

OahuMPO Transportation Alternatives Program Application



Instructions

Complete application in the space provided. Submit completed application and attachments electronically to oahumpo@oahumpo.org and mail three hard copies of application and attachments to:

Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200
Honolulu, Hawaii 96813

General Information

Project Title: East Kapolei Rail Station Multimodal Access Improvements

Project Location, street, zip code, and facility name: _____

East Kapolei, Kualakai Parkway, 96707, East Kapolei Rail Station

Project Length (miles) and location/termini: 6 miles, Farrington Highway to Kapolei Parkway

Applicant: Department Of Transportation Services, City and County of Honolulu

Contact Person: Honglong Li

Telephone: 808-768-5472 Email: hli@honolulu.gov

Project Sponsor Agency (if different): _____

Contact Person: _____

Telephone: _____ Email: _____

Project Screening Criteria

Check all that apply

- Project is consistent with the regional goals and objectives of the ORTP
- Project is consistent with the City and County of Honolulu's Complete Streets Policy
- Project is one of the three eligible activities for OahuMPO's TA program
- Project is directly related to the surface transportation system
- Project is within the planning area of the MPO and is open to public access

Budget Summary

Budget example

Project Phase	Overall Budget Totals			
	Total Project Cost	Federal Funds		Local Match
		TAP	Other	
Planning	See Attachment A			\$200
Engineering				\$400
Design				\$600
Construction				\$1,000
Total				\$2,200
				20%

Please provide project budget using the example format.

Project Type

Check all that apply

- On-road and off-road bicycle or pedestrian facilities
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for bicycles or pedestrians

Project Information

1. Project Description

East Kapolei Rail Station Multimodal Access Improvements consists of planning, design, and construction of multimodal access improvements to the East Kapolei Rail Station. Those access improvements include a pedestrian crossing of Kualakai Parkway, bus pullout and TheHandi-Van stops, pedestrian and bicycle connections. The pedestrian crossing is to connect the East Kapolei Station to the mauka side of Kualakai Parkway. Both a pedestrian bridge and at grade crossing will be considered. The bus pullout and TheHandi-Van stops will be located near the station access from Kualakai Parkway. The pedestrian and bicycle connections will include installation of about 2,700 feet of concrete bike path to connect existing multi-use path segment along Kualakai Parkway. The pedestrian connection would also be built at three cross streets from Department of Hawaiian Homelands Housing at Kaneoneo Street, Kumaaiiku Street, and Kamakahahei Street. Please see Attachment B for project figures.

2. Describe how the project will improve the public travel experience, travel options, and benefit the community.

The East Kapolei Rail Station is the first rail station to the west among the 21 rail stations. The project will provide significant regional transportation benefits by connecting Ewa Beach, Ewa by Gentry, Ocean Pointe, Village of Kapolei, Ka Makana Alii shopping Center, and the City of Kapolei to the rail service by the planned bus routes. The multimodal improvements will promote active and healthful transportation options. The potential for reducing the demand for automobiles would benefit all transit users and may increase the number of people choosing to ride the bus and rail. The community support letters are attached in Attachment C.

3. Describe how the project provides a connection between modes, improves the transportation choices, or connects to land use services (such as job locations, a civic center, library, market, medical office, school, etc.). Include modes and list of specific land uses connected within ½ mile of the project.

The project is crucial to make bus to rail, bike to rail, and walk to rail connections possible from all communities in Ewa and Kapolei where many schools, shopping centers, medical offices, library, employment centers, and civic centers are located. The immediate developments such as Village of Kapolei, Kroc Center, and Ka Makana Alii, will especially benefit from the easy and safe accesses to the rail services.

4. Describe how the project relates to an adopted plan such as the Statewide Pedestrian Master Plan, Oahu Bike Plan, the Hawaii State Bike Plan, the Hawaii Strategic Highway Safety Plan, or a future rail transit access connectivity plan.

