you for the great comment and suggestion. We have incorporated language about impacts of our existing transportation system in this section.	
13	Goal 7 • Cont. pg. 40	N/A	William Reese Liggett	<p>Goal 7 cont. • On ORTP 2045 Page 40: Objectives and Performance Metrics, make the following suggested changes in red: Performance Measures 7.2.1 through 7.2.3 to, besides DLNR, include County Preservation/Conservation Areas. Rationale: This State plan needs to also consider proximity to environmentally sensitive areas that belong to the Counties in order to "Enhance and protect cultural and natural resources". Add a new 7.2.5 to read: 7.2.5 Number of projects that are contiguous to State and County Preservation/Conservation Areas. Rationale: This State plan for transportation must address situations where existing or projected transportation systems are contiguous to sensitive environmental Areas in order to "Enhance and protect cultural and natural resources". Add a new 7.2.6 to read: 7.2.6 Existing transportation systems (principally roads and highways) proximate to State and County preservation/conservation land. And new 7.2.7 to read: 7.2.7 Existing transportation systems (principally roads and highways) proximate to State and County shorelines. Rationale: Necessary in order to establish Goal 7, FAST Act Planning Factor(s), Performance Measures, and Objective(s) for existing transportation systems.</p>	OahuMPD: Thank you for your comment. The GIS shapefiles used to evaluate this metric for watershed protection priority areas and natural resources areas reflect all land owners and managers. However, the conservation resource management areas, only reflect DLNR managed areas. We will continue to look for county data to evaluate conservation resource management areas.	
14	Chapter 3, p.42-70	N/A	Carolyn Weygan-Hildebrand	<p>The Draft's Chapter 3 should not be silent on new trends during the last year (COVID-19). Around the world and in Oahu, many will agree that urban life changed. The Draft Plan therefore should either state that it is ignoring thoughts about trends that are unfolding or include them and evaluate projects along scenario planning contexts. The APA Hawaii Chapter brought attention to the Transportation research Interdisciplinary Perspective Journal's insights of the global impacts of COVID-19 on transportation planning and transport operations. While the articles are not on Oahu, they shed light on what Oahu might want to look into further. The Plan should be flexible to allow for the inclusion and prioritization of projects that will prove to be important but have yet to be conceived. I suspect for example that if trends are examined further, suburban life in oahu will show that more are walking and biking in their neighborhoods and more will notice what they need more than before, and that need will be for more safer and pleasant routes to go around within their neighborhoods.</p>	OahuMPD: Thank you for your comment. We hope to study these trends further and collect data to understand how travel patterns have changed during COVID-19.	
15	Chapter 3, p.44-69, Figures 3.2, 3.5, 3.8a, 3.10, 3.19, 3.20, 3.21, 3.22, 3.23, 3.24	N/A	Hawaii Department of Transportation	<p>Figures 3.2, 3.5, 3.8a, 3.10, 3.19, 3.20, 3.21, 3.22, 3.23, and 3.24: Why not put the population density ranges rather than 1-5? Also why are the dots different sizes? – is a legend needed? Why highlight the interstate freeway locations?</p>	done	
16	Chapter 3, Figure 3.4, p.45-46	N/A	Hawaii Department of Transportation	<p>Why is Figure 3.4 showing a decline at 2045 while Figure 3.3 doesn't?</p>	under review	
17	Chapter 3, Figure 3.11 a, p.53	N/A	Hawaii Department of Transportation	<p>Very difficult to read the city names. Perhaps could resolve by overlaying the transit map over the density maps with transparency.</p>	done	

18	Chapter 3, Figure 3.15, p.58	N/A	Hawaii Department of Transportation	Scaling the y-axis from 0 will show the double relationship better. Currently makes cars look like almost no time while transit is 5 times worse.	disagree	
19	Chapter 3, Environmental Justice, p.62	N/A	Hawaii Department of Transportation	This section should be titled Title VI and Environmental Justice. Title VI is different from Environmental Justice. After reading this section, it is not clear how equity is being assessed. It seems like a bunch of existing conditions statistics but does not appear to say how the ORTP is being equitable. Title VI and Environmental Justice equitability is a difficult task, but we feel there should be something that leads to a statement that summates... "and therefore, the ORTP is not disproportionately benefiting or impacting Title VI and Environmental Justice populations".	The essence of the section is to have a bunch of statistics. The goals in the existing conditions is not to assess the performance of the plan- see chapter 5 for that.	
20	Chapter 4, Roadways, p.71	N/A	Hawaii Department of Transportation	For existing conditions (starts on page 71), it might be good to expand on the role of the Transportation Asset Management Plan (TAMP) and how it should theoretically integrate with the programming of the ORTP. How it is supposed to identify the needed projects to meet the targets. Also, a discussion on what the penalties are for not meeting specific targets and what an uncertified TAMP means might be good as it affects federal funding.	OahuMPQ was not involved in setting targets. How projects are programmed to achieve the goals and objectives of TAMP is a question for HDOT. This something we need to look at in the future.	
21	Chapter 4, Roadways, p.71	N/A	Hawaii Department of Transportation	Starting on page 71 (throughout Chapter 4), the NHS/federal aid transportation system is inaccurately described.	done	
22	Chapter 4, Roadways, p.71	N/A	Hawaii Department of Transportation	I think the first sentence of the second paragraph should be revised to "Federal-aid and State highways serve the region and constitute its main roadway network." Federal highways would be under the jurisdiction of a federal agency.	done	
23	Chapter 4, Figure 4.1, p.73	N/A	Hawaii Department of Transportation	The title of Figure 4.1 is incorrect. The NHS does not include rural minor collectors or local roads. By local roads, do you mean roadways under the jurisdiction of the City and County of Honolulu that are federal aid? Local roads as defined by federal function classification are defined specifically and differently.	done	
24	Chapter 4, Pavement Conditions on National Highway System, p.74	N/A	Hawaii Department of Transportation	Paragraph 3, the sentence should be revised to: "All pavements on the Interstate or non Interstate NHS are required to be classified in good, fair, or poor condition."		
25	Chapter 4, Federal Performance Measures, p.74	N/A	Hawaii Department of Transportation	The federal performance measures are inaccurately described. The correct performance measures are: Percentage of pavement of the non-interstate NHS in good condition; and Percentage of pavement of the non-interstate NHS in poor condition.	done	
26	Chapter 4, Federal Performance Measures, p.75	N/A	Hawaii Department of Transportation	The federal performance measures are inaccurately described. The bottom left box should be "non-Interstate NHS"	done	
27	Chapter 4, Figures 4.2-4.3, p.76 and 78	N/A	Hawaii Department of Transportation	Figures 4.2-4.3 on Pages 76 and 78 – the maps are missing legends	done	
28	Chapter 4, Bridge Conditions, p.77	N/A	Hawaii Department of Transportation	That definition of deficient for bridges does not look familiar to me. If this is not the official FHWA definition, replace with the official FHWA definition. The second paragraph should refer to Figure 4.3.	done	
29	Chapter 4, Federal Performance Measures, p.79	N/A	Hawaii Department of Transportation	The federal performance measures are inaccurately described. The bottom left box should be blank or say NHS.	done	
30	Chapter 4, Federal Performance Measures, p.79	N/A	Hawaii Department of Transportation	The 2nd paragraph, last sentence says, "Based on available and latest bridge performance data shown in Table 4.2, the State of Hawaii either meets or exceeds set targets." We do not think you can conclude whether targets are being met or exceeded from the table. Consider revising the text.	done	
31	Chapter 4, Travel Time Index, Level of Service and Level of Travel Time Reliability, p.80-87	N/A	Hawaii Department of Transportation	Starting on page 80 – TTI, LOS, and LOTTR should fall under the congestion and reliability section and not be their own sections.	done	
32	Chapter 4, Level of Travel Time Reliability, p.85	N/A	Hawaii Department of Transportation	According to the FHWA's website, our 4 year Interstate target was 74% and our baseline non-Interstate NHS was n/a.	done	
33	Chapter 4, Freight, p.96	N/A	Hawaii Department of Transportation	The freight network includes more than just the interstate roads. Should include the entire freight network in this analysis.	done	
34	Chapter 4, Figure 4.17, p.102	N/A	Hawaii Department of Transportation	What is the "motor crash locations" map trying to depict? Motor vehicles? That would seem duplicative with the previous map.	done	
35	Chapter 4, Figure 4.18, p.102	N/A	Hawaii Department of Transportation	Should the text say that the performance targets are on a 5 year rolling average?	no. the column shows the review period	

