



**O'AHU METROPOLITAN PLANNING ORGANIZATION**

707 Richards St., Suite 200

Honolulu, HI 96813

Email: [oahumpo@oahumpo.org](mailto:oahumpo@oahumpo.org)

**Re: Item VI.A. New TIP FFYs**

Dear Chair Moriwaki and Members of the Board:

My name is Kathleen Rooney, and I am the Director of Transportation Policy & Programs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono Initiative respectfully submits comments regarding the impact of the Transportation Improvement Program (TIP) with concerns over its misalignment with the O'ahu Regional Transportation Plan (ORTP) 2045 goals. Ulupono Initiative believes O'ahu residents would benefit from greater consideration and evaluation of whether the TIP can better serve ORTP goals.

As mentioned during the 2045 ORTP comment period and previous testimonies, we continue to have concerns about the selected projects as a whole. Our detailed concerns are attached but also summarized as follows:

- \$308 million across 8 projects add an estimated 15 miles of new roads/lanes, deliberately inducing an additional 65 million miles of driving by residents.
- The abundance of local monies being used for projects works against Hawai'i's climate goals, other active transportation and transit goals, and health goals.
- Lack of overall alignment of these projects with ORTP goals calls into question its credible alignment with the ORTP. Of particular note: is it possible for a project to score (-1) and still be considered consistent?
- There is a lack of funding priority for preservation and maintenance of the system at the state level. If capacity is just as well funded as preservation is, then preservation and safety are the not the top priorities.
- Opportunity cost of these monies when significant funding gaps have been identified in the island's bicycle and pedestrian plans. For example, 15 miles of road versus 567 miles of bike lanes.

*Investing in a Sustainable Hawai'i*

To help address these issues, Ulupono Initiative proposes consideration of the following two actions:

**Proposed Action #1** — The O’ahuMPO Policy Board approve the new TIP with a modification to defer funding for the identified new capacity projects listed here:

Project ID	Project Name	Total Cost
OS82	Interstate Route H-1 Improvements, Eastbound, Ola Lane Overpass to Vineyard Boulevard	\$55,000,000.00
OS59	Interstate Route H-1, Eastbound Improvements, Waikele to Halawa Interchange	\$100,000,000.00
OS17	Interstate Route H-1, Kapolei Interchange Complex	\$35,000,000.00
OS-21-46*	Kunia Interchange Improvements	\$15,500,000.00
OC23	Salt Lake Boulevard Widening, Phase 3	\$60,740,000.00
OS-21-53*	Farrington Highway Widening, Helelua to Mohihi	\$32,000,000.00
OS-21-49*	Harbor Access Road (Route 9400)	\$7,000,000.00
OC8	Traffic Improvements at Various Locations	\$2,890,000.00

\*Brand new capacity projects

**Proposed Action #2** — The O’ahuMPO Policy Board amend the new TIP immediately by shifting funds from the new capacity projects (see \* above; approximately \$54.5 million) towards the following projects that all have identified funding gaps past their current budget request:

- \$11 million to intermodal connectivity — TA set-aside (OahuMPO) (OS-21-59)
- \$11 million to the bikeway improvements (OC2)
- \$11 million to Shoreline Protection/Mitigation Program (OS79)
- \$11 million to Bridge and Pavement Improvement Program, O’ahu (OS1)
- \$10.5 million to traffic signal modernization at various locations, Ph1[...&2] (OS80)

Thank you for this opportunity to provide comments on this important matter to the people of O’ahu.

Respectfully,



Kathleen Rooney  
Director of Transportation Policy & Programs

*Ulupono Initiative is a Hawai’i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.*



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**Re: Proposed Federal Fiscal Year 2022-2025 Transportation Improvement Program**

To whom it may concern:

Ulupono Initiative respectfully submits comments regarding the impact of the Transportation Improvement Program (TIP) with concerns over its misalignment with the O'ahu Regional Transportation Plan (ORTP) 2045 goals. 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.

As mentioned during the 2045 ORTP comment period, we continue to have concerns about the selected projects as a whole. Key concerns are outlined below:

- **Significant local resources are being dedicated to roadway widening and new lane-mile capacity projects.**
  - o \$308 million across eight projects will deliver an estimated 15 miles of new lane-miles/roads.<sup>1</sup> At this rate of new road investment, we will potentially see a 1.5% increase in vehicle miles traveled (VMT)<sup>2</sup> due to these projects alone—an estimated additional 65 million miles.<sup>3</sup>
  
- **Local resources are being used to accelerate new induced-demand projects.**
  - o 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.<sup>4</sup> 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.

