

Comment No.	Section and Page Number	Project/Study/Topic	Commenter	Comment	OahuMPO Response	Agency Response	Notes
1	N/A	Missing Project - Kalaeloa, Second Exit	Pat Choy	Please provide a second exit out of Kalaeloa (Campbell Industrial Park). Whenever there is an accident on the Waianae side in the afternoon, traffic out of Kalaeloa takes hours to clear and we're often stuck over two miles from the freeway entrance. I know this issue has been brought up ad nauseum over the years, but there's still no solution.	N/A	HDOT: Currently the statewide priority for our regular funds is system preservation and safety. This means that we are focused on investing in the existing infrastructure and improving areas where there are high accident rates. HDOT has been trying to find funding for new roadways or other capacity and congestion improvements thru new federal earmarks, federal discretionary funds, and the recent increase in the state rental car surcharge. However, the federal earmarks and discretionary funds are very competitive and the rental surcharge funds have not been coming in at a high rate, due to the pandemic. HDOT and the City also use congestion and capacity programs to prioritize where to focus the limited funds available for that purpose.	
2	N/A	N/A	Peter Steiger	In order for pedestrians and cyclists to feel safe, the city and county of Honolulu and Hawaii state governments must appropriately, legally and compassionately address the homeless crisis. Their living on sidewalks makes traversing impossible and dangerous for everyone.			
3	N/A	Missing Project - Projects between Mokuleia and Kahuku	Boyd J. Ready	Why are there zero projects planned between Mokuleia and Kahuku where a 2-lane highway to popular beaches in residential area is extremely rough, floods every time it rains, and is jammed with traffic 6 or 7 hours a day?	That is correct, there are currently no projects planned between Mokuleia and Kahuku. As Kamehameha Highway is managed by HDOT, your concerns regarding flooding and congestion have been sent to HDOT and the OahuMPO Policy Board for consideration when finalizing the TIP project and program list.	HDOT: The TIP and STIP program federal aid highways and transit projects that are planned to be implemented over the next 4-6 years. If a project will not use federal aid, it is not generally required to be listed on the STIP. Many maintenance and operational improvements are not funded by federal aid. If you are interested in finding out more about HDOT's non-federal aid program in the area of interest, I recommend inquiring with our HDOT Public Affairs Office at dotpao@hawaii.gov. That said, there is a Shoreline Protection line item in the Oahu TIP OS79 that is programming funds for shoreline mitigation in the Kaaawa, Hauula, Punaluu, and Kualoa areas. I believe other areas on Kamehameha Highway in the Mokuleia to Kahuku areas are being analysed to determine when shoreline mitigation can be implemented.	
4	N/A	Missing Project - Sidewalk Improvements on Beretania/in McCully	Austin Phung	"Better sidewalks on Beretania and other streets in McCully "	N/A	DTS: The City and County of Honolulu intends to develop Complete Streets plans for safety improvements along Beretania Street in the next several years in conjunction with a future rehabilitation of the roadway and pavement, pending the availability of funding. The City's forthcoming Oahu Pedestrian Plan, published in draft form in June 2021, proposes walkway improvements on several streets in the McCully/Moiliili area, including Young Street, Pumehana Street, Hauoli Street, Citron Street, and Fern Street. Pilot improvements were installed on Hauoli Street and Pumehana Street in May and June of 2021 as part of the McCully Shared Streets project.	
5	6.2 FHWA Funded Projects, Oahu City (OC) Projects, p. 87	OC29 Federal Lands Access Program (FLAP)	John Rogers	What is the status of Federal Lands Access Program funds? Is it still being used for the Pearl Harbor Historic trail?	N/A	DTS: The DTS PM has no new status updates to report. Current status on file is: Project ran into delays when the Navy changed its stance on right-of-way and access, so the CON for the project has been delayed to 2023.	