36	Chapter 5, Short-Range Projects and Programs	N/A	Hawaii Department of Transportation	To assist with consistency of short-range STIP projects with the ORTP, it might make sense for us to create a "safety improvements at Various Locations" line item in the Short Range ORTP. There are always HSIP projects that get programmed in a few times within the life of a STIP. This is because, you can't really program HSIP projects out too far since the threshold is accident data. Sometimes, there are places where accidents consistently happen... Other areas have spikes that smooth out to the point where other places become the priority.	OahuMPO: If HDOT would like this to be included in the short-range list of projects, that would require the submission of an application. The ORTP will be amended anytime that a project is added to the TIP, if that project is not listed in the ORTP. We would need clarification on whether a project is being funded from an existing ORTP program, or if it is a stand alone new project.
37	Chapter 5, Short-Range Projects and Programs	N/A	Hawaii Department of Transportation	As far as the accuracy of the short-range projects...FHWA funded projects with costs that equal \$0. The cost is not zero. Those projects have a cost and have already begun in previous years. What was pulled was the total for AC conversions (cash flow needs in future years), which is represented as a cost of \$0. One of the issues with listing TIP projects... For AC conversions, it might make sense to reverse calculate the total amount that is associated with the AC conversion (all of them). For example, if there are 2 years of AC for an 80/20 project... both years with \$800K in fed aid... the portion of cost shown in the STIP for that project would be $800/0.8 = 1000$ or \$1 million... then times 2 since there are 2 years with the same numbers... = \$2 million. Unless this is explained somewhere that I missed... an appendix?	OahuMPO: N/A was added instead of zero.
38	Chapter 5, Short-Range Projects and Programs	N/A	Hawaii Department of Transportation	Along the lines of #35... Does it also then make sense to add the following ORTP projects for Short term? I guess this all depends on how FHWA will define consistency... Rockfall protection at various locations; Resiliency program (included as mid and long-range program) Highway lighting improvements at various locations	OahuMPO: If HDOT would like this to be included in the short-range list of projects, that would require the submission of an application. The ORTP will be amended anytime that a project is added to the TIP, if that project is not listed in the ORTP. We would need clarification on whether a project is being funded from an existing ORTP program, or if it is a stand alone new project.
39	Chapter 5, Potential Federal Funding Sources, p.108-118	N/A	Hawaii Department of Transportation	Starting on Page 108, focus on the funding eligibility seems like too much information for the ORTP... better suited for the TIP. Should focus more on the annual amounts of each funding category... which I suppose is included in Appendix C...	OahuMPO: Thank you for your comment. We've peer reviewed other MPOs, and many include this level of information, so we're choosing to keep this information in there.
40	Chapter 5, Highway Safety Improvement Program (HSIP), p.110	N/A	Hawaii Department of Transportation	HSIP funded projects must also be prioritized through the HSIP program based on accident statistics. Scope of these projects are determined through the project development process and are limited as described.	OahuMPO: Thank you for this comment. We've added verbiage in this section to clarify.
41	Chapter 5, Congestion Mitigation and Air Quality (CMAQ), p.111	N/A	Hawaii Department of Transportation	In the CMAQ definition, text should be added to explain that the entire state is an attainment area and that allows us to use CMAQ funds more flexibly, however, we would still program CMAQ funds to CMAQ eligible projects.	OahuMPO: Thank you for this comment. We've added verbiage in this section to clarify.
42	Chapter 5, National Highway Freight Program, p.112	N/A	Hawaii Department of Transportation	FHWA's website says the federal share payable is 90% for a project on the Interstate System (including a project to add high occupancy vehicle lanes or auxiliary lanes but excluding a project to add other lanes). ORTP says "the Interstate system receives funding at 90/10 ratio when a project adds HOV or auxiliary lanes. This is not the same thing. ORTP is saying only Interstate projects adding HOV or auxiliary lanes get 90% fed-aid. FHWA says any project on the Interstate system gets 90% fed-aid, even the ones adding HOV and auxiliary lanes. The other thing to keep in mind is that the 90% is a maximum eligible federal share. We do not always program at 90%. Sometimes we purposefully program at 80% to stretch the federal funds. National Highway Performance Program (NHPP) - FAST Act Fact Sheets - FHWA Federal Highway Administration (dot.gov)	OahuMPO: Thank you for this comment. We've added verbiage in this section to clarify.
43	Chapter 5, Demonstration of Financial Constraint, p.118	N/A	Hawaii Department of Transportation	Why is the short-range component not broken down into FHWA and FTA revenues? It is unclear in this section where the projected "revenues" are coming from. Should at least re-reference Appendix C here. It is unclear how the "expenditures" in table 5.1 add up to the listed projects. Perhaps a summation of funds required for the short-, mid-, and long-term project lists that can be compared to Table 5.1 would make it more transparent	OahuMPO: Thank you for your comment. We've re-referenced Appendix C in this section, which includes revenues broken down by FHWA and FTA revenues.
44	Chapter 5, Table 5.1 Demonstration of Fiscal Constraint: Forecasted Funding Compared to Project and Program Costs, p. 121	N/A	Hawaii Department of Transportation	Page 121 - "Table 5.1 demonstrates that \$33,967.0 BILLION of funding will be available..." Feels like that should be MILLION... \$33,967 billion = \$33.9 TRILLION... That seems high. Same comment for the sentence after that with costs.	OahuMPO: Thank you for noting this error. This has been corrected.
45	Chapter 5, Prioritizing Our Investments to Meet Our Most Urgent Needs, p.121	N/A	Hawaii Department of Transportation	Starting on Page 121 - Related to the scoring of projects, we still have concerns that the scoring process developed does not align well with the HDOT's existing priorities of safety and system preservation and does not align with the federally required performance measures for safety, system preservation, and congestion. During the development of the scoring process, our comment was that we were concerned that system preservation, safety, and resiliency were not allocated much weight in the scoring. At the time, for example, bridge and pavement preservation only received a total possible of 3.9 points out of the possible 100. Bridge and pavement preservation are the core of our transportation system--without them, it doesn't really exist and safety would be jeopardized. We still feel that extremely important projects/programs (e.g., system preservation, safety, and resiliency) score very low in the evaluation process.	OahuMPO: Thank you for your comment.

