



## **Transportation Alternatives Program (TAP) Federal Fiscal Year (FFY) 2016**

The Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe-routes-to-schools projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

The OahuMPO Policy Committee approved the OahuMPO Transportation Alternatives Program (TAP) Guide for Sponsors and Applicants on May 19, 2015. The full TAP Guide along with TAP applications can be downloaded at <http://www.oahumpo.org/plans-and-programs/transportation-alternatives-program/>. The TAP Guide establishes a process to solicit, evaluate, and award funding to TAP-eligible projects.

More than \$2.5 million in sub allocated TAP Urban area funds are currently unobligated. Nearly \$800,000 is set to possibly lapse at the end of FFY 2016.

The OahuMPO released a call for projects on September 24, 2015 for FFY 2016. Two applications for eligible TAP projects were submitted on October 26, 2015. After a period of individual review, the members of the TAP Evaluation Committee (TAPEC) met on November 16, 2015 at the OahuMPO's offices and prioritized the FFY 2016 TAP submissions based on the criteria established in the OahuMPO TAP Guide. Based on the TAPEC's assessment, the TAP submissions were prioritized in the following order:

- Priority 1 - HART Middle Loch Connector
- Priority 2 - DTS Secure Bike Storage

On January 26, 2016, the OahuMPO Policy Board approved the prioritized project submissions and directed OahuMPO staff to include them in the amended Transportation Improvement Program (TIP). TIP Revision #9, which is also in the public & intergovernmental review phase, includes these projects.

The pages that follow provide details on the two prioritized TAP submissions.

The OahuMPO welcomes comments on the prioritized TAP submissions by March 28, 2016.

Information on submitting comments is posted on the OahuMPO website at [www.oahumpo.org/TAP2016](http://www.oahumpo.org/TAP2016).



# Middle Loch Connector Proposal

Oahu Metropolitan Planning Organization  
Transportation Alternatives Program

**HART**

HONOLULU AUTHORITY for  
RAPID TRANSPORTATION

Honolulu Authority for Rapid Transportation  
November 2015

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General Information

**Project Title:** Middle Loch Connector

**Project Location:** Waiawa, Pearl City, Island of Oahu

**Project Length (mi.)** 1,800 feet (0.3 miles)

**Location/Termini:** Pearl Harbor Historic Trail (PHHT) to Leeward Community College (LCC) and the Waipahu High School  
  
Honolulu Authority for Rapid Transportation (HART) Rail Operations Center and Waipio Point Access Road

**Applicant:** Honolulu Authority for Rapid Transportation

**Contact Person:** Daniel A. Grabauskas  
Executive Director and CEO

**Telephone:** 768-6146

**Email:** [dgrabauskas@honolulu.gov](mailto:dgrabauskas@honolulu.gov)

Project Screening Criteria

- 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 tree eligible activities for Oahu MPO’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

Project Phase	Overall Budget Totals			
	Total Project Cost	Federal Funds		Local Match
		TAP	Other	
Planning/Engineering/Design/Construction	\$500,000	\$400,000	n/a	\$100,000
Total	\$500,000	\$400,000	n/a	\$100,000
Overall Match Ratio				20%

Project Type

- Off-road bicycle or pedestrian facilities
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for bicycles or pedestrians (extension of PHHT)

## Project Information

### **1. Project Description**

The Middle Loch Connector is a proposed 1,800-foot long (0.3 mile) multi-use path that would connect the Pearl Harbor Historic Trail (PHHT) to the Leeward Community College (LCC), the LCC rail station, and the Waipahu High School (WHS). This short link would fill a crucial gap in connectivity, creating a safe bicycle and pedestrian link to nearby communities in Waipahu, Pearl City, Waimalu, and Aiea.

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

The connector will improve the public travel experience by creating a new direct non-highway link to LCC for cyclists and pedestrians. Using the Pearl Harbor Historic Trail instead of Farrington and Kamehameha Highways will cut the travel distance by over two miles for some journeys.

In addition, the path would also serve as an emergency second access route to the Leeward Community College, the Waiawa residential community, and the HART Rail Operations Center, which are currently served via a single bridge over the H-1 freeway. The creation of a second access alternative to Ala Ike Street has been long-identified as a critical need, and is also a required condition of development in this area.

The connection from the WHS will also enable students, faculty, and campus visitors to easily access the LCC rail station as well as the PHHT.

### **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 Pearl Harbor Historic Trail currently provides an exclusive 5.5-mile regional bicycle facility through Aiea, Pearl City, and Waipahu. The Middle Loch Connector will greatly enhance the connectivity of this facility by providing links to major destinations and activity centers, including the Leeward Community College, the Waipahu High School, and the Rail Operations Center. There are over 7,000 students at the Leeward Community College, and a recent survey indicated that over 55 percent of respondents would consider biking to campus if this connection were constructed. In addition, Waipahu High School has about 2,500 students, and HART will be basing several hundred staff at the Rail Operations Center.