6	6.2 FHWA Funded Projects, Oahu City (OC) Projects, pg. 89	OC23 Salt Lake Boulevard Widening, Phase 3B	Greg Sokolowski	Is a priority 1 on the Oahu Bike Plan to be a protected bike lane. Is that what is being built?	N/A	DCC: The proposed design of the Ewa-bound bike lane calls for the lane to be separated from traffic on both sides by 2-foot wide marked buffer strips. The Diamond Head-bound bike lane is proposed to be protected by a curb and grassed swale. See the scope which has been presented to the neighborhood board here: https://www.oahumpo.org/?wpfb_dl=2359	
7	6.2 FHWA Funded Projects, Oahu City (OC) Projects, pg. 92	OC10 Traffic Signals at Various Location	John Rogers	Are roundabout considered when installing a new traffic signal or upgrading an existing traffic signal? Why is there not a category roundabout at various locations?	N/A	DTS: Roundabouts are considered and are programmed under OC8 Traffic Improvements at Various Locations.	
8	6.2 FHWA Funded Projects, Oahu City (OC) Projects, pg. 83	OC2 Bikeway Improvement Program	John Rogers	I request that the West Loch Shoreline Park between Asing Park and Kapapapuhi Park be funded for rehabilitation of the pathway and replacement of the temporary catwalk Bridge (36" wide) crossing Honouliuli Stream. The Leeward Bikeway will connect on both ends of this path by Oct 22. Why aren't these types of projects coordinated by DTS and DOT?	N/A	DTS: DTS in conjunction with DDC and DFM are currently evaluating the Honouliuli Bridge for repair or reconstruction. In addition, the pathway is being considered for repaving.	
9	6.2 FHWA Funded Projects, Oahu City (OC) Projects, pg. 83	OC2 Bikeway Improvement Program	John Rogers	For the project in Waipahu, why is there no federal match in 2022? Will it be a shared use path?	N/A	DTS: Waipahu Depot Shared Use Path does not have any federal or non-federal funding programmed in FFY22. Federal and non-federal funds were programmed for Preliminary Engineering in FFY 2020 and for design in FFY 2023.	
10	6.2 FTA Funded Projects, Oahu City (OC) Projects, pg. 104	OC16 Honolulu Rail Transit Project	Greg Sokolowski	Several hundred thousand dollar scheduled for Bike storage slated for the 2020 year. What is the status of these storage facilities since we are now in 2021? Are they completed if so where are they located? Who are consulting to design and construct and operate them? Can they be incorporated into the Bikeway Improvement Program?	N/A	HART:	
11	6.2 FHWA Funded Projects, Oahu State (OS) Projects, pg. 33	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 and #3A	Greg Sokolowski	Project cost is at \$1,038,000, but on the back page it has \$3,550,000. Can you please provide clarity on how the money is planned on being spent and what the funds will be used for? Could you outline the use of funds with some examples of what they plan on using them for?	N/A	HDOT: HDOT provided a email response to Mr. Sokolowski that helps to answer these questions on 6/15. Oahu MPO was forwarded the response on 6/16.	
12	6.2 FTA Funded Projects, Oahu City (OC) Projects, pg. 104	OC16 Honolulu Rail Transit Project	Greg Sokolowski	Two Rail locations along the line as of yet do not have any major parking structure constructed yet. One the Pearl Highlands station and the Aloha Stadium station. Several attempts have been tried to get a parking structured built but all have failed. What is the current situation?	N/A	HART:	
13	6.2 FTA Funded Projects, Oahu City (OC) Projects, pg. 105	OC16 Honolulu Rail Transit Project	Greg Sokolowski	Has it been determined how much if anything will be charged to park while using the rail?	N/A	HART:	
14	6.2 FHWA Funded Projects, Oahu State (OS) Projects, pg. 33	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 and #3A	Greg Sokolowski	In the TIP it states, and correct me if I am wrong, that out of the \$25,200,000 earmarked for this project some \$2,853,537.23 has already been spent. Can you provide a detail list of what those funds have been used for and how long the project has been on the projects and programs list?	N/A	HDOT: HDOT provided a email response to Mr. Sokolowski that helps to answer these questions on 6/15. Oahu MPO was forwarded the response on 6/16.	