46	Chapter 5, Short-Range Projects and Programs, p.123	N/A	Hawaii Department of Transportation	Constrained list of projects and Programs - Why is the short-range (TIP) list of projects in the back? Seems like it would make more sense to start with them in the short- range.	OahuMPD: Thank for the suggestion. The short-range projects have been moved to the front.
47	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.125	0-21-9 Kapolei Parkway, Extension & Widening, Allinui Drive to Kalaeloa Boulevard	Kathleen Moses Benson	I am in favor of the projects (except for one) and feel that the improvements are long overdue; in fact I think the timeline should be shortened. I disagree with extending Kapolei Parkway to Allinui Drive Ko Olina. Doing so will ruin the resort and kill the jobs provided by the west side's largest employer. Also, this project needs to add a second route over the Waianae mountains between the west side and H2 since most jobs are still in Honolulu .	Kapolei Parkway--City should respond. The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.
48	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.125	0-21-10 Makakilo Drive Extension	Dr. Joseph T Page Jr	There is only one way in/out of the Upper Makakilo area. The proposed Makakilo Drive Extension would provide an alternate enter/exit opportunity for residents not only on a routine basis (saving both time and fuel)...but most importantly an alternate route in the event of potential emergencies.	DTS: Thank you for your comment. The original Final Environmental Assessment (FEA) for the Makakilo Drive Extension project noted that the project would provide an alternative transportation route for residents, emergency vehicles and equipment requiring access to the Makakilo community. This comment will be used in the development of this project.
49	Chapter 5, Table 5.11 Long-Range Roadway Capacity Projects and Programs, p.130	0-21-28 Fort Barrette Road (Route 901), Widening, Farrington Highway to Barber's Point Gate	John Rogers	Projects 0-21-28 Fort Barrette Rd: the 2045 ORTP Map indicates that the boundaries are between Farrington Hwy and Roosevelt Rd, the project and program application indicates the boundaries are between Roosevelt Rd and Saratoga Rd. In any case Fort Barrette Rd should be widen between Farrington Hwy and Roosevelt Rd to include bike lanes. The Oahu Bike Plan Project ID 1-24 has it as a priority one project. Including bike lanes on Fort Barrette would enhance an already in place or being built bicycle network created by connecting Fort Barrette to bike lanes on Farrington Hwy, Kapolei Pkwy, and Kamaaha Ave. This will provide a safe route to the schools in the area and increase the commute mode share of bicycles reducing congestion.	The HDOT will be evaluating this request consistent with its existing bicycle and pedestrian program. The HDOT has a bicycle master plan, Bike Plan Hawaii (BPH), which identifies needs and prioritizes projects for implementation. This plan is going through a refresh, which will update projects costs, feasibility, and priorities.
50	Chapter 5, Table 5.11 Long-Range Roadway Capacity Projects and Programs, p.131	0-21-31 Kualaka'i Parkway Extension	Steven Vendt, Hawaiian Railway	The Hawaiian Railway Society is totally opposed to the Kualaka'i Parkway extension. This road would go into our private property. If the road is a straight line, it would go thru our train yard. Unless they build an overpass, the road would wipe us out. Our property is on the State Register of Historic places. The road would also cross the Historic Oahu Railway tracks. They are on the National Register of Historic Places.	The alignment for the Kualaka'i Parkway extension would be determined as part of the project development process and include coordination with stakeholders and take into consideration existing conditions. (In the Draft ORTP, the Kualaka'i Extension is listed as 0-21-30, not 31)
51	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.125 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131	0-21-11 City Operations and Maintenance (O&M) - Roadways	Dylan P. Armstrong	Issues of pothole rehabilitation, wear and tear (especially on Nipo Street) speeding on Mānoa Road and Lowrey Avenue, have been brought to Mānoa Neighborhood Board from 2017-2021.	OahuMPD: This comment has been forwarded to DTS for response, and the response will be updated as soon as we hear back.
52	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.125-126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131-132	0-21-11 City Operations and Maintenance (O&M) - Roadways, 0-21-13 State Operations and Maintenance, and 0-21-14 System Preservation Program	Darlene Wade	I am not sure if you are the appropriate person to address the roads condition on our island from Waialae Nui Ridge to Downtown Honolulu. It is so dangerous! Even the freeway has potholes in the fast lane. What is the plan to repair these roads? Mahalo for your attention to this critical matter.	OahuMPD: This comment has been forwarded to HDOT and DTS for response, and the response will be updated as soon as we hear back.