Using the new path, students at the Waipahu High will be able to access resources at the Leeward Community College for the first time, and will also have access via the rail station to facilities at the University of Hawaii at West Oahu (UHWO) and other campuses. Students at the Waipahu High School take classes at UHWO, and the path to the station will provide a convenient alternative to shuttle buses serving the next-closest rail station (Waipahu Transit Center).

Other land uses adjacent to the project include the Waiawa residential community, learning farms, a laborer's training facility

**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 Department of Transportation Services included these links in the adopted Oahu Bike Plan under Project 2-17 (Ala 'Ike Street, Cane Haul Road to Waiawa Road), and Project 3-7 (PHBP Connector-LCC). The construction costs for Project 3-7 alone were initially estimated at over \$600,000, so the proposed Middle Loch Connector would provide a much more economical alternative.

The Department of Planning and Permitting also included this connection in the adopted Aiea-Pearl City transit-oriented development plan. HART has also identified this project as a key rail station transit access proposal, since it will provide a direct link between regional bike facilities and the Leeward Community College rail station.

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

The proposed multiuse path serves disadvantaged populations by connecting Waipahu, Pearl City, Waimalu, and Aiea to LCC, and the LCC rail station via the Pearl Harbor Bike Path. Parts of Waipahu are recognized Environmental Justice areas, and have 25% or more households with no vehicles. In addition, other parts of Waipahu and Aiea are also linguistically isolated households and would benefit by the provision of universal travel options (walking and biking).

**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.)**

Currently, the only bicycle access to LCC and the future rail station involves traveling along Kamehameha or Farrington Highways, which do not currently have marked bike lanes. This lack of an exclusive bicycle facility is a major safety issue for cyclists heading to LCC or surrounding residential areas.

In the absence of the Middle Loch Connector, there are otherwise no current plans to provide pedestrian or bicycle access between the Waipahu High School and the LCC rail station. Because the tracks in front of the Waipahu High School descend from an elevated guideway to at-grade running, students could be tempted to climb the security fence and walk along the electrified tracks to the LCC rail station. This potentially poses a safety/security issue, and could be addressed by the provision of a safe, attractive pedestrian/bicycle alternative.

In addition, the Ala Ike street bridge over the H-1 Freeway is currently the only access to LCC and the Rail Operations Center. This also presents a critical safety vulnerability for the community, in the event of a structural failure or other disaster.

**7. Describe how the project addresses the issues identified.**

The project will provide a safer, alternative route exclusively for cyclists and pedestrians, and would thus discourage from using the highway or walking along the tracks. As a second access project, this project will also provide a vehicular access capability in the event of an emergency.

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

Transportation and Mobility (20 points)	The project increases pedestrian, bicycle activity, and transit ridership.
Intermodal Connection (20 points)	The project supports multi-modal transportation journeys for cyclists, pedestrian, and rail passengers.
Readiness and Likelihood of Success (20 points)	<p>The project is very small, low-risk, and achievable. HART has extensive experience with Federal, State, and City requirements and has demonstrated the ability to complete projects of this scale on-schedule and under budget (via on-call contractor). Example HART projects of a similar scale and coordination requirements include recent tree relocation activities and building demolition.</p> <p>This proposal also demonstrates broad-based community support and encouragement by affected stakeholders.</p>
Legal Obligation (20 points)	As a second-access project, the project does help to meet the Plan Review Use (PRU) permitting requirements for the Leeward Community College.
Safety (20 points)	The project will link an exclusive, 5.5-mile bicycle/pedestrian facility to the LCC campus, rail station, and Waipahu High School. This will provide a non-highway alternative route for cyclists and pedestrians. In addition, the project will provide a vital emergency second access/egress route for the LCC campus and surrounding residents.

**9. Readiness and likelihood of success (check all that apply)**

- Right-of-way acquisition complete or not needed (HART, state, and city-owned property)
- Widespread community support demonstrated
- Environmental analyses already conducted for the site during the development of the Honolulu Rail Transit Project; permitting and other environmental approvals to be completed during the remainder of 2015 and early 2016.

**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.**

The project has been identified through extensive community planning processes, including the development of the Oahu Bike Plan and the Aiea-Pearl City Transit Oriented Development Plan. In addition, the Hawaii Bicycling League's Salt Lake-Pearl City Advocacy Group has advocated the proposed project to the Mayor's Advisory

Committee on Bicycling, which subsequently endorsed the proposal. The Waipahu High School also requested the connection to the rail station via the Department of Planning and Permitting.