15	N/A	Federal Funding - National Parks Service	Adriel Lam	Does federal funding sources also include the NPS conservation trails program? www.nps.gov/orgs/ttca/index.htm for bike/walking/running trails?	No, only FTA and FHWA funds are programmed in the TIP. But some of the FHWA funds may be used for recreational trails, through the Recreational Trails Program.	N/A	
16	N/A	Safe Routes to School	Amy Perruso	If SRTS projects, esp. infrastructure projects, ARE pursued, would they show up on TIP?	Yes, SRTS projects, if planned, will show up on the TIP.	N/A	
17	N/A	Federal Funding	Frank Genadio	Are there any guidelines for federal funding that goes into any TIP project? Percent for federal funding?	Yes, there are federal regulations. The maximum amount of federal funds that can go into a project depends on the type of federal funding program used. There are many different funding programs and each have their specific rules.	N/A	
18	N/A	Federal Funding	Frank Genadio	Are there any resources that the public can read about the split for federally funded projects?	Yes, more information may be found on the FHWA as well as FTA websites: https://www.fhwa.dot.gov/specialfunding/stp/ . The split depends on the funding program, but is often up to 80% federal with at least 20% local funds.	N/A	
19	N/A	TIP Process	Kathleen Rooney	Were all the projects and programs evaluated to see whether they are consistent with the ORTP vision and goals?	All new projects and programs were evaluated. All the listed projects are also in the ORTP except for one newly awarded Transportation Alternatives project. That one project is however consistent with the ORTP vision and goals.	N/A	
20	N/A	TIP Process	Kathleen Rooney	Why are we funding a project that scores -1?	Ultimately the OahuMPO Policy Board will decide which projects and programs are funded. The HDOT, DTS, and HART did not submit more projects and programs for consideration than we currently have funding for. This is why in the draft TIP, all projects and programs are proposed for funding. In the event that more projects and programs were submitted than we have funding for, the scoring of projects and programs would be considered in choosing which project and programs get funded.	N/A	
21	N/A	TIP Process	Kathleen Rooney	Is there any collective assessment of the TIP investment?	Yes, please see chapter 9 of the TIP draft document where we show how the projects help meet the performance targets. Also chapter 8 shows the expected impact on congestion and vehicle miles traveled, if all projects and programs in the TIP are implemented and/or constructed.	N/A	
22	N/A	TIP Process	Kathleen Rooney	How does this project and program list help us meet our ORTP vision and goals? Does it cause an increase in VMT? How does it impact congestion?	A summary of the TIP's expected impacts on congestion and VMT can be found in the draft TIP document in Chapter 8. The TIP projects help reduce overall VMT as well as congested VMT by 2% and 9% percent respectively. OahuMPO hopes to conduct more robust analyses in the future addressing how projects may or may not help us meet our vision and goals in the ORTP.	N/A	
23	N/A	TIP Process	Kathleen Rooney	What was the total dollar value of the proposed TIP projects against the total of the projects on the TIP?	All the proposed projects were included in the TIP, enough funds were available.	N/A	
24	N/A	Missing Project - Makakilo Drive Extension	Vickie Kam	North Rd extension to Makakilo Dr: This project was promised years ago as part of the Second City design. Over two decades later and we still have no connection. With the rail project beginning at North Rd, now is the critical time to complete the project. As Towell has already been paid for the design, why aren't there any plans for community review?	N/A	DTS: Same reply as above.	

25	N/A	Missing Project - Makakilo Drive Extension	Terry Welch	"The Makakilo Drive Extension will connect the thousands of residents of upper Makakilo directly to the H1 Freeway at Kualakai Parkway near West Oahu College and the HART stations. It will save millions of gallons of gasoline, reduce the deadly traffic at the other end of Makakilo Drive, and provide a much safer emergency evacuation route. Look at a map to see ... https://www.google.com/maps/@21.3651218,-158.0703351,17z "	N/A	DTS: The Makakilo Drive Extension Revised Environmental Assessment which will look at a Fill Option is currently not a priority project with DTS, HDOT, or FHWA. Current priority projects include Farrington Highway Widening and Salt Lake Boulevard Widening projects. When these two (2) priority projects are completed, the agencies will decide to put Makakilo Drive Extension back in the STIP/TIP.	