The project is consistent with the Statewide Pedestrian Master Plan, Oahu Bike Plan, the Hawaii State Bike Plan, the Hawaii Strategic Highway Safety Plan, and the future rail transit access connectivity plan.

5. Describe to what extent the project will improve mobility for disadvantaged populations, including elderly, disabled, minority, and low-income populations.

The Ewa and Kapolei communities host many disadvantaged and low-income populations, which are currently dependent upon transit as their single mode of transportation. The proposed project will enhance their opportunities to access bus and rail. The project will build TheHandi-Van stops and ADA-compliant pedestrian crossings.

6. Identify the safety issues addressed by the project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed, high volume, etc.)

Kualakai Parkway is a 6-lane high speed and high volume highway. A well designed pedestrian crossing is crucial to minimize the collision risks for the general public. The bus stops without proper pullouts will potentially create an operational issue for both general public vehicles and the bus itself.

7. Describe how the project addresses the issues identified.

The project will address the pedestrian crossing of Kualakai Parkway and other local connector roads. A signalized pedestrian crossing, a pedestrian bridge, and other crossing alternatives should be studied to ensure safe and efficient traffic operation. The proposed bus bays will permit general traffic to pass around a loading bus and interfere less with right-turning vehicles at the intersections, therefore make traffic operation safer and more efficient.

8. Describe how the project meets the criteria identified in the OahuMPO TAP Guide.

DTS established the Rail Station Access Improvement Program, a multi-year financial commitment, in 2014. Subsequently a Rail Station Access Improvement Program Manager was hired in the same year and assigned to exclusively administer the program. Since then the rail station access improvements around Chinatown Station and Waipahu Transit Center Station have been executed and will be constructed soon. This project is an integral part the program. The City is fully committed to provide the local match through the project implementation.

The project will build direct TheBus/TheHandi-Van access and pedestrian/bike access to rail by using the City's Complete Streets Manual as guidelines. The proposed improvements will increase the safety of the multi-modal users and make intermodal connection more efficient. It will also enhance the transportation system in a manner that supports community-wide values relating to civil rights while offering options to under-served populations. The projected expectations and costs are developed by a licensed professional engineer in the State of Hawaii. The project will have a positive impact on the human environment and quality of life by promoting active transportation and reducing the environmental impacts of automobile dependency.

9. Readiness and likelihood of success:

Check all that apply

- Design at 70% or higher
- Right-of-way acquisition complete or not needed
- Environmental permits approved (anticipate a categorical exclusion)
- Widespread community support demonstrated

10. Describe how the local community and other agencies have been involved in the planning process for the project. List any opposition to the project and how it was addressed.

Collaboration and cooperation with stakeholders, communities, and organizations will be carried out. Appendix C include the community support letters. There is no known opposition.

11. Describe how the project improves public health and increases physical activity.

The project promotes active transportation modes which may improve public health and enhance physical activity.

12. Describe how the project includes design elements that are context-sensitive and contribute to the quality of life.

The planning and design will be conducted by a consultant and will satisfy all Federal, State, and City requirements. The project will take context sensitive approach. The multi-modal transportation modes proposed in this project will greatly contribute to the quality of life.

Other Information

You may use this space to provide additional project information considered pertinent.

The local funding for this project's Planning and Design has been secured in the City's FY 2017 Executive Capital Budget and Program. DTS will use 100% City FY 17 funds to complete planning phase (PE1) while meeting all Federal, State, and City requirements. The 20% local match for design phase (PE2) will also come from City's FY 2017 Executive Capital Budget and Program.

DTS is committed to provide more than 50% construction funding in the City's FY 2019 Executive Capital Budget and Program.

The project budget and the project schedule is included in Attachment A. The the City's FY 2017 Executive Capital Budget and Program is included in Attachment E.