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<sup>1</sup> Based on rough estimates provided in project descriptions. If not possible to determine, 1 mile was used.

<sup>2</sup> <https://t4america.org/maps-tools/driving-down-emissions/> "Driving increases in exact proportion with increases in lane-mileage—a 10 percent increase in lane miles can lead to a 10 percent increase in driving." Therefore, 15 new miles equals 1.5% of the total lane miles on O'ahu, around 1000 miles.

<sup>3</sup> High-level/sketch level estimate: 6,659 miles per capita in 2019 multiplied by our population of 974,563 = 6.5B VMT in 2019 on O'ahu of which 1% is 65M VMT. VMT per capita is available at: <https://resilientoahu.org/sustainability-report>

<sup>4</sup> Note that there appears to be no official project restriction on the rental car surcharge. Although the preamble of authorizing legislation (Act 174, SLH 2019) states the money should be used for "increase highway capacity and reduce congestion," there is no such restriction included in the Hawai'i Revised Statutes as far as we've been able to confirm. Accordingly, the revenues are just deposited into the state highway trust fund.

- **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.
  
- **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.<sup>5</sup>
  
- **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.<sup>6</sup>

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<sup>7</sup>:

- **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)
  
- **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)
  
- **Safety and preservation programs (\$131M)**
  - o \$10 million State Safety Oversight Program (OS68)
  - o \$20 million for Preventative Maintenance (OC20)

<sup>5</sup> <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

<sup>6</sup> [https://www.railstotrails.org/resourcehandler.ashx?name=trail-investment-a-good-deal-for-the-american-economy&id=14132&fileName=RTC\\_Trail\\_Benefits\\_Fact\\_Sheet\\_All\\_Use\\_v2.pdf](https://www.railstotrails.org/resourcehandler.ashx?name=trail-investment-a-good-deal-for-the-american-economy&id=14132&fileName=RTC_Trail_Benefits_Fact_Sheet_All_Use_v2.pdf)

<sup>7</sup> In addition to current funding requests

- \$20 million for Bridge Replacement Program, Various Locations (OS77)
  - \$20 million for Bridge Seismic Retrofit Program, Various Locations (OS78)
  - \$5 million for Bridge Inspection, Inventory, and Appraisal (OC3)
  - \$20 million for Shoreline Protection/Mitigation Program (OS79)
  - \$20 million for Bridge Rehabilitation Program, Various Locations (OS76)
  - \$16 million for Bridge and Pavement Improvement Program, O'ahu (OS1)
- **Wayfinding, data, and operational improvements (\$45 million)**
- \$20 million to O'ahu Traffic Signal Controller Modernization, Phase 2 for Phase 3, if possible (OC-21-55)
  - \$10 million for Traffic Improvements at Various Locations (OC8)
  - \$5 million for Destination Sign, Upgrade, and Replacement (OS12)
  - \$5 million for Traffic Counting Stations at Various Locations, O'ahu (OS63)
  - \$5 million for Traffic Signal Modernization at Various Locations, Ph1 (OS80)

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.

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 this opportunity to provide comments on this important matter to the people of O'ahu.

Respectfully,

A handwritten signature in black ink, appearing to read "KRooney".

Kathleen Rooney  
Director of Transportation Policy & Programs

*Ulupono Initiative is a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.*



STATE OF HAWAII  
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION  
COMMISSION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

**Co-Chairs:**  
Chair, DLNR  
Director, Office of Planning

**Commissioners:**  
Chair, Senate AEN  
Chair, Senate WTL  
Chair, House EEP  
Chair, House WTH  
Chairperson, HTA  
Chairperson, DOA  
CEO, OHA  
Chairperson, DHHL  
Director, DBEDT  
Director, DOT  
Director, DOH  
Chairperson, DOE  
Director, C+C DPP  
Director, Maui DP  
Director, Hawai'i DP  
Director, Kaua'i DP  
The Adjutant General  
Manager, CZM

**Testimony of  
Anukriti Hittle  
Coordinator, Hawai'i Climate Change Mitigation and Adaptation Commission**

**Before the O'ahu Metropolitan Planning Organization Policy Board**

**Thursday, July 27, 2021  
1:00 PM  
Via videoconference**

**In regards to  
Agenda Item VI.A  
RELATING to the New TIP FFYs 2022-2025**

Dear Chair Moriwaki and Boardmembers,

Please accept this written testimony for Agenda item VI. A. on behalf of the Hawai'i Climate Change Mitigation and Adaptation Commission ("The Commission").