26	N/A	Missing Project - Makakilo Drive Extension	Frank Genadio	The Extension of Makakilo Drive has been in and out of the TIP for years. DTS must complete final design ASAP and enable construction funding in this TIP's first revision. The project involves both safety (as the community of 20,000 has a single access) and congestion management, requiring town-bound commuters to add anywhere from two to ten miles to their daily commute, with millions of gallons of gasoline unnecessarily consumed since the state opened the North-South Interchange on H-1 in January 2010. This major "headache" for residents of Makakilo will be discussed during a virtual meeting sponsored by Councilwoman Andria Tupola on 24 June, 6:00-8:00 p.m.	N/A	DTS: Same reply as above.	
27	N/A	TIP Process - Complete Streets Features	John Rogers	Many if not most of the FHWA funded State project listings that are not H1, H2, H3 or other motor vehicle only highways do not provide sufficient information regarding implementation of Complete Streets features being included in the project. The 6.2 Project Information Sheets state either: No information available or No information available. However, CS principles will be considered in all Highway Projects under the Complete Streets heading in the project sheets. Not providing information and documentation to show due diligence in applying Complete Streets principles to all new construction, reconstruction, and maintenance of highways, roads, streets, ways, and lanes located within urban, suburban, and rural areas is not consistent with the Hawaii Revised Statutes (Act 54), the vision and goals of 2045 Oahu Regional Transportation Plan and the HDOT Highways Division Highways Procedure Manual Volume 6, Planning Procedure No. 06-12-01. Why is not required to list Complete Streets features for each project especially after the initial planning stage is completed?	OahuMPO has forwarded this inquiry to HDOT for more information about the Complete Streets features included in the FHWA funded State projects, the process by which they determine whether Complete Streets features are applicable to each of their projects, and whether they will consider providing OahuMPO Complete Streets features for each project to be included in the TIP document.	HDOT: It is HDOT's policy to consider the inclusion of Complete Streets principals in all of our Highway projects, if feasible. It is not a requirement of the STIP/TIP to list Complete Street scope in the project listings or descriptions. In any case, many times, projects programmed in the STIP/TIP are still in the project development phases and specific scope may not necessarily be known.	
28	6.2 FHWA funded projects, pg. 27 & 83	OS1 Bridge and Pavement Improvement Program, Oahu; OC2 Bikeway Improvement Program	John Rogers	OS1 and OC2, hyperlinks within the Project Information Sheets, Project Website heading do not work.	Where applicable links were updated.	N/A	

29	6.2 FHWA funded projects, pg. 92 & 93	OC10 Traffic Signals at Various Locations	John Rogers	The US Department of Transportation, Federal Highways Administration (FHWA) encourages agencies to consider roundabouts during new construction and reconstruction projects as well as for existing intersections that have been identified as needing operational improvements. When a two-way stop-controlled intersection is converted to roundabout severe crashes are reduced by 82%. When a signalized intersection is converted to roundabout severe crashes are reduced by 78% (LINK to Reference: https://safety.fhwa.dot.gov/provencountermeasures/pdfs/fhwa17055.pdf). The Honolulu Complete Streets Manual states that roundabouts should be considered the first traffic control option at otherwise controlled intersections. Are roundabouts considered when installing and upgrading traffic signals as listed in project listing OC10. Is this consideration documented? As an example, under Phase 18 Renton Rd/Pahika St is listed to have a rapid flashing beacon installed. Was a roundabout considered for this intersection? Has DTS developed standards to considering one option over another and how is this documented?	N/A	DTS: DTS warranted a traffic signal at the intersection of Renton Road and Pahika Street in 2014. The traffic study was based on heavy and frequent pedestrian traffic due to the proximity of the school. As such, DTS warranted a traffic signal to better control the flow of pedestrians through the intersection. Roundabouts are considered by DTS and are programmed under OC8 Traffic Improvements at Various Locations.	