Required Submittals

Required documents (.pdf files and three hard copies) must be submitted to the OahuMPO:

X	OahuMPO Transportation Alternatives Program Application
X	Project map
N/A	Certification from the licensed design professional
N/A	Permits, clearances, proof of NEPA and SEPA compliance, if available
N/A	Utility and access easements
N/A	ROW information, as applicable
X	Project cost estimates and project schedule
X	Letter of commitment from sponsor agency
X	Documentation of commitment of up-front cash by the project sponsor
N/A	Sponsor statement showing experience with Federal-aid grant oversight
N/A	Memorandum of Agreement
N/A	Project Management Plan

Attachment A Budget and Schedule

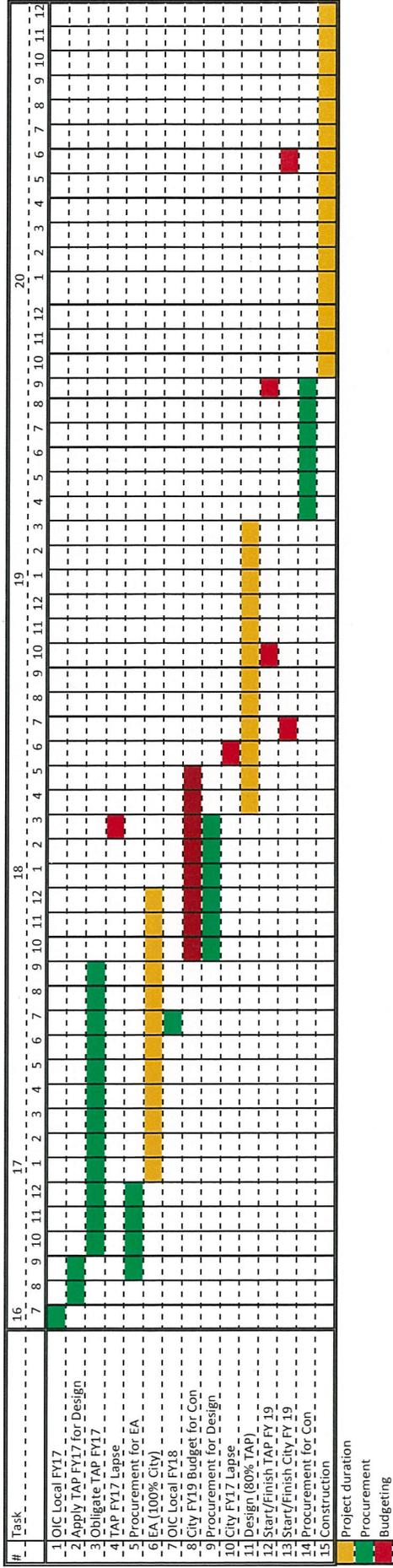
East Kapolei Station Multimodal Access Improvements - Project Budget

Project Phase	Total Project Cost		Fed FY17		City FY17		Fed FY18		City FY18		Fed FY19		City FY19	
			TAP	Local	TAP	Local	TAP	Local	TAP	Local	TAP	Local	TAP	Local
Planning	\$	600,000	\$	-	\$	600,000	\$	-	\$	-	\$	-	\$	-
				0%		100%								
Design	\$	1,000,000	\$	800,000	\$	200,000	\$	-	\$	-	\$	-	\$	-
				80%		20%								
Construction	\$	6,800,000	\$	-	\$	-	\$	-	\$	-	\$	3,000,000	\$	3,800,000
												44%		56%
	\$	8,400,000												

