

Transportation Improvement Program FFYs 2022-2025

The public and intergovernmental review period for the draft FFYs 2022-2025 Transportation Improvement Program project and program list occurred from May 20, 2021-June 22, 2021. The comment sheet below includes comments from the review period, as well as those received prior to the July 27 Policy Board meeting, and comments collected during the three TIP Open Houses that occurred on June 5th, 7th, and 14th.

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.	N/A		
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	DDC: 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 Kapapahu 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 ?? Why aren't these	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: HART is working with the Department of Transportation Services to identify appropriate stations for secure bike storage facilities .

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.	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 ear marked 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/rtca/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 of 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?	In chapter 9 of the TIP draft document it shows 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. We appreciate your comment and will add a funding summary by project type to the final draft.	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/fhwasa17055.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	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 haved 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 safety 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_dl=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.	DTS: Need additional clarification of the 8 projects being referenced. RE: OC23 Salt Lake Boulevard Widening, Phase 3. This project is intended to complete the last phase of the Salt Lake Boulevard Widening project that the City has been implementing in phases. It encompasses the last remaining unimproved section of the Salt Lake Boulevard between Maluna and Ala Lilikoi Streets and will provide a five-lane road with median, curb and gutters, sidewalks, and bikeways to the entire length of Salt Lake Boulevard. HDOT: The capacity projects that have been proposed for programming in the 22-25 Oahu TIP are addressing an existing traffic demand. Many of the 22-25 Oahu TIP capacity projects are completion phases of larger efforts and are needed to realize the full benefits the past capacity improvements. These projects will also ensure regional efficiency for freight and commuter movements and enhance quality of life for required trips.	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.	<p>HDOT:CIP funds are line itemed in the Highways Division's budget and may not be moved around easily outside of the description of the item. The law that created the Rental Car Surcharge (RCS) fund increase states that the RCS funds are intended to "fund projects to increase highway capacity and relieve traffic congestion". Furthermore, Committee reports show that the intent of the RCS funds to be available for capacity projects first, as that is what constituents have identified to their legislators as the need.</p> <p>HDOT's approach to address capacity needs has also evolved. The process is to try to address capacity needs in a minimally invasive way first. We try to upgrade existing systems first, then try to work within our existing paved area, then look at minimal expansion, then examine expanding to our existing right-of-way (ROW), if needed, then lastly, outside of the ROW if necessary.</p> <p>"HDOT response continued: Improving system efficiency should be addressed now, not in the future. Without increased capacity, efficiency falls, and demand finds other routes including local parallel routes and community roads. Not providing needed capacity does not equal reducing demand.</p> <p>Multimodal solutions work great if the job centers are easily accessed through multimodal travel. However, as the high concentration of jobs in the urban core require those that live in the rural areas to commute, and because transit does not currently fit their lifestyles, a high percentage of commuters will choose to drive their own vehicles. The capacity projects that have been proposed are targeting completion projects to minimize travel and congestion and improve quality of life for those required to drive.</p> <p>View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369</p>	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
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52	N/A	Concerns about Not Enough Funding for Safety, Active Transportation, Preservation and Maintenance, Protecting Environmental Assets	Kathleen Rooney, Ulupono Initiative	<p>There is a lack of resources dedicated to the goals espoused in the ORTP, especially those regarding:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p>	<p>DTS: The ORTP goals are a collaborative approach among the State, City, and OMPO including public input to develop, operate, and maintain prioritized transit and highway programs. Reviewing, evaluating and updating of all goals are included in the ORTP update process.</p> <p>HDOT: ALL Highway projects regardless of type of funding or primary purpose and need also address safety... not just the ones that have a primary purpose and need of safety.</p> <p>Much of our special maintenance and preservation, as well as other efforts have been funded by state funds only and are not required to be listed on the TIP, unless they are deemed "regionally significant". Furthermore, the cost of capacity projects is expensive compared to other types of improvements, so it is misleading to simply look at costs. HDOT has deferred the development of all but the most critical capacity projects over the past 6 years while the focus has been to improve our aging existing highway infrastructure and enhance safety. Capacity improvements were delayed ensuring we could work towards preserving the system.</p> <p>"HDOT response continued: From 2015 to 2021, HDOT had deferred most of its capacity building projects and has only obligated two capacity projects on Oahu totaling ~\$80 million. The 6-year total from 2025 to 20220 on Oahu is \$858 million programmed for state highway projects on the TIP... This represents about 9% of HDOT's funds programmed on Oahu over 6 years.</p> <p>Over the next 6 years from 2022 to 2027, HDOT is proposing ~\$300 million for capacity improvement projects. This is out of the ~\$890 million total funds for all projects proposed for the same time period. This represents about 34% of the Oahu TIP programming for the next 6 years. This percentage is in line with what is prescribed in HDOT's Statewide Federal Aid Highways 2035 Transportation Plan. The plan recommends an average allocation of 35% of the funds to capacity and congestion improvement to help meet goals and objectives identified within.</p> <p>Now that funding will be more readily available through the increased RCS fee, programming a potential \$300 M for state capacity improvements in the 22-25 Oahu TIP will help us focus on catching up with our capacity needs.</p>	<p>View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369</p>