The Commission's priority for mitigation of climate change is to reduce emissions from the transportation sector, in particular, from ground transportation. The new TIP outlines how monies will be spent for transportation projects on O'ahu for the next four-year period. Because emissions from the transportation sector are the largest source of emissions for Hawai'i, a document such as the TIP is crucial to addressing how the state can achieve its clean energy and climate change goals.

However, the new TIP contains projects for the next four years that will increase roadway widening and new lane-mile capacity—projects that will increase vehicle miles traveled, and therefore, increase greenhouse gas emissions. The Commission recently issued a [statement](#) on *Decision Making & Investment Guidance to Address the Climate Emergency in Hawai'i*. Its priority A is stated thus:

**The ambitious mitigation of greenhouse gases through elimination and reduction of emissions.** Recognizing that this must be done through decarbonization of the energy sector by eliminating and reducing emissions from power and transportation — which includes energy efficiency, renewable energy, electrification of ground transportation, and renewable fuel switching for aviation and shipping — and land use reform, the Commission urges agencies such as HSEO, DOT, county planning departments and MPOs,

OPSD, HTA, DAGS, DHRD, PUC, DCCA, DOH, DOE,<sup>1</sup> and other relevant government, business and community partners to work towards the goals and actions outlined in the [Climate Emergency Resolution](#) and [Act 131](#) (SLH 2021), beginning with pilots such as those outlined in [SCR 173](#).<sup>2 3 4</sup>

According to the statement: “Hawai‘i is the first state to declare a climate emergency through [SCR 44](#).<sup>5</sup> [...] Along with strategies embodied in the [American Jobs Plan](#) (AJP), the federal Surface Transportation Reauthorization Act (STRA) and the Energy Act of 2020<sup>6</sup> integrate well with the Commission’s priorities as embodied in its Climate Ready Hawai‘i Initiative. As these federal funds are being readied for disbursement, Hawai‘i needs to be poised to receive and deploy them to the maximum advantage of our communities and people; reflecting the intent of the AJP to create good-paying union jobs, tackle the climate crisis, and grow the economy, sustainably and equitably for decades to come.

In keeping with this intent, the Commission urges the Policy Board to shift funding away from roadway widening and highway capacity projects, and instead increase funding for programs that increase mode shift and so, decrease greenhouse gas emissions to make progress towards a resilient, clean, climate ready Hawai‘i. Such programs include the Transportation Alternatives Set Aside (OC25), Safe Routes to School (OC28), Transportation Assistance for the Elderly and Disabled (OS50), Bus and Handi-Van Acquisition (OC13), Bus Stop ADA access and Site Improvements (OC14), Shoreline Protection/Mitigation (OS79), Intermodal Connectivity—TA Set-Aside (O‘ahuMPO) (OS-21-59), and so on.

Making our transportation system safer and more accessible will encourage the mode shift that is needed for Hawai‘i to meet its climate goals. To that end, adding a State Bikeways Improvement Program and a State Pedestrian Improvement Program to the TIP is crucial as well. The majority of the proposed roadway capacity projects on the TIP are proposed to be funded with local funds only. Since local funds have fewer restrictions than federal monies, they could be used towards projects that help meet multiple goals—especially State and County climate and clean energy goals.

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<sup>1</sup> The Hawai‘i State Energy Office (HSEO), Dept. of Transportation (DOT), Dept. of Business, Economic Development and Tourism’s Office of Planning and Sustainable Development (OPSD), Hawai‘i Tourism Authority (HTA), Dept. of Accounting and General Services (DAGS), Dept. of Human Resource Development (DHRD), Public Utilities Commission (PUC), Dept. of Commerce and Consumer Affairs (DCCA), Dept. of Health (DOH), Dept. of Education (DOE), Dept. of Hawaiian Homelands (DHHL), Office of Hawaiian Affairs (OHA), Metropolitan Planning Organizations (MPOs).

<sup>2</sup> Act 131 (SLH 2021) states that as the Department of Transportation begins modernizing transportation to meet state and national clean energy goals, the primary goals of DOT will be “equity for all communities” and “addressing climate change”.

<sup>3</sup> SCR 173 requests the DOT to initiate three innovative pilot projects of meaningful scale to modernize transportation infrastructure in underserved communities.

<sup>4</sup> See note 2.

<sup>5</sup> SCR 44 declared a “climate emergency” in the state and “requested statewide collaboration toward an immediate and just transition and emergency mobilization effort to restore a safe climate”. It recognizes the need to address climate change in order to protect citizen’s right to a clean and healthful environment, highlights the need for a just transition to a decarbonized economy and the facilitation of projects and infrastructure that will aid this transition.

<sup>6</sup> The Energy Act of 2020 authorizes appropriations for numerous energy efficiency, renewable energy, and decarbonization investments.