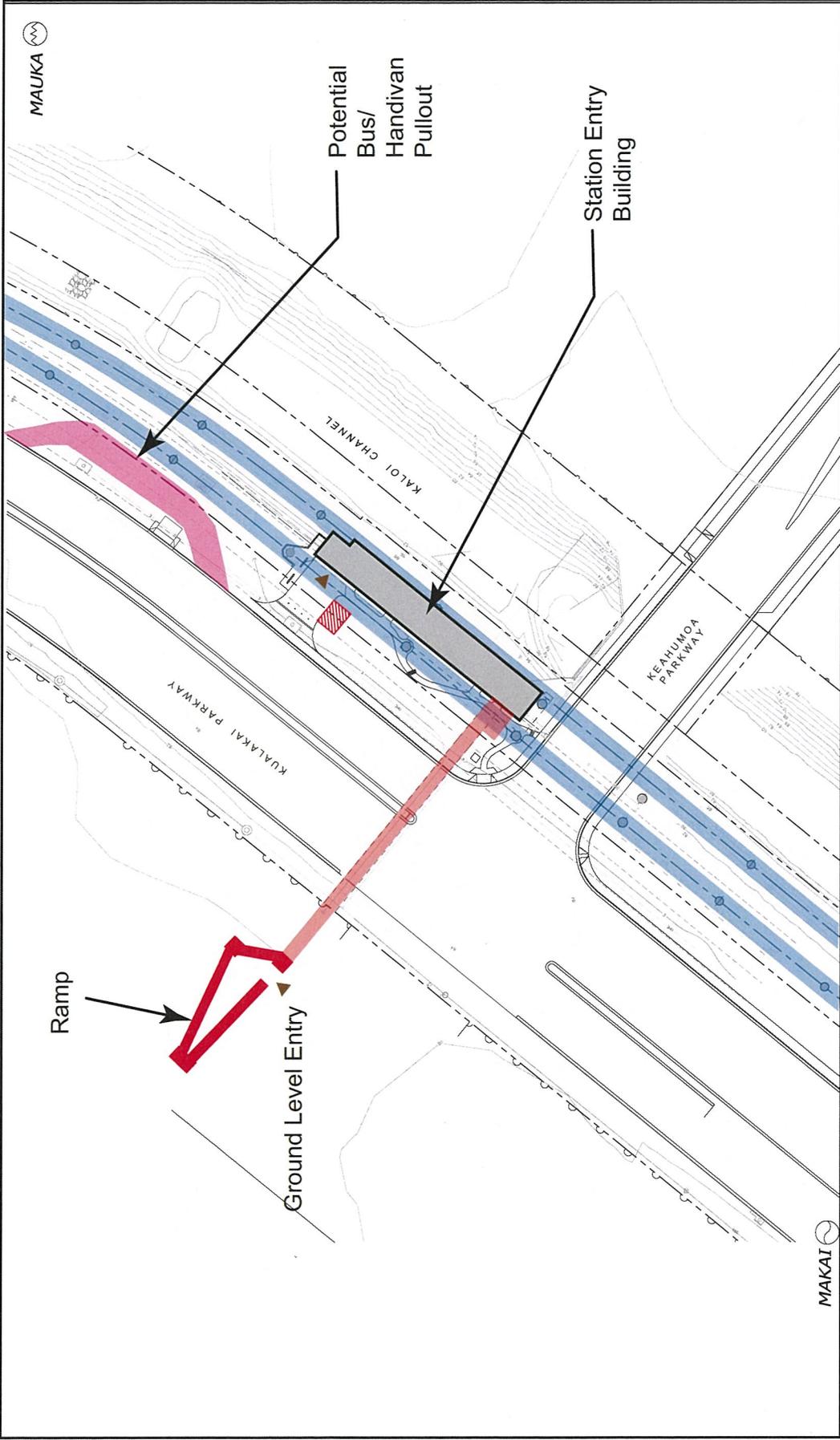
TAP Subtotal \$ 3,800,000 45%

City Subtotal \$ 4,600,000 55%

East Kapolei Station Multimodal Access Improvements
 Ped Bridge, Bus pull-out, handivan, Bicycle and Ped connections
 EA = \$600,000 (100% FY 17 City Fund)
 Design = \$1,000,000 (20% FY 17 City Fund, 80% FY 17 TAP Fund)
 Construction = \$6,900,000 (50% FY 19 City Fund, 50% FY19 Fund)