30	N/A	Missing Project - Makakilo Drive Extension	John & Rita Shockley	"Makakilo Drive Extension Project: It is a sad shame that the Makakilo Drive Extension project has never moved forward for over two decades. The second access to the three thousand plus homes is an important safety and access project. We hope the project will eventually be completed, but as it stands now...that is simply a pipe-dream. We need to make that project happen...the question is: How?"	N/A	DTS: Same reply as above.	
31	N/A	Missing Project - Makakilo Drive Extension	Moon Kahele	Please consider an option to open another exit from Palehua and/or Makakilo Drive heading East towards Exit 3 and adjacent to H-1 West. That part of its Community is growing gradually towards that direction and would contribute to the easy flow of commuters driving towards or from Honolulu. Mahalo for listening and reading this idea.	N/A	DTS: Same reply as above.	
32	6.2 FHWA funded projects, pg. 35	OS-21-53 Farrington Highway widening, Helelua to Mohihi	Dina Wong	DPP encourages incorporation of Complete Streets principles as right-of-way space and other factors allow.	N/A	HDOT: It is HDOT's policy to consider the inclusion of Complete Streets principals in all of our Highway projects, if feasible.	
33	6.2 FHWA funded projects, pg. 42	OS-21-49 Harbor Access Road (Route 94)	Dina Wong	DPP supports plans to include bike lanes, sidewalks and ADA ramps in this project.	N/A	HDOT: It is HDOT's policy to consider the inclusion of bicycle and pedestrian improvements in all of our Highway projects, if feasible.	
34	6.2 FHWA funded projects, pg. 56	OS-61 Kamehameha Highway realignment, vicinity of Kawailoa Beach	Dina Wong	DPP encourages incorporation of Complete Streets principles as right-of-way space and other factors allow.	N/A	HDOT: It is HDOT's policy to consider the inclusion of Complete Streets principals in all of our Highway projects, if feasible.	

35	6.2 FTA funded projects, pg. 105	OC-21-59 Intermodal Connectivity TA Set-Aside	Yoko Tomita	Page 105 – OC-21-59 Intermodal Connectivity TA Set-Aside (OahuMPO) • ETPC should be \$43,250,000	This has been corrected.	N/A	
36	8.2 Current Projects in the FFY 2022-2025 TIP, pg. 129-130	TIP Document Correction	Yoko Tomita	Page 129-130 – Table 8.2 Congestion-Related Projects in the FY2022- 2025 TIP • Remove OC-21-58 Transit Centers, Various Locations • OC4 Computerized Traffic Control System ETPC should be \$11,311	This has been corrected.	N/A	
37	9.2 Performance Based Planning and Programming, pg. 139	TIP Document Correction	Yoko Tomita	Page 139 – Table 9.4 Highway Safety City and County of Honolulu – FHWA Funded Projects and Programs • OC8 Traffic Improvements at Various Locations. Update Project Description to match projects sheets: Provide traffic congestion relief and improve traffic safety at various locations, including but not limited to Kalakaua Shared Use Crossing, Mahoe/Waipahu Streets, Manager’s Drive/Hiapo Street Intersection Improvements, and Keapuku Roundabout. • Total Request & Federal spacing inconsistent with Local: o OC25 Transportation Alternatives Program (MPO) at Various Locations o Overall TOTAL	Projects description for OC8 was updated to match the information in the project sheet. And the formatting was corrected for OC25 as requested.	N/A	
38	9.2 Performance Based Planning and Programming, pg. 139	TIP Document Correction	Yoko Tomita	Funding has not been updated in the following tables: Page 139 – Table 9.4 Highway Safety City and County of Honolulu – FHWA Funded Projects and Programs o OC2 Bikeway Improvements Program o OC8 Traffic Improvements at Various Locations	This is a misunderstanding. The funding is only for the 4-year TIP. The summed up dollar amounts do not include the illustrative years. The funding listed in the TIP is correct. We have edited the text to make it clear that the sums are only for the 4 TIP years.	N/A	
39	9.1 Pavement and Bridge Conditions Target, pg. 150	TIP Document Correction	Yoko Tomita	Page 150 – Table 9.11 Bridge Condition City and County of Honolulu – FHWA Funded Projects and Programs o OC3 Bridge Inspection, Inventory, and Appraisal	same as above	N/A	