The Commission, established by Act 32 SLH 2017 to uphold the United States' pledges under the Paris Agreement, is the coordinating body for policies on climate change mitigation and adaptation for the state. It is a high-level multi-jurisdictional body that guides the priorities of the state's climate response. Co-chaired by DLNR and OPSD, the Commission consists of 20 members—chairs of four legislative committees, and executive department heads at the state and county levels, including the City and County of Honolulu's director of planning.

The statewide Commission relies on the strong leadership of the counties and regional organizations, such as the OahuMPO, and appreciates the ongoing close coordination it has had with them to produce statewide frameworks in service of Act 32. It urges the Policy Board to consider the urgency of climate threats and the need to act quickly.

Thank you for the opportunity to offer testimony.

July 27, 2021

Attention: Oahu Metropolitan planning Organization – Policy Board  
707 Richards St. Suite 200  
Honolulu, HI 96813

Regarding: Support for the FFY 2022-2025 TIP ('new TIP')

***I strongly support the FFY 2022-2025 'new TIP' and encourage you to pass as presented to the OMPO Policy Board***

*The FFY 2022-2025 TIP ("new TIP") is the updated programming document that lists federally funded and regionally significant, short-term transportation projects to be undertaken on Oahu during federal fiscal years 2022 through 2025. I strongly encourage the OMPO Policy Board to keep on the TIP, project OS-21-53 Farrington Highway Widening, Helelua to Mohihi this project is a key extension to an existing turnout lane on Farrington Hwy and will extend the contraflow lane during peak travel times helping to reduce travel time for commuters returning to the Waianae Coast. The commute just from Kapolei to Nanakuli Ave which is a 10 mile stretch averages 45 minutes to an hour, but with the expansion of the turnout lane to Mohihi that drive time during weekdays would reduce and enhance quality of life for commuters.*

*We should be listening to our communities when making decisions that are not only for today but for those to come in the future.*

*Mahalo for your consideration, Jo Jordan resident of Makaha*

Minutes of the  
Oahu Metropolitan Planning Organization  
**TECHNICAL ADVISORY COMMITTEE**  
July 9, 2021  
Virtual Meeting hosted on Microsoft Teams

**Members Present:**

Name	Agency	Voting Rights	Present
Ken Tatsuguchi (Chair)	HDOT	Yes	X
Masatomo Murata	HDOT	Yes	X
Ryan Tam (Vice Chair)	HART	Yes	X
Adele Balderston	HART	Yes	X
Eileen Mark	DTS	Yes	X
Marian Yasuda	DTS	Yes	X
Noelle Cole	DPP	Yes	X
Andy Yamaguchi	DPP	Yes	
Wayne Liou	DBEDT	Yes	X
Ruby Edwards	OP	Yes	
Kimberly Evans	FAA	No	X
Ted Matley	FTA	No	
Kyle Oyasato	DFM	No	
Gareth Sakakida	HTA	No	
Tim Trang	DDC	No	
Amy Ford-Wagner	FHWA	No	X

**Guests Present:** Greg Tsugawa (DTS), Rachel Roper (HDOT), Yoko Tomita (DTS), Kathleen Rooney (Ulupono), Roger Babcock (DFM), Richelle Takara (FHWA)

**OahuMPO Staff Present:** Alvin Au, Roni Schack, Nicki Smith, Samantha Lara, Kiana Otsuka, Nicole Cernohorsky, Joel Vincent, and Zakari Mumuni

The meeting was properly noticed in accordance with State law.

**I. CALL TO ORDER**

Chair Tatsuguchi called the meeting to order at 9:02 am.

**II. ROLL CALL**

Chair Tatsuguchi took roll call by reading out the list of attendees in the meeting as noted in the Teams program, and quorum was established.

### III. APPROVAL OF THE JUNE 16TH MEETING MINUTES

Chair Tatsuguchi requested members review the minutes which were emailed to the members in advance of the meeting.

Chair Tatsuguchi asked for clarification regarding the frequency of OWP Quarterly Report presentations to the TAC. Nicki Smith responded that OahuMPO plans to provide quarterly updates.

A motion was made by Ryan Tam and seconded by Marian Yasuda to approve the minutes, as presented. Voting proceeded with a roll call vote. Results of the voting are noted in the table below. There were no further discussions, or objections and the minutes were approved as presented.

Member	Roll Call Vote
Ken Tatsuguchi	Aye
Masatomo Murata	Aye
Adele Balderston	Aye
Ryan Tam	Aye
Noelle Cole	Aye
Marian Yasuda	Aye
Eileen Mark	Aye
Wayne Liou	Abstain

### IV. REPORTS

#### A. Executive Director

Executive Director Alvin Au announced that the Executive Director position has been posted on the OahuMPO website and various other locations online.