53	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p.126 & Table 5.13 Long-Range Safety Projects and Programs, p.132	0-21-15 Safety Program	John Rogers	The Intersection of Kualakoi Pkwy and Kapolei Parkway: The intersection pedestrian crossing in both directions is very wide. When crossing Kualakoi Pkwy east to west as a pedestrian, vehicles turning right from Kapolei Pkwy do not have a clear view of pedestrians entering the crosswalk. The same is true when crossing the western side of Kapolei Pkwy north to south. This intersection would be safer for pedestrians if right on red was not allowed or somehow redesigned.	The HDOT already provided a response to this comment in the previous comment spreadsheet provided by DahuMPD. The HDOT will pass this information on to its Traffic Safety and Traffic Operations sections.
54	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.132	0-21-14 System Preservation Program	John Rogers	Fort Weaver Rd: Repair the shared use path between Renton Rd and Farrington Hwy. Extend the pathway on to Farrington Hwy to the Ho'ae'ae Rail Station.	The HDOT already provided a response to this comment in the previous comment spreadsheet provided by DahuMPD. The HDOT is currently working on the maintenance issues related to the Fort Weaver Road path. Leeward Bikeway Phase 1 is under construction. This will provide a route for bicyclists and pedestrians to connect with the Waipahu rail station at Farrington and Mokuala and the existing pathways of the Pearl Harbor Historic Trail and the West Loch path.
55	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p.126 & Table 5.13 Long-Range Safety Projects and Programs, p.132	0-21-15 Safety Program	John Rogers	Roosevelt Ave has become a major connector road between Ewa, the Ka Makana Ali'i Mall, Kalaheo Beaches, Schools, and Kapolei since the closing of the Barbers Point Naval Base. To make the roadway safe for all users a Complete Streets study should be planned, implemented and included in the ORTP 2045.	The HDOT will review this in accordance with its bicycle and pedestrian program. Roosevelt Road is planned to be transferred to HCDA. https://dbedt.hawaii.gov/hcda/files/2019/09/18-029_KALAELOA-RIGHT-OF-WAY-005-2019-08-06.pdf
56	Chapter 5, Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.128-129 & Table 5.15 Long-Range Pedestrian and Bicycle Projects and Programs, p.134 & Table 5.21 Short-Range FHWA Funded City Projects and Programs - 2022-2025, p.146, & Table 5.5 Mid-Range Safety Projects and Programs, p.126 & Table 5.13 Long-Range Safety Projects and Programs, p.132	0-21-22 Alternatives Projects, 0-21-23 Oahu Bike Plan, OC2 Bikeway Improvement Programs, OC28 Safe Routes to School (SRTS) Program, and OC26 Transportation Alternative Program (State), 0-21-15 Safety Program	John Rogers	Safety Program and Transportation Alternatives Program HDOT Fort Weaver Rd Southern Section: A shared use path should be completed between Keounui Dr and its terminus at Pu'u'loa Beach Park. This is a safe route to school, safe routes to parks and major equity issue in this old section of Ewa Beach. The Oahu Bike Plan has this section of roadway having a shared use path Project ID 1-26 as a priority one project.	The HDOT previously responded to this comment on February 2, 2021. The HDOT is not eligible to use Transportation Alternatives Program funds. The HDOT is discussing the request for a shared use path for the portion of Fort Weaver Road between Kilaha Street and the end of the road with John Rogers and HBL leadership. The HDOT will be evaluating this and the request for other bicycle facilities long Fort Weaver Road consistent with its existing bicycle and pedestrian program. The HDOT has an existing bicycle master plan, Bike Plan Hawaii, which identifies needs and prioritizes projects for implementation. This plan is going through a refresh, which will update projects costs, feasibility, and priorities. The ORTP, similar to other long range plans, typically cannot go into the details of identifying a specific project list for the full outlook of the plan. Bicycle and pedestrian improvements fall under the HDOT's congestion program, which is included in both the mid and long term funding sections of the ORTP.
57	Chapter 5, Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.128 & Table 5.15 Long-Range Pedestrian and Bicycle Projects and Programs, p.134	0-21-22 Alternatives Projects	John Rogers	Transportation Alternative Program HDOT The Oahu Regional Transportation Plan (ORTP) 2045 Project List should include Leeward Bikeway Phase 2 (Philippine Sea Road to Luualalei Naval Road). In 1980 the Federal Government deeded land to the State of Hawai'i for the express purpose of "bike lanes or paths and pedestrian walkway." The deed stipulates that if it is determined that the land is no longer needed for use as an active transportation corridor then it should be returned to the Federal Government. It is important that this transportation corridor be maintained in Oahu's long range transportation plan. Building a shared use path along the entirety of the deeded corridor will undoubtedly increase the commute mode-share for pedestrians and bicyclists accessing workplace, retail and public transportation services as well as providing an outstanding recreational resource for residents and the visitor industry.	The HDOT previously responded to this comment on February 2, 2021. The HDOT is currently constructing Phase 1 of the Leeward Bikeway. Due to significant feasibility issues, the HDOT does not have short term plans to move forward with Phase 2 at this time. A small segment of Phase 2 was recently completed as part of a larger transportation project. This project constructed a shared use path on the makai side of Farrington Highway from Nanakuli Avenue to Heleluu Street (~0.6 mi).

58	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.132 & Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.128 & Table 5.15 Long-Range Pedestrian and Bicycle Projects and Programs, p.134	0-21-14 System Preservation Program & 0-21-22 Alternatives Projects	John Rogers	Alternative Projects and Preventive Maintenance Oahu Bike Plan DTS West Loch Bike Path and Honouliuli Stream Bridge (A two-mile portion of the Leeward Bikeway): The West Loch Bike Path pavement between Kapapahu Park and Asing Park has been in service with little maintenance since the late 1980's. The pavement is in deplorable condition displaying just about every type of pavement defect known, e.g., various types of cracking, depressions, rutting, upheaval, and raveling. In or around 2005 the wooden Honouliuli Bridge was replaced by a narrow metal catwalk type bridge. The community was told that this metal bridge was temporary. The bridge is just over one meter wide and is not safe to ride bicycles over as it is easy to get the handlebars of the bicycle caught up in the handrails of the bridge. The bridge should be replaced with a proper width pedestrian and bicycle bridge and this pathway should be repaved.	OahuMPO: This comment has been forwarded to HDOT for response, and the response will be updated as soon as we hear back.	
59	Chapter 5, Table 5.18 Unfunded Roadway Capacity and Operational Improvements Projects and Programs (No Timeframe), p.135	0-21-37 Waianae, Second Access, Farrington Highway to Kunia Road (ILLUSTRATIVE)	Eric Fleckles	The leeward community has been asking for a second access road that is FUNCTIONAL for over 30 years. It is on here, and yet only illustrative. Why is there no funding?	The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.	
60	Chapter 5, Short-Range Projects and Programs, p.137	N/A	Hawaii Department of Transportation	Starting on Page 137—the short range projects. We are confused as to why short range (TIP) projects are listed in the ORTP. The long-range plans are typically a needs assessment that show generally where certain kinds (safety, capacity, preservation, etc.) of improvements are needed, it usually does not spell out the specific treatment. What will the definition of TIP project consistency with the long-range land transportation plan be? Project must be listed? Project meets goals? If the latter, why list the Short-term projects? If the former, does that mean the ORTP must be amended every time we amend the TIP to add a project? That doesn't sound efficient. This needs assessment would be the backbone of the T6/EJ analysis. See comment 5 above.	OahuMPO: The ORTP must include projects that are planned and/or programmed through the horizon year of the plan (2045), thus it must include TIP projects. Consistency means that a project must be listed in the ORTP. The ORTP will be amended every time there is a project added to the TIP.	

61	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Patricia Likos	We live west of the bridges that are in need of replacement. I strongly support completion of the Farrington Highway realignment feasibility study BEFORE moving ahead with any rebuild of these existing bridges, due to concerns re ongoing and progressive coastal erosion and seasonal flooding in the area, as well as safety issues for users of this world renown and popular beach park that currently has a state highway dissecting it.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project.</p>	
62	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Charlene Holani	If the current bridges are rebuilt as planned at their current location, such an investment (current cost of \$23 M) would jeopardize the preferred mauka reroute and the Mākaha Beach Park project until these new bridges need replacement 70-100 years from now. It is extremely unlikely that anyone would be willing to tear them down for many years from now to build the mauka route and park. The community has voiced its concerns since the mid-1980s. If the current Makaha Bridges replacement project proceeds as planned, the placing of the PROJECT's temporary bypass road on the makai side of Farrington highway will place the Mākaha Beach ecosystem in immediate peril, especially if the "five-year flood level standard" temporary bridges are washed into the bay by inland flooding or ocean surge. If the mauka route is constructed, there will be no need to construct a temporary bypass route because the current route would be fully available. The existing bridges have been recently repaired and reinforced by the State DOT; there are no posted limitations on either of the bridges, they have withstood multiple 100-year floods (including the most recent in 2008). These bridges should have 2 more years, giving plenty of time for the State DOT to reevaluate alternative #4 (the mauka route) and modify the current design to accommodate the community's needs and desires. Please stop and take the time to continue research and studies that would better suite this communities physical, mental and spiritual well being.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</p>	
63	Chapter 5, Table 5.3 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.139	OS5 Freeway Management System, Interstate H-1, H-2, H-3, and Moanalua Freeway (Routes H-201 and 78)	Hawaii Department of Transportation	As far as the accuracy of the short-range projects. Page 139, OS5: Add H-3 to the title so it says Freeway Management System, Interstate H-1, H-2, H-3, and Moanalua Freeway (Routes H-201 and 78)	OahuMPD: Thank you, the correction has been made.	