40	9.1 Pavement and Bridge Conditions Target, pg. 156	TIP Document Correction	Yoko Tomita	Page 156 – Table 9.16 Level of Travel Time Reliability City and County of Honolulu – FHWA Funded Projects and Programs o OC1 Alapai Transportation Management Center o OC4 Computerized Traffic Control System	same as above	N/A	
41	9.2 Pavement and Bridge Conditions Target, pg. 159	TIP Document Correction	Yoko Tomita	Page 159 – Table 9.20 Truck Travel Time Reliability City and County of Honolulu – FHWA Funded Projects and Programs o OC1 Alapai Transportation Management Center o OC4 Computerized Traffic Control System	same as above	N/A	
42	9.2 Pavement and Bridge Conditions Target, pg. 161	TIP Document Correction	Yoko Tomita	Page 161 – Table 9.22 Transit Safety City and County of Honolulu – FTA Funded Project o OC21 Transit Safety and Security Projects	same as above	N/A	

43	9.2 Pavement and Bridge Conditions Target, pg. 165	TIP Document Correction	Yoko Tomita	Page 165 – Table 9.25 Transit Asset Management City and County of Honolulu – FTA Funded Project o OC13 Bus and Handi-Van Acquisition Program o OC14 Bus Stop ADA Access and Site Improvements o OC20 Preventive Maintenance	same as above	N/A	
44	N/A	Missing Project - Makakilo Drive Extension	Not provided	Why has the Makakilo Drive extension fallen off when it was previously funded? DTS has both plans with & without a bridge to complete. The Fed's have said that there is no significant issues to hold up the project. It sounds like DTS & Fiscal/CIP keep moving the mine out of this project. Please continue to ask for public comments.	N/A	DTS: Same reply as above.	
45	N/A	Missing Project - Safe Routes to School	Amy Perruso	Also, can you explain why the SRTS program is zeroed out?	The Safe Routes to School Program (SRTS) says zero because there are currently no projects that are ready for construction. We keep it as a line item in our TIP as a placeholder even when there are no projects ready for construction, so that when there is a project ready, we can easily add it to the TIP without a lot of administrative work on our end.	"HDOT: A list of federally funded SRTS projects can be found on the HDOT website at the link below. The list is current except that I need to remove the Kailua project awarded to City and County of Honolulu. The award and federal funding for the project was cancelled as they requested. https://hidot.hawaii.gov/highways/srts/ As for new projects, I'm planning to have a Call for Applications next school year but this may be only for non-infrastructure projects. These aren't included in the TIP because we use a statewide line item in the STIP. "	
46	6.2 Project Information Sheets, FHWA-Funded Projects, O'ahu State (OS) Projects, p.26	OS1 - Bridge and Pavement Condition Program	Richard Whyte	Million dollar projects in que. Talking and planing. Up for bid, next in line. It has been decades of potholes on Kam highway Wahiawa thru North Shore. Send out quality repaving crews or just give up already.	N/A	HDOT: While it has been the Highway Division's priority to focus on system preservation over the past few years, the budget for our state's special maintenance program (SMP), which funds much of the system preservation projects has been reduced, making it difficult to keep pace with the needs. The ongoing pandemic has also reduced revenue and in turn, the SMP budget. We have been shifting some of our Capitol Improvement Project budget towards system preservation, however, tradeoffs for this have also slowed other programs.	
47	N/A	Missing Project - Makakilo Drive Extension	Karen Jones-Remigio	it's time to extend this road. We have lived in Makakilo for 40 years. one way in and one way out. too much car and trucks. We need another exit. Please	N/A	DTS: Same reply as above.	
48	N/A	Missing Project - Makakilo Drive Extension	H. Jacqueline Zahn	The Extension of Makakilo Drive has been needed ASAP. This has been in and out of Tip for years. The project involves both safety for Makakilo community. There is a single access and congestion management, requiring town-bound commuters to add stress for all residents. Firetrucks, ambulance need to be able to do their jobs safely and timely.	N/A	DTS: Same reply as above.	