HART has consulted with the Department of Parks and Recreation (DPR) on the proposed multiuse path, since a portion of the path would be located on DPR property. DPR concerns regarding the potential impact to the future development of the parcel will be addressed by evaluating a slight eastward shift to the alignment during the environmental analysis and permitting phase. Such a shift should not change the overall length of the multi-use path, and thus can be addressed during final design. DPR is also concerned with the maintenance and upkeep of the path, but these will be resolved in coordination with the Department of Transportation Services (DTS) and the Department of Facility Maintenance (DFM) as part of a larger, more comprehensive strategy for maintenance of city bicycle facilities.

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

By creating a safe, viable, and attractive alternative to vehicular access, the proposed multi-use path will encourage physical activity and improve public health. The connection will also create options for multi-modal walking, biking, and rail transit trips to and through the Leeward Community College station area.

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

The path will contribute to an enhanced quality of life by increasing recreational, non-motorized, and multi-modal travel options. The design of the path itself should provide views of Pearl Harbor for cyclists and pedestrians heading towards the PHHT. Opportunities also exist for the incorporation of interpretive signage and/or the use of Native Hawaiian plants along the route.

Other Information

See attached materials.

## Submittal Materials

Attachment 1: Project map

Attachment 2: Project information, including

- ROW information, as applicable
- Project cost estimates and project schedule

Attachment 3: Letters of Commitment/Support

- HART commitment, up-front cash, and Federal-aid grant experience
- Department of Transportation Services
- Mayor's Advisory Committee on Bicycling
- Hawaii Bicycling League

## Materials to be Submitted Later

- Memorandum of Agreement (MOA)
  - To be developed in-house. MOAs needed with Department of Transportation Services, Department of Parks and Recreation, Department of Education-Waipahu High School.
  - DTS MOA with other city agencies regarding maintenance responsibilities is in progress.
- Utility and access easements
  - To be conducted in-house by HART staff.
  - A portion of the path also travels along the State Energy Corridor, and coordination with utility agencies will be required.
- Permits, clearances, proof of NEPA and SEPA compliance, if available
  - Categorical Exemption to be prepared in-house by HART staff.
  - Special Management Area Use Permit (Minor) may be required and will also be prepared and executed in-house.
  - Section 106 consultation to be conducted by HART.
- Project Management Plan
- Certification from the licensed design professional

Attachment 1:

**Project Maps**



Waipio Point  
Access Road

New Access Gate

Middle Loch

New Access Gate

Waipahu High School

New Multiuse Path  
800 feet

Pearl Harbor Historic Trail

City Property  
TMK 9-4-008-030

New Access Gate  
and Connection

New Multiuse Path  
1,000 feet

HART Rail Operations Center

HART  
Property

Leeward  
Community  
College

# Middle Loch Connector

Project Elements and Access

Honolulu Authority for Rapid Transportation  
November 2015





Leeward Community College Rail Station

Leeward Community College

Existing Road

HART Rail Operations Center

HART Property

City Property  
TMK 9-4-008-030

Waipahu High School

800 feet

800 feet

200 feet

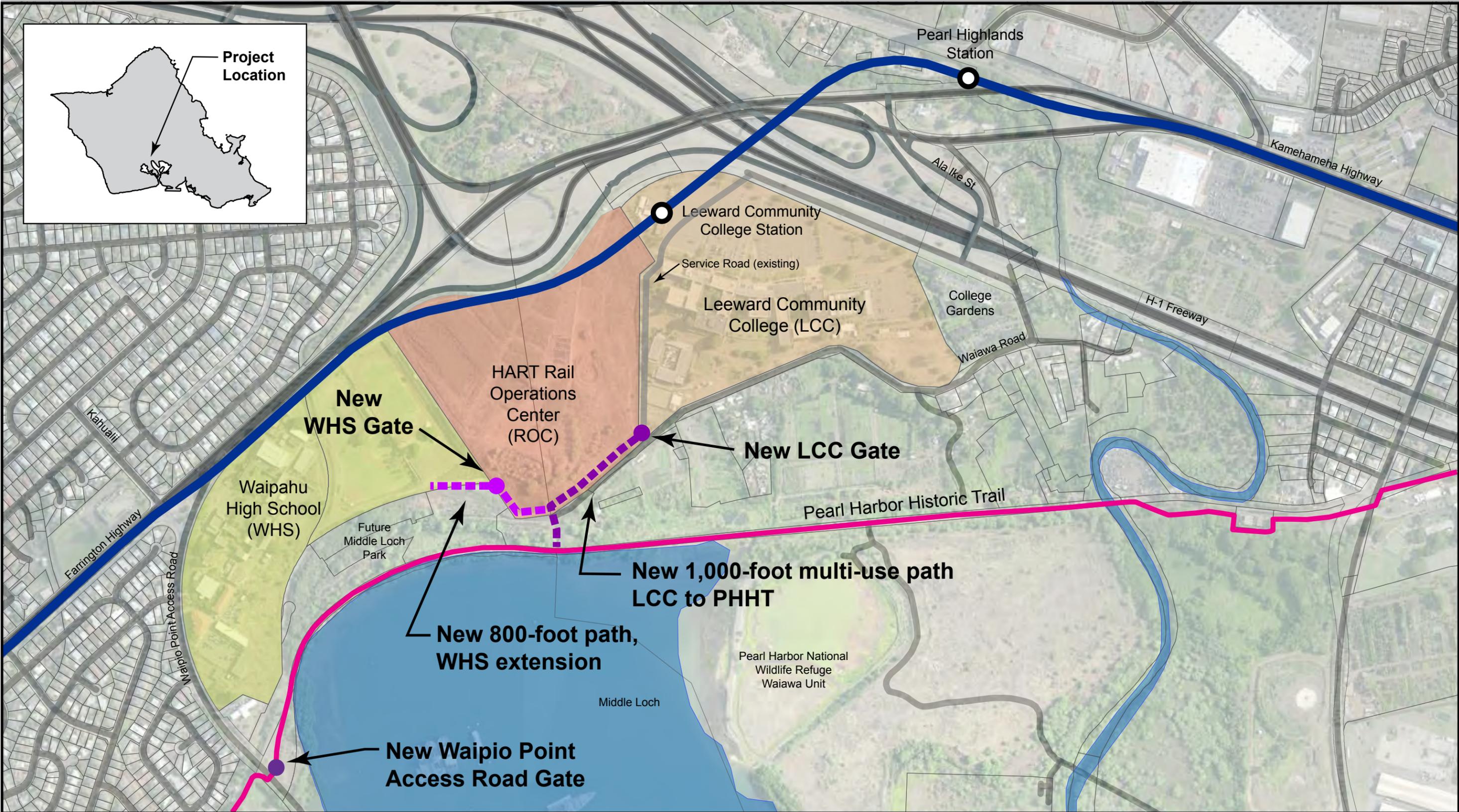
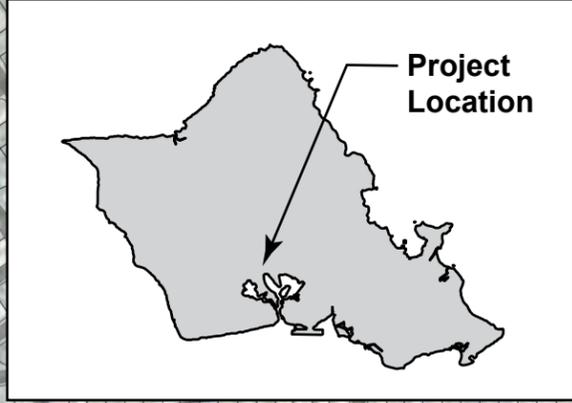
Pearl Harbor Historic Trail