64	Chapter 5, Table 5.12 Mid-Range Pedestrian and Bicycle Projects and Programs, p.140	0-21-23 Oahu Bike Plan	Hawaii Department of Transportation	Page 140 - Oahu Bike Plan is listed as an HDOT project. Please correct to the City and County of Honolulu.	OahuMPD: Thank you for the correction. This has been changed.
65	Chapter 5, Table 5.13 Mid-Range System Management and Operations Projects and Programs, p.142 and Table 5.14 Mid-Range Transportation Demand Management Projects and Programs, p.142 & Table 5.20 Long-Range System Management and Operations Projects and Programs, p. 147 and Table 5.21 Long-Range Transportation Demand Management Projects and Programs, p.148	0-21-24 Intelligent Transportation System and 0-21-25 Transportation Demand Management (TDM) Program	Hawaii Department of Transportation	Project list area -TDM and ITS also fall under congestion rather than their own category	OahuMPD: We currently don't have a "congestion" project type in our project list. Thus, TDM and ITS fall into their own categories.
66	Chapter 5, Table 5.3 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.143	OS80 Traffic signal Modernization at Various Locations, Ph2	Hawaii Department of Transportation	As far as the accuracy of the short-range projects. Page 143, OS80: Change Ph1 to Ph2	OahuMPD: Thank you, the correction has been made.
67	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPD) at Various Locations - Ala Wai Bridge Project	Charles Hoffman	I am an older resident of waikiki and attended the last online mtg although they were not going to address the ala wai pedestrian bridge until just before 8 PM. it started at 6 PM so i left. please let me know what the latest status. i am a young senior who bikes & i must say from the light at pa'u st on the ala wai headed west (ewa) there should be a painted bike lane or allow up to use the dirt path between road and sidewalk. currently it is a ticktebale offense. there is a street sign as well as painted bikes in the road but vehicles still beep and cut it close from that light to mccully. very dangerous and threating. i am an home owner, business professional, tax payer, voter and state income tax payer. thank you, c hoffman	OahuMPD: This comment has been forwarded to DTS for response, and the response will be updated as soon as we hear back.

68	N/A	Project Not Included in the ORTP	Pieter Meinster	<p>Safeguard Makaha beach infrastructure against erosion, sea level rise and traffic congestion (with associated safety implications) by implementing the changes encapsulated in the Makaha Beach Park Master Plan report, prepared for the department of Parks and Recreation by Pacific Architects, Inc. On March 1998 - https://oahumpo.org/wp-content/uploads/2016/04/Makaha-Beach-Park-Master-Plan-Report-1998.pdf Ensure adequate emergency egress for the community in this region, should we be faced with a catastrophic event, in accordance with recommended scope described in Waiañe Coast Emergency Access Road EA - https://oahumpo.org/wp-content/uploads/2016/04/Waiañe-Emergency-Access-Road-EA-2002.pdf Plan and execute the Master plan to optimize and affect lasting improvement to our infrastructure in an organized, accountable and fiscally responsible manner that truly develops resilience of our transportation infrastructure to safeguard against the impacts of climate change. The master plan already conforms with the framework that was developed under these auspices and impact studies and engineering analysis has already been completed.</p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</p>
69	N/A	Project Not Included in the ORTP	John Bond	<p>Best Traffic Connectivity Master Plan for the Honolulu WWTP with Appropriate Historic Ewa Battlefield APE and Army JTS Cable Network Mitigations; Full pdf provided by respondent can be found here: https://www.oahumpo.org/?wpfb_dl=2158</p>	<p>DTS: This comment will be forwarded to the City Department of Environmental Services. The Environmental impact statement (EIS) for the proposed Honolulu Wastewater Treatment Plant Secondary Treatment and Support Facilities was published on 4/26/2016. The Ewa Plain Battlefield was listed on the National Register of Historic Places on 5/23/2016.</p>
70	N/A	Project Not Included in the ORTP	Frances Spohn	<p>It would really help town- bound traffic if there was a left turn lane at Luualalei Navel Road because of the shopping center there, especially at morning drive time. A left arrow means everyone has to wait until it turns on and allows a few cars through. Left turn lane would clear the mess it causes. Thank you.</p>	<p>This comment will be provided to the congestion program manager and also the Traffic Operations section</p>

71	N/A	Project Not Included in the ORTP	Department of Parks and Recreation	<p>The City and County of Honolulu Department of Parks and Recreation supports the realignment of Farrington Highway in accordance with the 1998 Makaha Beach Park Master Plan. It is our belief that the highway realignment will resolve numerous safety, environmental, and park usability issues. In addition, we are absolutely willing to work with the Hawaii Department of Transportation in this effort.</p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</p>	
72	N/A	Project Not Included in the ORTP	Eric Fleckles	<p>Please consider the Makaha Beach Master plan, that has been on the books and approved since 1989, instead of this quick fix. This is a long time issue that continues to fester, and will greatly improve the safety of the area</p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</p>	

73	General - Planning Process	N/A	Adam Hari	I appreciate the long term thinking this transportation plan is encouraging our community to do. A major question that i would like to understand better with this report is how much weight did climate change have in ordering the priotization of projects and which projects were deemed to be the most needed because of climate change.	OahuMPD: The project and program prioritization process included consideration of climate change in a number of ways: encouraging mode shift (Goal 2 - Support Active and Public Transportation, Maximum 24 points), preparing our transportations system for sea level rise and extreme weather events (Goal 4: Improve the Resiliency of the Transportation System, maximum 10 points), and reducing ground transportation emissions, (Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets, maximum 5 points). All projects and programs could score a maximum of 100 points. To read more about our project and program prioritization process, please visit: https://www.oahumpo.org/?wpfb_dl=1935 . New projects and programs were evaluated and scored. To view these in their context of the criteria above that touch on climate change, please visit: https://www.oahumpo.org/?wpfb_dl=2001 .
74	General - Planning Process	N/A	Carolyn Weygan-Hildebrand	Historically marginalized communities. The Draft is to be commended for recognizing that there are historically marginalized communities. However, it should have a more profound and broader analysis of marginalization (e.g. historical investments, historical engagement and community participation, history of transportation). Clearly the Plan cannot simply address the matter along affordability of transportation for community residents. See for example: http://www.staradvertiser.com/2021/03/28/hawaii-news/state-agencies-urged-to-prioritize-farrington-highway-realignment-in-makaha . The issue raised in Waianae Coast calls for better capacity building, including not only the provision of training but the necessity of having an in-house team of experts on climate change and coastal areas as well as experts on equity within OahuMPD and DOT. The Plan should include a special section on the issue of historically marginalized communities. The Plan should be flexible to allow for the inclusion of projects that are yet to be conceived with the perspectives and insights of these experts. The Plan should be flexible to allow for the inclusion and prioritization of projects that will prove to be important but have yet to be conceived.	OahuMPD: Thank you for your comment. We hope to develop a more robust analysis to measure the benefits and disbenefits of transportation investments, and how that may impact what investments we make.
75	N/A	N/A	Department of Design and Construction	No comment	N/A
76	N/A	N/A	Mike Golajuch, Palehua Townhouses Association	No comment	N/A