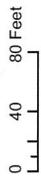
Attachment B Project Figures



Access Projects
East Kapolei Station

Station Building / entry
 Guideway / Platform

Honolulu Authority for Rapid Transportation
 June 2016



East Kapolei Connector

Figure 9: View looking mauka

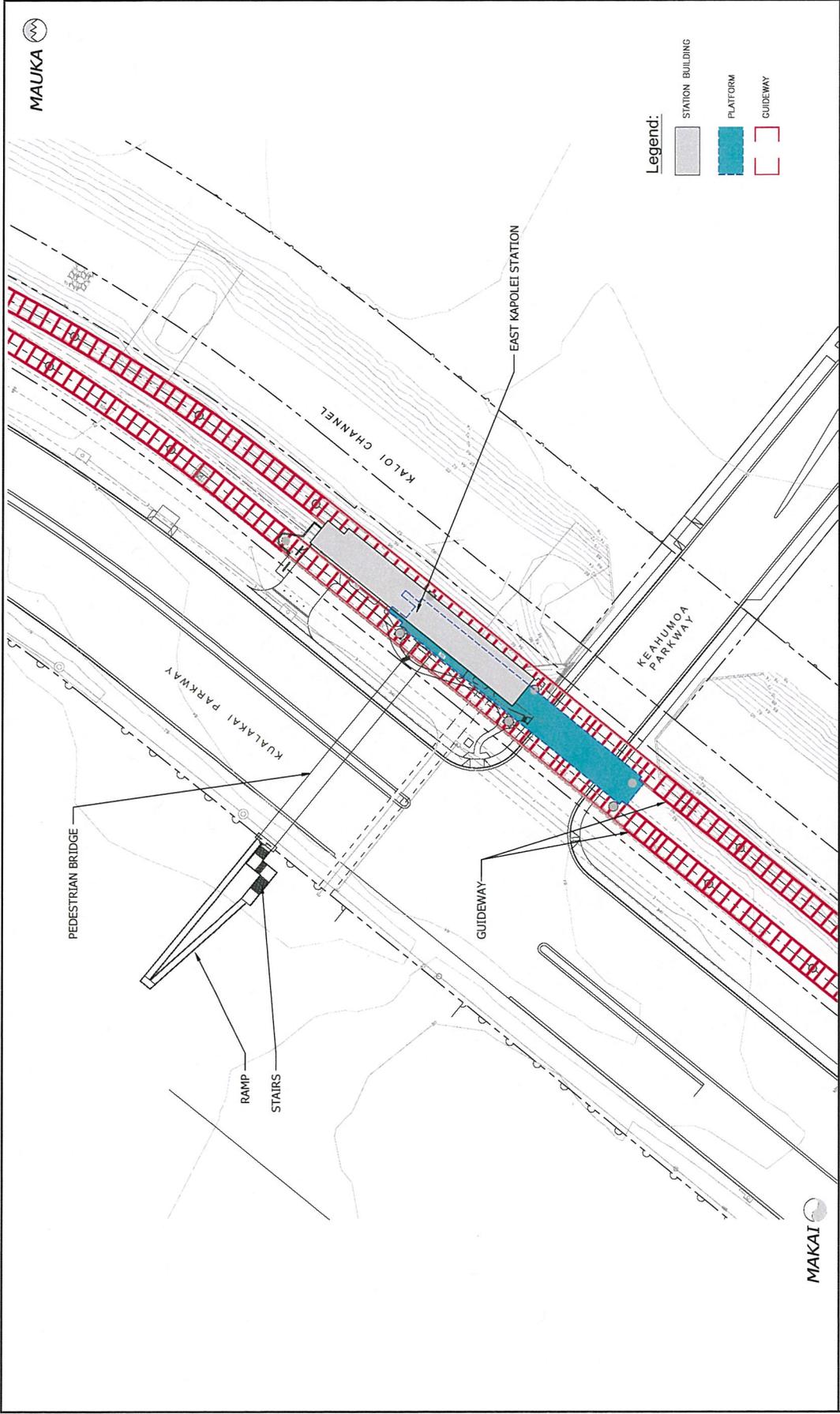


Figure 10: Aerial View

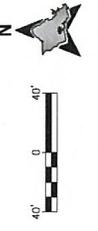


Figure 11: Current Environment



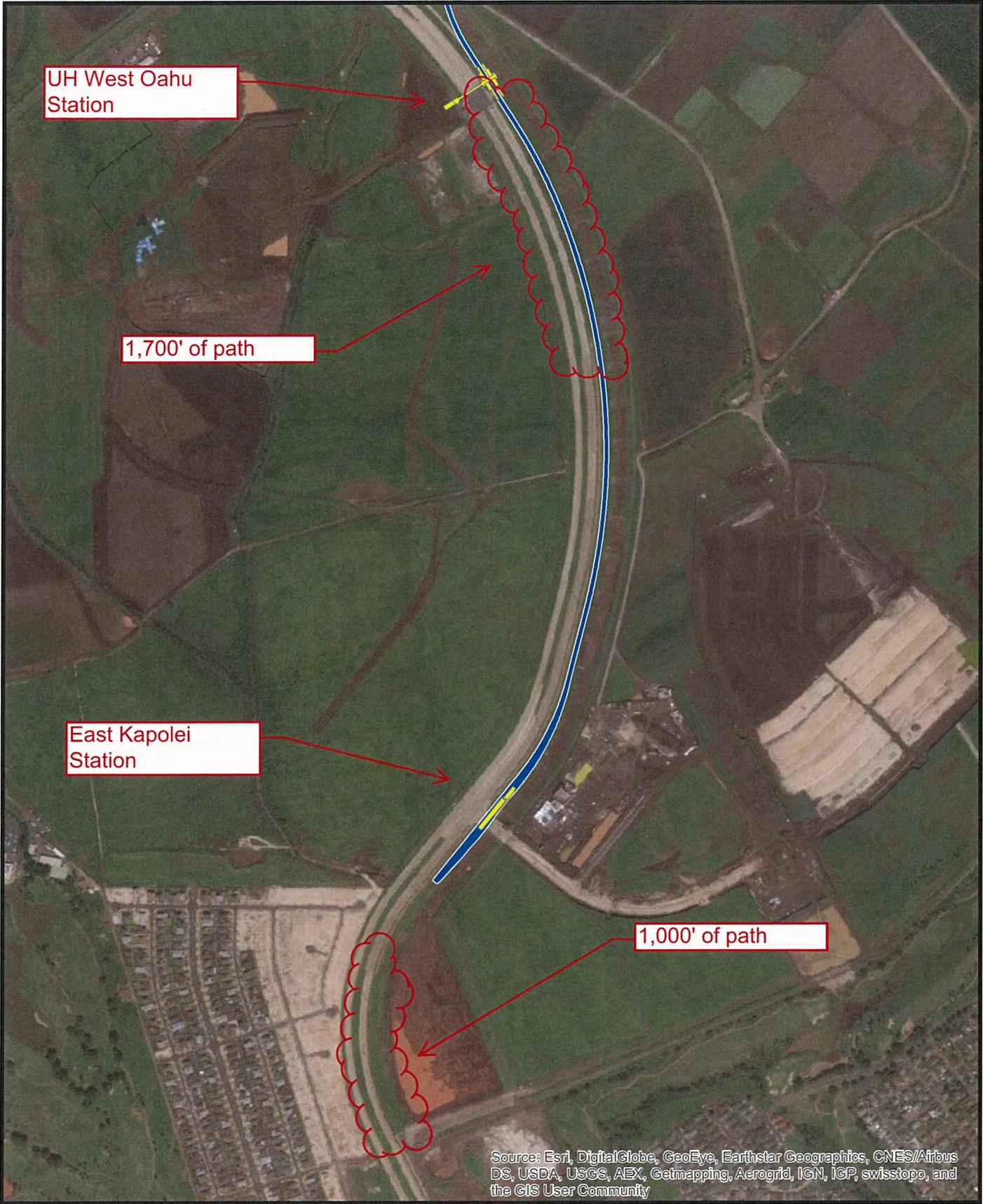


- Legend:**
- STATION BUILDING
 - PLATFORM
 - GUIDEWAY



EAST KAPOLEI STATION
Pedestrian Bridge

Honolulu Rail Transit Project
June 2016



Attachment C Community Support Letters



**KROC
CENTER**

HAWAII

KrocCenterHawaii.org

Honglong (Hong) Li
Rail Station Access Program Manager
City and County of Honolulu
Department of Transportation Services
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813
808-768-5472
hli@honolulu.gov