49	N/A	TIP Process	Kathleen Rooney, Ulupono Initiative	Although O'ahu Metropolitan Planning Organization (MPO) staff accepted public comments through an online survey, the outreach questions and process appear to be focused on specific projects. Ulupono Initiative believes O'ahu residents would benefit from greater consideration and evaluation of whether the TIP can better serve ORTP goals.	Thank you for your suggestion. We're working on scheduling an additional Policy Board meeting to discuss the public and intergovernmental review comments. We'd like to incorporate this idea into our Public Participation Plan to make sure that the Policy Board has adequate time to consider comments before they vote on a work product.	N/A	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_d=2369

50	N/A	Concerns about Local Funding Proposed for Roadway Capacity Projects	Kathleen Rooney, Ulupono Initiative	Significant local resources are being dedicated to roadway widening and new lane-mile capacity projects. -- \$308 million across eight projects will deliver an estimated 15 miles of new lane-miles/roads.1 At this rate of new road investment, we will potentially see a 1.5% increase in vehicle miles traveled (VMT)2 due to these projects alone—an estimated additional 65 million miles.	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	HDOT and DTS:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
51	N/A	Concerns about Local Funding Proposed for Roadway Capacity Projects	Kathleen Rooney, Ulupono Initiative	Local resources are being used to accelerate new induced-demand projects.--Of the \$308 million, only \$12 million is from federal sources (4%). The funding sources for these projects are almost exclusively local, meaning they are currently relying on State of Hawai'i capital improvement program (CIP) monies and the rental car surcharge. They in fact face very few statutory restrictions; they could be used for projects that reduce congestion and meet ORTP goals more effectively, not just new lane-miles.	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	HDOT:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
52	N/A	Concerns about Not Enough Funding for Safety, Active Transportation, Preservation and Maintenance, Protecting Environmental Assets	Kathleen Rooney, Ulupono Initiative	"There is a lack of resources dedicated to the goals espoused in the ORTP, especially those regarding: o Safety (Goal #1)—2.4% of total expenditures; o Active transportation systems (Goal #2)— 4.1% of total expenditures; o Preservation and maintenance of the system (Goal #4) —13.9% of expenditures; and o Improving air quality and protecting environmental transportation system (Goal #7)— 0.5% of total expenditures."	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	HDOT and DTS:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
53	N/A	Concerns about Funding Proposed for Roadway Capacity Projects	Kathleen Rooney, Ulupono Initiative	38.2% of resources requested by the State Department of Transportation's (DOT) project development processes are for new roadway capacity. o These are almost equal to those resources identified for preservation and maintenance of the system (44.4%) by the state DOT. Under these circumstances, system expansion is prioritized on par with maintenance, even though the statewide maintenance backlog is 1:1 across all transportation projects.	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	HDOT:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
54	N/A	Missing Projects - Oahu Bike Plan Projects	Kathleen Rooney, Ulupono Initiative	The aforementioned \$308 million for new roadways could otherwise implement the entire O'ahu Bike Plan. o Instead of covering 15 miles of new roads, those monies could cover almost 567 miles of new bike facilities. o The economic impact could also be much greater. A study by the American Association of State Highway and Transportation Officials (AASHTO) cited that sidewalks and bike facilities deliver 17 jobs per million dollars spent, more than any other type of project including new road construction.	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	DTS:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369

55	N/A	Suggestion to Reallocate More Funds to Active Transportation Programs	Kathleen Rooney, Ulupono Initiative	"To help address these issues and support the realignment of the TIP, Ulupono Initiative proposes that the O'ahuMPO consider shifting any portion of the \$308 million in new roadway capacity to the following programs: Active transportation (\$92 million) o \$10 million to Intermodal Connectivity—TAC Set-Aside (O'ahuMPO) (OS-21-59) o \$20 million to the Bikeways Improvement Program (OC2) o \$15 million to TAP (MPO) Program at Various Locations (OC25) o \$47 million to the State's TAP Program, matching the City & County of Honolulu request (OC26)"	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	DTS:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