### Middle Loch Connector

Access to Leeward Community College/Station and Waipahu High School

Honolulu Authority for Rapid Transportation  
November 2015





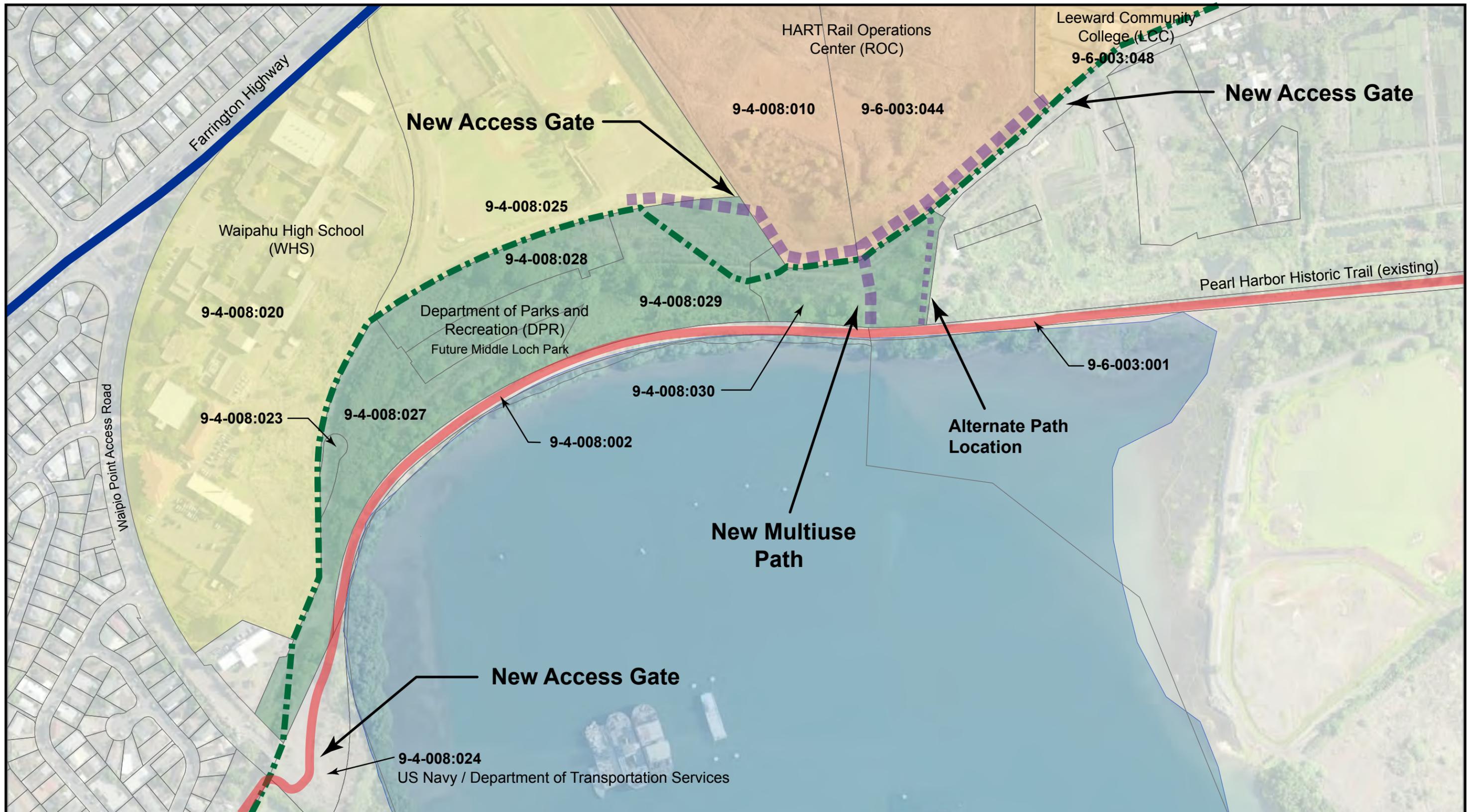
# Middle Loch Connector

## Location Map

- Pearl Harbor Historic Trail (existing)
- ○ Rail Transit Guideway/Station (under construction)
- - - Middle Loch Connector (proposed)

Honolulu Authority for Rapid Transportation  
November 2015 (rev 2)