Table A.2 Public and Intergovernmental Comments Received After Review Period

Comment Number	Chapter, Section, and Page Number	Project	Commenter	Comment	Agency Response	Notes
77	Chapter 2, Performance Measures, p.14	N/A	Department of Transportation Services	Performance measures: Oahu Metropolitan Planning Organization should also document the ORTP Implementation Plan's compatibility with and ability to achieve the Governor's energy goals and the City's climate action plan.	OahuMPD: Thank you for your comment. Verbiage has been added in the Plan Performance section of the plan to address this.	
78	Chapter 4, Transit Safety, p.105	N/A	Department of Transportation Services	Transit Safety: Add bullet point, "Safety measures are based on data reported to the Federal Transit Administration's National Transit Database."	OahuMPD: Thank you, this has been added.	
79	Chapter 4, Performance Measures, p.105	N/A	Department of Transportation Services	Federal Performance Measures: Change section title to "Federal Saftey Performance Measures."	OahuMPD: Thank you, this has been changed.	
80	Chapter 4, Performance Measures, p.105	N/A	Department of Transportation Services	Federal Performance Measures, (3) and (4): Change to "number of injuries" and "rate of injuries" respectively.	OahuMPD: Thank you, this has been changed.	
81	Chapter 5, City and County of Honolulu Revenue Sources, p. 117-118	N/A	Department of Transportation Services	City and County of Honolulu Revenue Sources: i. Change funding from the Public Transportation System..." segement to read, "Funding from the Public Transportation System capital project being constructed by the Honolulu Authority for Rapid Transportation include charges for services, capital grants/contributions, investment earnings, and intergovernmental transfers (that is, GET). Revenue sources for Public Transportation system operations include charges services and operating grants/contributions, with the predominant contributions coming from grants from the City and County of Honolulu, Highway Fund and General Fund which predominately fund wages and fringe benefits, fuel and energy, materials and services, and risk and insurance."	OahuMPD: Thank you for the suggested revision. This verbiage has been incorporated.	
82	Chapter 5, Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.128	0-21-22 Alternatives Projects	Department of Transportation Services	Pg. 128 Project No. 0-21-22, Alternatives Projects: Change Agency designation to "DTS", the project is incorrectly attributed to HDOT.	OahuMPD: Thank you for catching this error, it has been corrected.	
83	Chapter 5, Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.129	0-21-23 Oahu Bike Plan	Department of Transportation Services	Pg. 129, Project No. 0-21-23, Oahu Bike Plan: Change Agency designation to "DTS", the project is incorrectly attributed to HDOT.	OahuMPD: Thank you for catching this error, it has been corrected.	

84	Chapter 5, Table 5.9 Mid-Range System Management and Operations Projects and Programs, p.129	0-21-24 Intelligent Transportation System (ITS)	Department of Transportation Services	Pg. 129, Project No. 0-21-24, Intelligent Transportation Systems (ITS): Change Agency designation to "DTS", the project is incorrectly attributed to HDOT.	OahuMPD: Thank you for catching this error, it has been corrected.
85	Chapter 5, Table 5.10 Mid-Range Transportation Demand Management Projects and Programs, p.129	0-21-25 Transportation Demand Management (TDM)	Department of Transportation Services	Pg. 129, Project No. 0-21-25, Transportation Demand Management (TDM): Change Agency designation to "DTS", the project is incorrectly attributed to HDOT.	OahuMPD: Thank you for catching this error, it has been corrected.
86	Chapter 5, Table 5.11 Long-Range Roadway Capacity Projects and Programs, p.130	0-21-27 Fort Barrett Road	Department of Transportation Services	Pg. 130, Project No. 0-21-27, Fort Barrett Road: Include a notation that this is a developer funded project.	OahuMPD: A note has been added that this project is developer funded.
87	Chapter 5, Table 5.11 Long-Range Roadway Capacity Projects and Programs, p.130	0-21-29 Kamokila Boulevard	Department of Transportation Services	Pg. 130, Project No. 0-21-29, Kamokila Boulevard: Include a notation that this is a developer funded project.	OahuMPD: A note has been added that this project is developer funded.
88	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs - 2022-2025, p.147	OC23 Salt Lake Boulevard Widening, Phase 3	Department of Transportation Services	Pg. 147, Project No. OC23, Salt Lake Boulevard Widening, Phase 3: i. Confirm that anticipated funding for this project has been lowered from DTS' requested amount of \$61.83 million to \$60.74 million; ii. Change description to read "Widen Salt Lake Boulevard from two to six lanes, between Maluna Street and Ala Lilikoi Street."	OahuMPD: Thank you for the note. OC23 currently states that the estimated total funding request is \$60.74 million. The description has changed to match what is requested.
89	Chapter 5, Table 5.23 Short-Range FTA Funded City Projects and Programs - 2022-2025, p.150	0-21-58 Transit Centers, Various Locations	Department of Transportation Services	Pg. 150 Project NO 0-21-58, Transit Centers, Various Locations: Change description to read, "Construct transit centers and provide accessibility at various locations islandwide to support transit operations."	OahuMPD: The description has been changed to include the word, "islandwide".
90	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Carmen Guzman-Simpliciano	<u>On behalf of the Wai'anae Community, we are asking that the State Department of Transportation bring to a halt the bridge replacement of (Nos.3 and 3A.) along Farrington Highway, Route 93, between milepost markers number 13.95 and number 14.21 in Makaha, Wai'anae District, Oahu, Hawaii. The portion of Farrington Highway that comprises the project site is located between Tax Map Keys (TMKs): (1) 8-4-002: Parcel 047 and (1) 8- 4010: Parcel 012. Both parcels are owned by the City and County of Honolulu. We ask that the State Department of Transportation delay this process and reconsider all options to create a feasible plan and investment. To also review, and do an engineering analysis to implement the 1998 Makaha Beach Park Master Plan. Please view full comment here.</u>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</p> <p>Please view full comment here.</p>

91	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Charlene Holani	<p>If the current bridges are rebuilt as planned at their current location, such an investment (current cost of \$23 M) would jeopardize the preferred mauka reroute and the Mākaha Beach Park project until these new bridges need replacement 70-100 years from now. It is extremely unlikely that anyone would be willing to tear them down for many years from now to build the mauka route and park. The community has voiced its concerns since the mid-1980s. If the current Makaha Bridges replacement project proceeds as planned, the placing of the PROJECT's temporary bypass road on the makai side of Farrington highway will place the Mākaha Beach ecosystem in immediate peril, especially if the "five-year flood level standard" temporary bridges are washed into the bay by inland flooding or ocean surge. If the mauka route is constructed, there will be no need to construct a temporary bypass route because the current route would be fully available. The existing bridges have been recently repaired and reinforced by the State DOT; there are no posted limitations on either of the bridges, they have withstood multiple 100-year floods (including the most recent in 2008). These bridges should have 2 more years, giving plenty of time for the State DOT to reevaluate alternative #4 (the mauka route) and modify the current design to accommodate the community's needs and desires. Please stop and take the time to continue research and studies that would better suite this communities physical, mental and spiritual well being.</p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</p>	
92	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Representative Cedric A Gates	<p><u>I write to you today in support of rerouting Farrington Highway mauka of Makaha Beach Park. Residents of the Waianae Coast of O'ahu and I are concerned about the plan for replacement of Makaha Bridges No. 3 and 3A on Farrington Highway. In light of issues discussed in the full pdf, we humbly request that the DOT reconsider the current plan and explore the feasibility of implementing the 1998 Makaha Beach Master Plan instead. The master plan would allow for an accessible and beautified park. More importantly, it would be a pre-emptive response to future environmental issues and in the best interests of our residents' and visitors' safety. See full comment here.</u></p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</p>	<p>Please view full comment here.</p>