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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: Priority for the Highways Division is System preservation and safety. Capacity and congestion relief projects are being funded by the new, over-and-above, rental car surcharge funds... that are specifically meant for improving capacity and congestion. Also, see response directly above.	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: The TIP projects represents the priorities and potential resources of the participating agencies: HDOT, City, and OahuMPO and is reflected in the ORTP. The City continues to follow the Oahu Bike Plan and realizes bicycle access and facilities remain a need but are subject to availability of funding sources. DTS continues to balance all transportation priorities between each community and island-wide needs.	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: The TIP process is a collaborative approach among the State, City, and OMPO to develop, operate, and maintain prioritized transit and highway programs as partner agencies. Any changes that could potentially impact priority and financial constraints requires input and agreement among the impacted partner agencies. This is a significant change which warrants further discussion among agencies whose own funding will be impacted. HDOT: The intent of Rental Car Surcharge funds is not to fund non-capacity or non-congestion projects. Also, State funds should not be used to fund City projects and programs.	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.	DTS: The TIP process is a collaborative approach among the State, City, and OMPO to develop, operate, and maintain prioritized transit and highway programs as partner agencies. Any changes that could potentially impact priority and financial constraints requires input and agreement among the impacted partner agencies. This is a significant change which warrants further discussion among agencies. For example, the Safe Routes to Schools Program (SRTS) which is managed and funded by the State determines level of available funding statewide.	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) <ul style="list-style-type: none"> 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.	DTS: Same reply as above. The Preventative Maintenance is a FTA funding source separate from FHWA roadway funding and is applied to transit activities and its use is financially constrained. The Bridge Inspection, Inventory, and Appraisal projects are based on an annual list subject to need, federal requirements, and available resources. The proposed \$5 million does not realistically reflect the current needs, priorities and resources. HDOT: See response directly above.	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) <ul style="list-style-type: none"> 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: See response directly above.	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.	DTS: The TIP process is a collaborative approach among the State, City, and OMPO to develop, operate, and maintain prioritized roadway and other highway programs as partner agencies. Any changes that could potentially impact priority and financial constraints requires input and agreement among the impacted partner agencies. DTS will be applying this FY for RAISE and other non-formula competitive grant funding made available for current or potential new projects and/or initiatives. HDOT: The state and all the counties are actively pursuing RAISE grants and other available discretionary and earmarked funds.	View full comment from Ulupono here: https://www.oahumpo.org/?wpfb_dl=2369
61		General comment on TIP draft	Marian Yasuda, DTS	Why the photos of other islands?	The photos used in the TIP draft were photos available to OahuMPO through InDesign subscription. Purchasing Oahu specific photos would cost the organisation additional funds.	N/A	
62	pg.7	TIP Document Correction	Marian Yasuda, DTS	Page 7- State 640 million City 373 million = 1.013 billion NOT 1.004 billion on page 6	The amounts were corected	N/A	
63	pg. 11	TIP Document Correction	Marian Yasuda, DTS	Page 11 - Projects on the TIP must be consistent with the ORTP, meaning that the projects listed in the TIP must also be listed in the ORTP or at least be consistent with the ORTP Vision and Goals. The TIP is a management tool for implementing the projects programmed in the ORTP and the projects in the TIP move towards implementation once the funds are authorized and obligated. Projects are not programmed in the ORTP. They are programmed in the TIP, and only when they are ready-to-go can they be programmed and funded.	The definition of consistency is not an error and it is in line with the definition that is in the TIP Policies and Procedures. The word programmed was removed and replaced by listed.	N/A	
64	pg. 12	TIP Document Correction	Marian Yasuda, DTS	Page 12 – step 4 – projects are not programmed in the ORTP; step 5 – should state that all projects need to be ready-to-go and have a reasonable expectation of funding available.	Corected	N/A	
65	pg. 13	TIP Document Correction	Marian Yasuda, DTS	Page 13 – consistency with other plans – font spacing looks very odd	spacing was corrected	N/A	
66	pg. 16	General comment on TIP draft	Marian Yasuda, DTS	Page 16 – delete references to ORTP Outreach efforts – you cannot ask for comments on a TIP that has not yet been developed	The initial outreach efforts were for general feedback and then for the projects submitted, not for the entire TIP document, that was drafted later. We believe this is also an important part of the process where the public can provide initial comments and concerns, before the TIP is fully completed and narrative drafted.	N/A	
67	pg. 19	TIP Document Correction	Marian Yasuda, DTS	Page 19 – need to describe expedited modifications	description added	N/A	