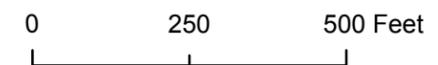


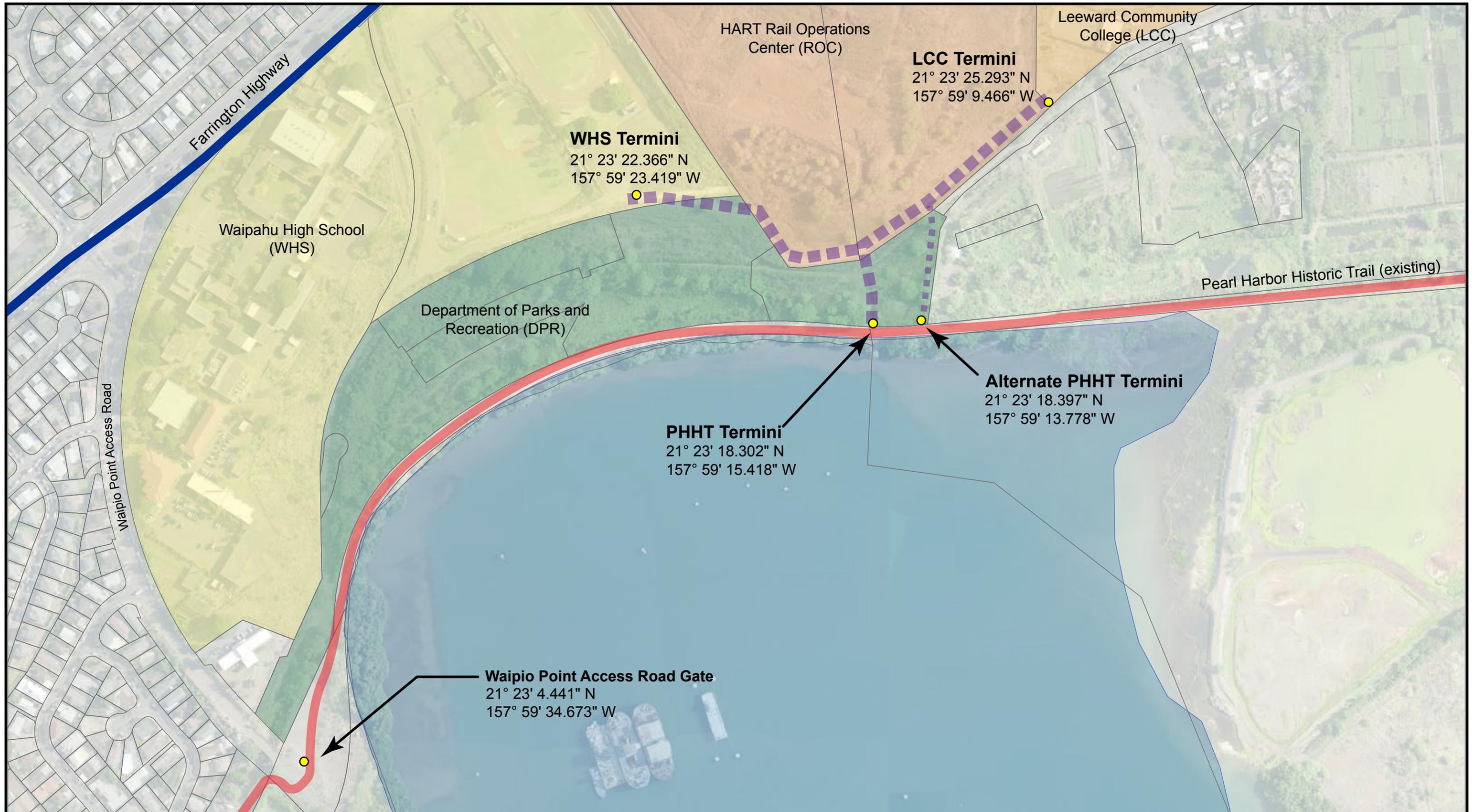


# Middle Loch Connector Project Map

- Pearl Harbor Historic Trail (existing)
- Rail Transit Guideway/Station (under construction)
- - - Middle Loch Connector (proposed)
- - - Special Management Area Boundary