92	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131, and Table 5.18 Unfunded Roadway Capacity and Operational Improvements Projects and Programs (No Timeframe), p.135	Q-21-12 Resiliency Program and Q-21-37 Waianae, Second Access, Farrington Highway to Kunia Road (ILLUSTRATIVE)	Joanne Sechrest	I just wanted to voice concerns over the problems of flooding on Farrington on the leeward side and hope for some mitigation strategy or alternative routing.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</p>
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OAHU METROPOLITAN PLANNING ORGANIZATION POLICY BOARD RESOLUTION

DRAFT

ESTABLISHING A PERMITTED INTERACTION GROUP TO CONDUCT THE “ANNUAL”? PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR OF THE OAHU METROPOLITAN PLANNING ORGANIZATION.

WHEREAS, the Oahu Metropolitan Planning Organization ("OahuMPO"), established in 1975, is the metropolitan planning organization ("MPO") for the island of Oahu and is required by federal law (23 United States Code sections 134-135 and 49 United States Code sections 5303-5304) for the receipt of transportation-related federal funding for Oahu; and

WHEREAS, the OahuMPO is designated as a Transportation Management Area ("TMA"), which applies to those municipalities with a population greater than 200,000; and

WHEREAS, state law (Sections 279D-1, 279D-2, and 279D-7 of the Hawaii Revised Statutes ("HRS")) provides that:

1. MPOs have their own policy board and staff;
2. The Policy Board is defined as the policy decision-making body of the OahuMPO; and
3. The OahuMPO Policy Board is required to appoint a full-time executive director who is independent of state and county agencies and who is responsible for the hiring and management of staff; and

WHEREAS, Section D.3. of the Comprehensive Agreement signed by the OahuMPO, the State of Hawaii, the Honolulu Authority for Rapid Transportation, and the City and County of Honolulu specifies the duties of the OahuMPO Executive Director, which are listed and attached as Exhibit A; and

WHEREAS, in 2019, the OahuMPO Policy Board adopted Resolution 2019-001 establishing a PIG for the evaluation of the OahuMPO Executive Director which created and finalized criteria to measure performance, established procedures to conduct the evaluation, and conducted the evaluation and reported findings and recommendations to the OahuMPO Policy Board; and

WHEREAS, the last performance review of the OahuMPO Executive Director was conducted in November 2019 through January 2020. The evaluation period covered was February 2017 through November 2019.

OAHU METROPOLITAN PLANNING ORGANIZATION POLICY BOARD RESOLUTION

WHEREAS, the OahuMPO Policy Board finds that the establishment and implementation of formal performance reviews and appraisals for the OahuMPO Executive Director benefit the OahuMPO; now, therefore,

BE IT RESOLVED by the OahuMPO Policy Board that a Permitted Interaction Group is hereby established to finalize performance criteria adopted by the OahuMPO Policy Board, establish evaluation procedures and methodology, and conduct the performance evaluation of the OahuMPO Executive Director; and

BE IT FURTHER RESOLVED that the Permitted Interaction Group, in accordance with HRS Section 92-2.5(a), Hawaii Revised Statutes, shall be composed of the following members:

1. The OahuMPO Policy Board Chair;
2. The OahuMPO Policy Board Vice Chair;
3. The director of the Hawaii Department of Transportation or designee;
4. The director of the City's Department of Transportation Services or designee; and
5. The Executive Director and Chief Executive Officer of the Honolulu Authority for Rapid Transportation or designee.

BE IT FURTHER RESOLVED that no member of the Permitted Interaction Group may, during the conduct of the tasks assigned to them, make any binding commitment or create any obligation on behalf of the group, the OahuMPO Policy Board, or the OahuMPO; and

BE IT FINALLY RESOLVED that the Permitted Interaction Group shall present a written report to the OahuMPO Policy Board summarizing its procedures, findings and recommendations, pursuant to HRS Section 92-2.5(b)(1); and upon the Policy Board's acceptance of the report and decision on the matter, the Permitted Interaction Group shall be discharged.

Sharon Moriwaki, Chair

DATE OF ADOPTION:

D.3. Powers and Duties of the OahuMPO Executive Director and Staff

The OahuMPO shall have an Executive Director who shall be responsible for the conduct and administration of the multimodal 3-C Planning Process.

Executive Director shall be responsible for those matters of administration assigned to the position in the administrative supplemental agreement. At a minimum, the Executive Director shall be responsible for day-to-day supervision and management of the OahuMPO staff; recruiting and hiring staff to fill positions authorized by the Policy Board; fiscal management, including procurement of goods and services consistent with 2 CFR 200; implementation of policy; and project direction, coordination, and oversight for activities within the purview of the OahuMPO. The Executive Director shall consult, as needed, with the Policy Board in carrying out these responsibilities. The duties of the Executive Director, together with other OahuMPO staff, shall include, but shall not necessarily be limited to, the following:

- (a) Provide information and analyses to the State Legislature and Executive Departments, the Operator's Board, the City Council, and the appropriate State, Operator, and City authorities in carrying out cooperative, comprehensive, and continuing multimodal transportation planning and programming for Oahu;
- (b) Obtain information and plans from the State, Operator, and City, review them for consistency with the ORTP, and advise the appropriate body whenever there appear to be inconsistencies;
- (c) Review the capital improvement programs of the State, the Operator, and the City for urbanized and rural areas of Oahu as they concern land use and transportation;
- (d) Cooperate and coordinate with the HDOT in the statewide transportation 11 planning program;
- (e) Develop recommendations, based upon federal transportation planning regulations and guidelines, and upon any direction that may be provided by the Policy Board, to HDOT, the Operator, and the City Council regarding transportation policy matters;
- (f) Obtain requisite data and update and maintain the Travel Demand Forecasting Model, which shall be deemed the definitive source of future travel demand for the island of Oahu, as further established in the data sharing supplemental agreement among the jurisdictions and authorities party to this Comprehensive Agreement;
- (g) Execute a multimodal 3-C transportation planning process carried out cooperatively by the State, the Operator, and City.
- (h) After authority has been provided by the Policy Committee, receive, expend, and distribute, as necessary:
 - (1) Federal funds to carry out the provisions of the appropriate Federal highway and transit regulations; and
 - (2) Such other funds as may become available to support metropolitan transportation planning,
- (i) Advise on plans, projects, and programs requiring action by the State Legislature, the Operator's Board, and/or City Council which have been submitted to the OahuMPO for review;