56	N/A	Suggestion to Reallocate More Funds to Programs that Support Vulnerable Users	Kathleen Rooney, Ulupono Initiative	"To help address these issues and support the realignment of the TIP, Ulupono Initiative proposes that the O'ahuMPO consider shifting any portion of the \$308 million in new roadway capacity to the following programs: - Vulnerable users (\$40 million) o \$20 million to the Safe Routes to Schools Program (OC28) o \$10 million on Transportation Assistance for the Elderly and Disabled (OS50) o \$10 million on Bus Stop ADA access and Site Improvements (OC14) "	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	HDOT and DTS:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
57	N/A	Suggestion to Reallocate More Funds to System Preservation Programs	Kathleen Rooney, Ulupono Initiative	"To help address these issues and support the realignment of the TIP, Ulupono Initiative proposes that the O'ahuMPO consider shifting any portion of the \$308 million in new roadway capacity to the following programs: - Safety and preservation programs (\$131M) o \$10 million State Safety Oversight Program (OS68) o \$20 million for Preventative Maintenance (OC20). o \$20 million for Bridge Replacement Program, Various Locations (OS77) o \$20 million for Bridge Seismic Retrofit Program, Various Locations (OS78) o \$5 million for Bridge Inspection, Inventory, and Appraisal (OC3) o \$20 million for Shoreline Protection/Mitigation Program (OS79) o \$20 million for Bridge Rehabilitation Program, Various Locations (OS76) o \$16 million for Bridge and Pavement Improvement Program, O'ahu (OS1)"	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	HDOT and DTS:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369

58	N/A	Suggestion to Reallocate More Funds to Way Finding, Data, and Operational Improvements Programs	Kathleen Rooney, Ulupono Initiative	"To help address these issues and support the realignment of the TIP, Ulupono Initiative proposes that the O'ahuMPO consider shifting any portion of the \$308 million in new roadway capacity to the following programs: - Wayfinding, data, and operational improvements (\$45 million) o \$20 million to O'ahu Traffic Signal Controller Modernization, Phase 2 for Phase 3, if possible (OC-21-55) o \$10 million for Traffic Improvements at Various Locations (OC8) o \$5 million for Destination Sign, Upgrade, and Replacement (OS12) o \$5 million for Traffic Counting Stations at Various Locations, O'ahu (OS63) o \$5 million for Traffic Signal Modernization at Various Locations, Ph1 (OS80)"	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	HDOT and DTS:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
59	N/A	Concerns about Funding Proposed for Roadway Capacity Projects	Kathleen Rooney, Ulupono Initiative	With some exploration of these proposals, Honolulu could fund more active transportation and deliver a safer and well-maintained system. In addition, funds could go toward more projects to reduce VMT, protect vulnerable users, and generate more jobs. We realize these are high-level proposals, but we wanted to proactively offer solutions to the problems we see.	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	N/A	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
60	N/A	Suggestion to Reallocate More Funds to Other Projects or Programs	Kathleen Rooney, Ulupono Initiative	In addition, there are other types of projects not submitted but that can be explored through programmatic projects by the O'ahuMPO. These include: - Makaha Road realignment study (if not funded through earmarks associated with federal reauthorization) and subsequent construction;- Projects that submit for U. S. Department of Transportation's Rebuilding American; Infrastructure with Sustainability and Equity (RAISE) grants, such as the Ala Wai Bridge crossing or the associated application with the Makaha Bridge project (if not chosen); - Community-based pedestrian and biking safety funding program (a grant program similar to the AARP community challenge grants to fund quick build projects by community organizations, such as those used on Papipi Road in 'Ewa Beach); and - Others ideas to reflect ORTP priorities such as solidifying and expanding bikesharing options across the island.	Thank you for your comment. This comment will be provided to the Policy Board for consideration in voting on the FFYs 2022-2025 Transportation Improvement Program.	HDOT and DTS:	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369