Honolulu Authority for Rapid Transportation  
November 2015



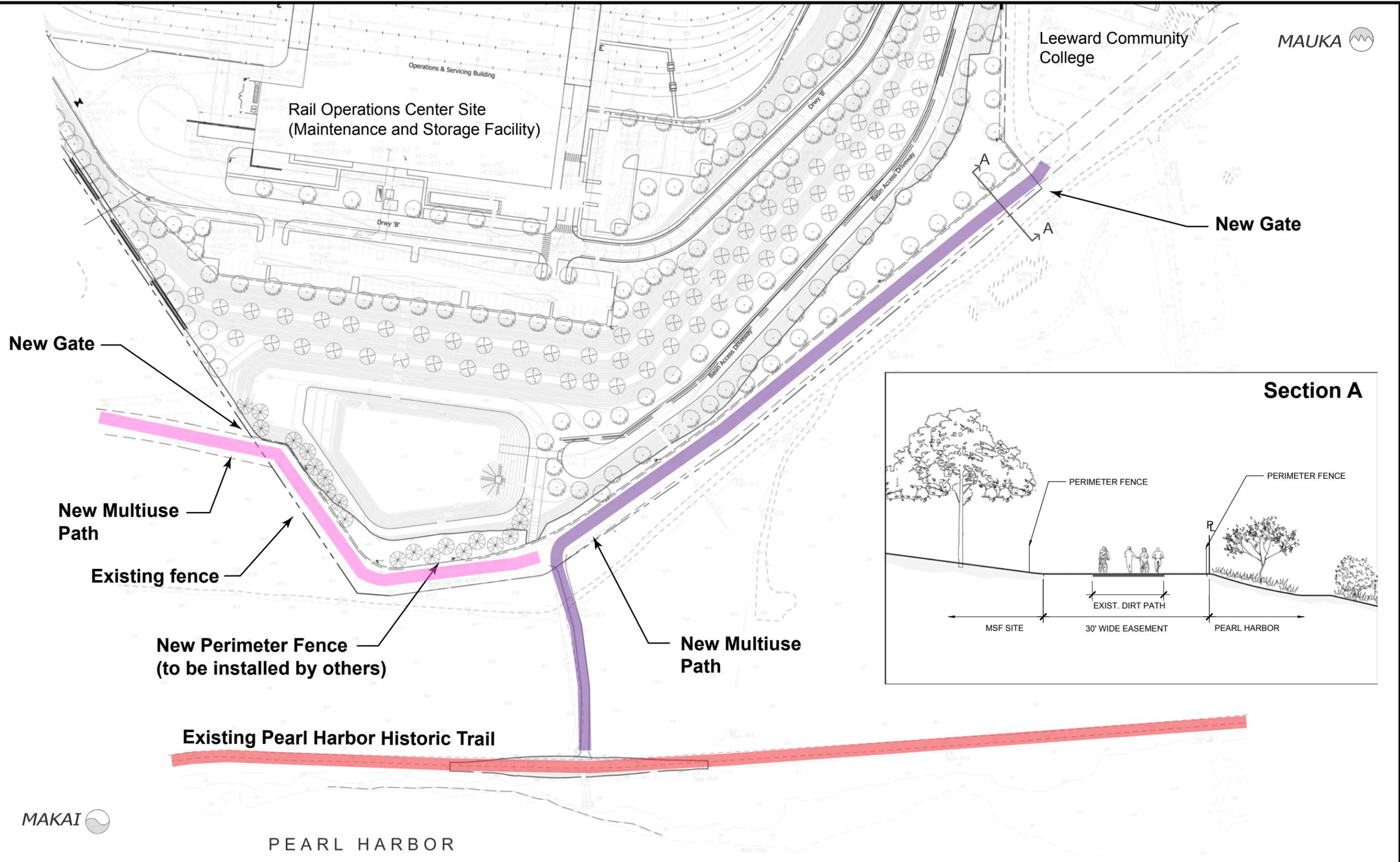


# Middle Loch Connector Project Termini

- Pearl Harbor Historic Trail (existing)
- Rail Transit Guideway/Station (under construction)
- - - Middle Loch Connector (proposed)

Honolulu Authority for Rapid Transportation  
November 2015





# Middle Loch Connector

## Site Plan and Cross-Section

Honolulu Authority for Rapid Transportation  
October 2015 (rev 1)

0 60 120 Feet



Attachment 2:  
**Project Information**

## **Middle Loch Connector – Project Description**

November 2015

### Overview

- HART intends to utilize Federal Transportation Alternatives Program (TAP) funding to construct a 1,800-foot multiuse path along the southern edge of the Rail Operations Center (ROC), in order to connect the ROC, rail station, Leeward College, and the Waipahu High School to the Pearl Harbor Historic Trail (PHHT).
- Path could also serve as an emergency vehicular second access to LCC and the ROC, and would help to meet third-party commitments to the area.
- Federal government would reimburse 80% of the project costs. HART would apply for \$400,000 in TAP funding, and would provide \$50,000 in local matching funds. DTS would provide another \$50,000 in matching funds. Current construction cost estimate is \$460,100, and could be implemented via on-call contractor task order. Potential planning/design fees included as part of the design-build process would total another \$39,900.
- Project is supported by the Leeward Community College and the Hawaii Bicycling League, and the City Department of Transportation Services (DTS). Waipahu High School also supports a connection. The Department of Parks and Recreation is also supportive, but has concerns about maintenance responsibilities. This path will become part of the city's bicycle path network and would be maintained by City agencies.

### Project Elements

1. Paved multi-use path from existing Pearl Harbor Historic Trail (PHHT), along Maintenance and Storage Facility (MSF) southeast perimeter fence, to Leeward Community College (LCC) and Waipahu High School (see Figure 1a and attached).
  - a. Path would be 10 feet wide and designed to accommodate emergency vehicles
  - b. 2" asphalt-concrete pavement on a 4" aggregate base (or as appropriate for the use describe above)
2. New bollards and/or gate at edge of HART property (see Figure 1b).
3. Removal of about 15' of existing 20'-high fence and installation of new vehicular gate/removable bollards and connection to LCC roadway (See Figure 2).
4. Removal of about 40' of existing 4'-high fence and installation of new vehicular gate/removable bollards at Waipio Point Access Road (see Figure 3).
5. Directional/regulatory signage (typical 3' painted steel sign on a pole) at 3 locations: LCC, PHHT junction, and at Waipio Point Access Road.
6. Installation of a new gate at the edge of the Waipahu High School property.
7. Installation of 8 solar-powered light poles (scope to be evaluated further).