**THE SALVATION ARMY RAY & JOAN
KROC CORPS COMMUNITY CENTER**

91-3257 Kualaka'i Parkway
Ewa Beach, HI 96706
Main: (808) 682-5505
Fax: (808) 682-5501

September 2, 2016

Aloha Mr. Li,

Thank you for your work towards improving multimodal accesses in East Kapolei specifically along Kualaka'i Parkway. This letter is in support of that work and the need for immediate bus transportation for the surrounding community.

Our next-door neighbors and the community at large in Ewa Beach and Kapolei have an immediate necessity for accessible public transportation along Kualaka'i Parkway. The closest bus stops are approximately 2 miles from the Kroc Center, resulting in members and employees who utilize "The Bus" transportation to have a minimum of an hour walk round trip. Waiting until the rail is complete to install more bus stops and pedestrian crossings is unrealistic. Safety is the primary concern when people are walking in the dark or in extreme heat as we have witnessed with school children, parents and elderly.

The Kroc Center has become an essential hub of services for the communities of Ewa Beach and Kapolei. We have a robust membership of more than 14,000 members and 398 employees who depend on and utilize The Bus system. In addition to the members and employees of the Kroc Center, the community is exploding up and around Kualaka'i Parkway despite the fact that the rail's completion date continues to be pushed back.

The new shopping mall, Ka Makana Ali'i, is now open for business increasing traffic along Kualaka'i Parkway. Additionally, Ko'olua'ula is in phase three construction of their affordable rental units. Upon completion, 308 families will be housed in this complex. It concerns me to see the families of phases one and two walking along the busy Kualaka'i Parkway - a mother carrying groceries, trying to keep her children safe while the hot West Oahu sun beats down on them as they make the two-mile trek home with their groceries. Caring Kroc Center staff actually will stop and give them a ride. The same is true for the elderly we see walking to and from the distant bus stops.

If there is anyway the Kroc Center can be of more assistance, please do not hesitate to let us know. As the community continues to develop along Kualaka'i Parkway, it is imperative that the infrastructure is built now to support the current growing needs of our people.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Lum", with a long horizontal line extending to the right.

Major Phil Lum

Administrator/Corps Officer

The Salvation Army Ray & Joan Kroc Corps Community Center



HONOLULU AUTHORITY for RAPID TRANSPORTATION

September 12, 2016

BOARD OF DIRECTORS

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Mr. Chris Clark
Interim Executive Director
Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200
Honolulu, Hawaii 96813

Dear Mr. Clark:

Subject: Transportation Alternatives Program (TAP)
Federal Fiscal Year (FFY) 2017-2020 Call for Projects

The Honolulu Authority for Rapid Transportation (HART) strongly supports the City and County of Honolulu Department of Transportation Services' (DTS) application to develop multi-modal access improvements around the East Kapolei Rail Station.

DTS and HART will work closely to plan, design, and construct an enhanced pedestrian route connecting the rail station to the mauka side of Kualakai Parkway, new bus pull-outs on Kualakai Parkway, and additional multi-use and pedestrian path connections. The planning phase of this project will evaluate the installation of either a new traffic signal at the intersection of Kualakai Parkway and Keahumoa Parkway or a new concourse bridge and associated vertical circulation.

Overall, these improvements will provide greatly enhanced multi-modal options for pedestrians, cyclists, and transit users to access the East Kapolei Rail Station. The need for this project was initially identified during the multiagency station area walk audits held in 2013 and was also discussed in the HART Bus-Rail Integration Plan for this station. The project will greatly improve safety for the residents of the adjacent Department of Hawaiian Home Lands' Kanehili Subdivision, among others. Pedestrians are currently not allowed to cross Kualakai Parkway in this area.