- (j) Coordinate the development and integration of Intelligent Transportation Systems (“ITS”) to be consistent with the national architecture for ITS and comply with the appropriate Federal regulations and guidelines;
- (k) Integrate the CMP as an integral part of the multimodal 3-C Planning Process and comply with the appropriate Federal regulations and guidelines; and
- (l) Be responsible for the conduct and administration of the multimodal 3-C Planning Process, including the undertaking of such other functions as may become appropriate to ensure a cooperative, comprehensive, and continuing multimodal transportation planning process among the State, the Operator, the City and other entities; and consult, coordinate, and advise appropriate jurisdictions and authorities, legislative bodies, boards, and agencies, as necessary, consistent with Federal statutes and regulations

Quick Review: Who Board Members Can Talk To and When (Part 3) (August 8, 2013)

OIP often is asked whether board members can talk to one another in various situations when not in a meeting. To help board members understand what they can talk about when they are not in a meeting, OIP put together a three-part Quick Review. The entire series can be found online on [OIP's Sunshine Law training webpagepage at oip.hawaii.gov.](#)

Boards subject to the Sunshine Law, Part I of Chapter 92, Hawaii Revised Statutes (HRS), are generally required to conduct all business in open meetings that have been properly noticed to allow for public participation. This Quick Review discusses an exception to the open meeting requirement for "permitted interaction groups" or "PIGs," as set forth in section 92-2.5, HRS. While other types of permitted interactions were previously discussed in Part 2 of this Quick Review series, this article explains how members of a board may form a PIG to investigate or to negotiate a matter.

PIGs Established to Investigate

Two or more members of a board, but less than the number of members which would constitute a quorum, may be assigned to investigate a matter relating to the official business of their board.

In order for a board to take action on a matter investigated by a PIG, **three meetings must occur**. At the **FIRST** meeting of the full board, the scope of the investigation and the scope of each member's authority are defined. The PIG may then conduct its investigation.

At a **SECOND** meeting of the full board, findings and recommendations of the PIG are presented to the board, but the board cannot discuss or act on the report at this meeting.

- A PIG may present its findings to the full board in an executive session *if* the reason for entering into the executive meeting is one of those set forth in section 92-5(a), HRS, or other law. For example, if a PIG was created to investigate whether to take certain disciplinary action against an employee, it may present its findings to the full board in accordance with section 92-5(a)(2), HRS, which allows board to enter executive meetings to consider the discipline of an employee.

If the board would like to discuss, deliberate, or make any decisions regarding the PIG's report, it must do so only at a **THIRD** meeting held separately and after the meeting at which the findings and recommendations of the investigation were presented by the PIG.

- The public must be allowed to testify on any agenda item of the board, including those concerning PIGs and reports by PIGs.

Some Practical Considerations for Investigative PIGs

- PIGs are not subject to the Sunshine Law's requirements for giving notice, holding open meetings, or keeping minutes.

- PIG members may communicate by interactive technology (Skype, teleconference, etc.), and by e-mail, telephone, etc., on matters within the scope of the PIG's authority without violating the Sunshine Law.
- Although a PIG is not required to hold public meetings, it can choose to do so if it wishes.
- PIGs may solicit input from the public as part of an investigation without the need of filing a meeting agenda in accordance with the Sunshine Law.
- A PIG may include among its members people who are not members of the board that created the PIG. A PIG may also consult with others (i.e., staff, members of the public, individuals with expertise in a field) in furtherance of its investigation, but should NOT consult with other members of its parent board.
- Members of a board who are not part of the PIG may NOT attend PIG meetings.
- Before the PIG reports to the board, PIG members should not discuss the status of their investigation with other board members who are not part of the PIG.
- A standing committee of a board may create a PIG, and such PIGs must follow all the requirements of section 92-2.5(b), HRS.
- If a member of a PIG ceases to be a member of the parent board, the board should not substitute another board member into that vacant PIG position. The PIG's membership was previously established at the initial meeting that created the PIG. If a board wants to change the PIG's membership, it should dissolve the PIG and create a new one.

PIGs Established to Negotiate

Another less common type of PIG can be formed when two or more members of a board, but less than a quorum, are assigned to present, discuss, or negotiate any position adopted by the board at a meeting. The assignment of members to a PIG for the purpose of negotiation, and the scope of each member's authority, must be defined at a board meeting prior to the presentation, discussion, or negotiation. The three-meeting requirement for investigative PIGs does not apply to PIGs established to negotiate.

As a final note, boards should keep in mind that they may be subject to other laws or rules in addition to the Sunshine Law, which could affect members' ability to discuss pending matters. This may be particularly relevant for boards that exercise adjudicatory functions (which are not subject to the Sunshine Law), as they must generally avoid *ex parte* communications. Boards should consult with their own attorneys on the application of such laws and rules.

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TESTIMONY ON AGENDA ITEM VI(A) FOR 4/27/21 OMPO POLICY BOARD MEETING

Design and construction of “Priority 1” City bike projects other than bridges in the DTS 2019 Oahu Bike Plan Update was estimated to total about \$52 million. If “Complete Streets” is really a City priority, both the proposed \$46.6 million “Ala Wai Bridge Project” and the proposed \$43.2 million “Rail Station Multimodal Access Improvements” are simply TOO EXPENSIVE. Funding either or both would preclude timely funding for redesign and modification of several dozen City streets to safely accommodate bicyclists.

if the City wants to use federal highway funds for the proposed “Ala Wai Bridge Project” and/or for “Rail Station Multimodal Access Improvements”, the City will need to postpone or forgo use of federal highway funds for other desirable City transportation projects. The City, OMPO, and HDOT currently have an agreement that the City's annual "target" of regular formula federal highway funds is \$17 million/year. This agreement was established years ago. I don't know whether the agreement needs to be updated. Apart from the City's annual \$17 million “target” of formula FHWA funds, HDOT has NOT promised additional federal highway funds to cover 80% of the cost to construct either the proposed “Ala Wai Bridge Project” or “Rail Station Multimodal Access Improvements”.

There currently are significant barriers which would discourage bicyclists from using the proposed Ala Wai Bridge. For example:

- Sec. 15-4.6, Revised Ordinances of Honolulu, authorizes police to issue a citation or arrest people who ride a bicycle on any Waikiki sidewalk makai of the Ala Wai Canal including sidewalks on either side of Ala Wai Boulevard.
- Regardless of their destination in Waikiki, bicyclists exiting the makai end of the proposed Ala Wai Bridge will be forced onto the eastbound bike lane on the mauka side of Ala Wai Boulevard.
- Mauka-bound bicyclists can only legally access the makai end of the proposed Ala Wai Bridge by riding mauka-bound on Kalaimoku Street or eastbound on Ala Wai Boulevard.
- The existing Ala Wai Boulevard bike lane is narrow, sandwiched between parked cars and several lanes of high-speed traffic, and merges into heavy traffic on the Ala Wai Boulevard right-turn lane to the McCully Street bridge.

I question whether it is appropriate to use Transportation Alternatives (TA) funds for the proposed Waiawa bus ramp. I also question whether it is good policy to use limited TA funds rather than rail transit funds for bridges which only provide access to rail transit stations.

Thank you for the opportunity to comment.