Director Au stated that the Transportation Improvement Program (TIP) FFYs 2022-2025 was out for public & intergovernmental review through June 22, 2021.

The Policy Board met on June 29, 2021 and received a presentation on two revisions to the TIP FFYs 2019-2022, and on the Executive Director Evaluation Permitted Interaction Group (PIG). The Policy Board also received its Annual Orientation Refresher.

The CAC met on July 7, 2021, received a presentation on the FFYs 2022-2025 TIP, and recommended that the Policy Board approve the TIP, as presented.

The Executive Director's Report can be viewed at: [https://www.oahumpo.org/?wpfb\\_dl=2386](https://www.oahumpo.org/?wpfb_dl=2386)

### V. OLD BUSINESS

There was no old business to conduct.

## **VI. NEW BUSINESS**

### **A. Transportation Improvement Program (TIP) FFYs 2022-2025**

Nicole Cernohorsky, Transportation Impact Analyst, introduced the Transportation Improvement Program, noting how it is distinct from the Oahu Regional Transportation Plan, and how the two work products are connected. Ms. Cernohorsky described the process whereby projects are added to the ORTP, then the TIP, and finally undergo construction.

Ms. Cernohorsky stated that the TIP FFYs 2022-2025 is comprised of 73 projects, 16 of which are new, and described how the 16 new projects were prioritized in accordance with ORTP 2045 goals and objectives. She then described each of the 16 new projects, noting the project description, project sponsor, estimated total cost, and funding category.

Ms. Cernohorsky shared the results of the prioritization process, with the highest-ranking projects at the top and the lowest-ranking projects at the bottom. She then showed how the new projects contribute to ORTP goals and federal performance targets, noting that some of the lowest scoring projects do not help meet any of the performance targets and in some cases will lead to outcomes that conflict with ORTP goals.

Ms. Cernohorsky then shared that OahuMPO's travel demand forecasting model indicates that the implementation of the TIP projects would lead to a relatively minor, 1.2%, decrease in relative congestion (percent of vehicle miles traveled that are congested). For the Title VI/Environmental Justice Analysis, OahuMPO found that the TIP projects represent an investment of \$231 more per capita in T6/EJ Block Groups than in Non-T6/EJ Block Groups, which represents a 15% higher investment in T6/EJ Block Groups.

Ms. Cernohorsky then presented pie charts that show the TIP FFYs 2022-2025 investment of federal and local funds by project type for each implementing agency.

Ms. Cernohorsky stated that OahuMPO received 60 comments during the public & intergovernmental review period and provided a summary of the comments with a link to a full list of comments and responses.

Chair Tatsuguchi asked how the rockfall mitigation projects were categorized in the pie chart. Kiana Otsuka responded that they were categorized as maintenance projects.

Marian Yasuda provided several comments on the narrative sections of the TIP final draft and requested that the corrections be made on the draft distributed to the Policy Board for final approval.

General discussion ensued on how OahuMPO and agency partners can work together to resolve concerns with the TIP development timeline. It was agreed that this topic would be added to the August agenda.

A motion was made by Ken Tatsuguchi and seconded by Ryan Tam to recommend Policy Board approval of the FFYs 2022-2025 Transportation Improvement Program, as corrected by recommendations made by the TAC.

Member	Roll Call Vote
Ken Tatsuguchi	Aye
Masatomo Murata	Aye
Adele Balderston	Aye
Ryan Tam	Aye
Noelle Cole	Aye
Marian Yasuda	Aye
Eileen Mark	Aye
Wayne Liou	Aye

**B. Annotations to TAC Actions for the Policy Board**

The committee had a general discussion on the value of providing the Policy Board annotations on TAC actions. Marian Yasuda supported the idea of including TAC annotations on a slide in the Policy Board presentation for each agenda item requiring action. This slide would precede the slide in the presentation that states the Policy Board motion.

Nicki Smith clarified that in future meetings of the TAC, the committee will define the annotations for the Policy Board at the time that action is taken on any agenda items.

**VII. INVITATION TO INTERESTED MEMBERS OF THE PUBLIC TO BE HEARD ON MATTERS NOT INCLUDED ON THE AGENDA**

**VIII. ANNOUNCEMENTS**

**IX. ADJOURNMENT**

Chair Tatsuguchi adjourned the meeting at 10:49 am.

The meeting's presentation may be viewed at: [https://www.oahumpo.org/?wpfb\\_dl=2387](https://www.oahumpo.org/?wpfb_dl=2387)