If awarded, DTS is planning to utilize City capital improvement project funds for the local match. HART will support DTS in the planning and design efforts for these facilities, including identification of safety and security certification items, concourse faregate and systems integration, and other requirements. HART will continue to work with DTS to identify further project cost efficiencies. During construction, HART will also facilitate contractor interfaces and any other coordination needs.

Mr. Chris Clark
Interim Executive Director
Page 2
September 12, 2016

Again, HART strongly supports this project and is committed to assist in its implementation. The Federal TAP funds will leverage local resources and greatly enhance the viability of this project.

If you have any questions regarding this matter, please contact Mr. Ryan Tam, Systems Planning Manager, at 768-6189.

Very truly yours,



 Michael D. Formby
Acting Executive Director

Attachment

dw(R. Tam, J. Nouchi, J. Souki, B. Morioka, M. Formby)

Attachment D Sponsorship Agreement



OahuMPO TAP Sponsorship Agreement

(Must be submitted with each application filed by any organization that is not an eligible recipient as defined on page 7 of the OahuMPO Transportation Alternatives Program Guide: Local Governments, Regional Transportation Authorities, or Transit Agencies)

Eligible Applicant or Sponsor Agency affirms its responsibility for the development and implementation of the project, including paying in full for qualified project expenses prior to applying for reimbursement of the Federal-aid eligible share. The Eligible Applicant or Sponsor Agency affirms that it will appoint a knowledgeable and qualified project manager who will see the project through to completion. The Eligible Applicant or Sponsor Agency affirms that it is willing and able to provide project oversight and maintenance of the proposed improvement at its sole cost and expense. Eligible Applicant or Sponsor Agency shall provide a statement of certification showing experience with Federal-aid grant oversight.

Project: East Kapolei Rail Station Multimodal Access Improvements

Eligible Applicant or Sponsor: Department of Transportation Services, City and County of Honolulu

Signature of Eligible Applicant

Signature:  Date: 9/15/2016

Printed Name and Title: Mark N Garrity, AICP, Acting Director

Signature of Not-for-Profit Organization Partnered with Eligible Applicant

Organization: _____

Signature: _____ Date: _____

Printed Name and Title: _____

Applications from not-for-profit organizations must include this completed agreement with both required signatures at the time of application submittal.

Attachment E City's FY 2017 Executive Capital Budget and Program



A BILL FOR AN ORDINANCE

RELATING TO THE EXECUTIVE CAPITAL BUDGET AND PROGRAM FOR THE FISCAL YEAR JULY 1, 2016 TO JUNE 30, 2017.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. The revenues from the following sources estimated for the fiscal year July 1, 2016 to June 30, 2017 are hereby provided and appropriated for the purposes set forth in Sections 2 through 8:

FUND CODE	SOURCE OF FUNDS	AMOUNT	TOTAL
REVENUE BOND:			
SR	Sewer Revenue Bond Improvement Fund	\$372,824,000	\$372,824,000
GENERAL OBLIGATION BONDS:			
GI	General Improvement Bond Fund	\$178,532,237	
HI	Highway Improvement Bond Fund	183,965,000	
WB	Solid Waste Improvement Bond Fund	23,189,600	\$385,686,837
CAPITAL PROJECTS FUNDS:			
AF	Affordable Housing Fund	\$5,600,000	
CF	Clean Water and Natural Lands Fund	16,100,000	
GN	General Fund	1,040,000	
HN	Hanauma Bay Nature Preserve Fund	1,200,000	
PP	Parks and Playground Fund	1,335,948	
SW	Sewer Fund	117,906,700	
UT	Utilities' Share	100,000	
WF	Solid Waste Special Fund	3,000,000	\$146,282,648
FEDERAL FUNDS:			
FG	Federal Grants Fund	\$26,404,232	
CD	Community Development Fund	8,838,413	\$35,242,645
TOTAL ALL FUNDS			\$940,036,130