68	pg. 21	TIP Document Correction	Marian Yasuda, DTS	Page 21 – step 4 is repeated from page 20	Yes, the title as well as the subtitle is purposefully repated on the new page to make sure people understand which steps are being discussed, but in response to your comment the subtitle has now been deleted.	N/A
69	pg. 22-23	General comment on TIP draft	Marian Yasuda, DTS	Page 22 – 23 Are revisions to the previous TIP relevant?	We believe it is useful to show previous TIP revisions for transparency, as majority of the projects in the new FFY 2022-2025 TIP are being "rolled over" from the previous FFY 2019-2022 TIP.	N/A
70	pg. 122	TIP Document Correction	Marian Yasuda, DTS	Page 122 - The State of Good Repair program currently funds maintenance of the Bus and Handi-van on O'ahu. The State of Good Repair (SGR) funds exist to upkeep bus and rail transit systems. Please delete – this is not a true statement. These funds are used for rolling stock replacement	Corrected	N/A

Performance Improvement Plan (Annual Activity Schedule)

Year 1 (2021)		
Tasks	Pre-ORTP Tasks	When
1.1	Develop performance measures	July
1.2	Develop RFQ, advertise for, and select modeling support consultant	July 2021-Mar 2022
1.3	Develop and document public input strategy for ORTP	Aug-Nov
1.4	Develop RFQ, advertise for, and select firm for dashboard	Dec

Year 2 (2022)		
Tasks	Existing Conditions and Scenario Planning	When
2.1	Inventory and review all relevant studies for Oahu planning districts	Apr-May
2.2	Review HDOT emerging issues white papers from HSTP	May-Jun
2.3	Conduct existing conditions and scenario planning meetings in each planning district	Aug-Sep
2.4	Analyze performance measures of existing conditions, as possible	Oct-Nov
2.5	Draft existing conditions and scenario alternatives chapter	Dec
2.6	Validate existing conditions and scenario alternatives with stakeholders, CAC, TAC, and PB	Dec-Feb
2.7	Finalize existing conditions and scenarios alternatives chapter	Mar

Year 3 (2023)		
Tasks	Issue Identification	When
3.1	Stakeholder meetings	Apr
3.2	Hold meetings in each of the eight planning districts to validate issues	May
3.3	Get Input from TAC, TOD, & CAC	Jun
3.4	Summary of identified issues	Jul

Tasks	Vision & Goals	When
4.1	Develop updated vision based on prior ORTP goals and issue ID	Jul
4.2	Develop updated goals and objectives from SE forecasts	Jul
4.3	Update performance measures to reflect vision and EC network	Jul
4.4	Get input and approval on vision, goals, and performance measures from committees	Aug
4.5	Write vision and goals chapter	Aug

Tasks	Develop Alternative Transportation Scenarios	When
5.1	Develop 2 or 3 alternative transportation scenarios	Jul-Sep
5.2	Get Input on Scenarios from CAC, TAC, & TOD	Oct
5.3	Develop project lists from E&C Network and scenarios	Jun-Aug
5.6	Develop estimated base-year costs for each project and annual inflation-factor	Jun-Aug
5.7	Document scenarios and analyses	Sep-Oct

Year 4 (2024)		
Tasks	Develop Draft Transportation Plan	When
6.1	Solicit public input and preferences regarding scenarios	Apr
6.2	Solicit intergovernmental agency review of scenarios	Apr
6.3	Achieve consensus on preferred scenario	Jun
6.4	Model final preferred scenario and analyze performance measures	Jul
6.5	Document ORTP consistency with other regional plans	Apr
6.6	Develop non-project-related recommendations and policies	May
6.7	Develop environmental mitigation discussion and issue ID for specific projects	May
6.9	Get input on draft ORTP from CAC, TAC, TOD, EAC, and PB prior to public release	Jun
6.10	Revise Draft ORTP, as necessary, based on committees inputs	Jul
6.11	Complete Draft ORTP for public review	Aug

Year 5 (2025)		
Tasks	Forecasts	When
6.1	Build complete TDFM	Mar
6.2	Validate model with partners	Apr
6.2	Model each scenario on TDFM and analyze performance measures	May-Jun
6.4	Select recommended projects based on CMP analysis	May-Jun

Tasks	Develop Final Plan	
8.1	Draft ORTP for public and intergovernmental agency review	Jul-Aug
8.2	Hold eight regional public input meetings	Jul-Aug
8.3	Receive public input and update Draft ORTP, as necessary	Sep
8.4	If changes are significant, update and re-release Draft ORTP for a 2nd round of public inp	Oct
8.5	Complete Final ORTP and summary booklet	Nov
8.6	Get recommendations for approval from CAC, TAC, TOD, and EAC	Dec
8.7	Get approval from Policy Board	Jan
8.8	Send to Governor, FHWA, & FTA for information	Jan
8.9	Develop State of Congestion report based on final CMP evaluation	Apr