## Budget

- Task Order request: \$500,000 (\$100,000 local)
- On-call estimate for work described above: \$360,000

**Table 1: Project Budget**

<b>Planning/Design (Design-Build)</b>	Labor	\$18,800
	Overhead	\$19,300
	Taxes	\$1,800
	<b>Design Total</b>	<b>\$39,900</b>
<b>Construction</b>	Labor	\$133,400
	Direct Material	\$115,300
	Equipment	\$62,900
	Subcontractors	\$127,700
	Subtotal	\$439,400
	Tax	\$20,700
	<b>Construction Total</b>	<b>\$460,100</b>
<b>Project Total</b>		<b>\$500,000</b>

## Project Timeline

- November 2015-January 2016: HART completes coordination with stakeholder agencies and permitting
  - Evaluation of alternative alignment, as suggested by Department of Parks and Recreation (DPR)
  - Memorandum of Agreement and Right-of-Entry with DPR and University of Hawaii-Leeward Community College
  - Memorandum of Understanding with DTS, Department of Design and Construction/Facilities Maintenance (as necessary)
  - Environmental assessment and Special Management Area Use Permit (minor)
- February 2016: OMPO Policy Board approves TAP projects
- March 2016: Letter of Award
- May-September 2016: Funds are obligated. Notice to Proceed issued less than 180 days after obligation.
- Summer 2016: On-call task-order issued
- Before May 2017: Sponsor must submit copies of notice to proceed to OahuMPO

## Right-of-Way/Environmental Coordination (to be conducted in-house):

- Most of the alignment is located on HART property (TMK 9-6-003:044 and 9-4-008:010). The Department of Parks and Recreation (DPR) owns the land under the last 200 feet of

the proposed path (TMK 9-4-008:030). DPR has requested that the path be shifted to the eastern edge of their parcel; this alternative alignment will be studied.

- HART will work with the Department of Transportation Services (DTS), Design and Construction (DDC), Facility Maintenance (DFM), and DPR to identify maintenance responsibilities. Since this path will become part of the city bicycle network and will connect to the Pearl Harbor Historic Trail, it is reasonable to take the position that the city should maintain this facility in the same way.
- Coordination is also necessary with utility agencies which have an easement along the edge of the Rail Operations Center.
- Path would fall under DTS Categorical Exemption Class #3 (construction of bike paths/bike lanes).
- Path would likely require a minor modification to the Special Management Area Use Permit/Shoreline Setback Variance---but could be done administratively (should be initiated immediately).
- Consultation with Section 106 partners would also be required. Archaeological studies would have been completed as part of Rail Operations Center / MSF clearance.

**Table 2: Right-of-way needs and Landowner**

<b>TMK</b>	<b>Owner</b>	<b>Project Element</b>
9-4-008:024	Department of Transportation Services and US Navy	Waipio Point Access Road Gate
9-4-008:025	Department of Education	Waipahu High School Access Path
9-4-008:029	Department of Parks and Recreation	Waipahu High School Access Path
9-4-008:030	Department of Parks and Recreation	Pearl Harbor Historic Trail Link
9-4-008:010	Honolulu Authority for Rapid Transportation	Middle Loch Connector
9-6-003:044	Honolulu Authority for Rapid Transportation	Middle Loch Connector
9-6-003:048	University of Hawaii – Leeward Community College	LCC Access Gate
9-4-008:002	Department of Transportation Services and US Navy	PHHT Link
9-6-003:001	Department of Transportation Services and US Navy	PHHT Link (alternate)

**Figure 1: View looking mauka along MSF fenceline to path alignment. MSF fence to be installed on left side of photo.**



**Figure 1b: View from Pearl Harbor Historic Trail to temporary MSF fence. New bollards/gate would be located at fence.**



**Figure 2: LCC Access point, as viewed from LCC.**



**Figure 3: Waipio Point Access Road Connection.**



**Figure 4a: Waipahu High School Connection (view looking East).**



**Figure 4b: Waipahu High School Connection (view looking East).**



Attachment 3:

**Letters of Commitment/Support**



IN REPLY REFER TO:  
CMS-AP00ENV-00664

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas  
EXECUTIVE DIRECTOR AND CEO

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January 26, 2016

Mr. Brian Gibson, Executive Director  
Oahu Metropolitan Planning Organization  
707 Richards Street, Suite 200  
Honolulu, Hawaii 96813

Attention: Mr. Taylor Ellis, Community Planner

Dear Mr. Gibson:

Subject: Transportation Alternatives Program (TAP)  
Middle Loch Connector Proposal

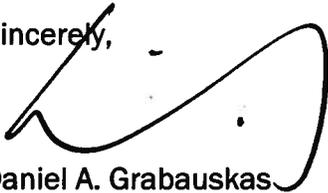
The Honolulu Authority for Rapid Transportation (HART) is providing the following responses to questions regarding the Middle Loch Connector proposal:

- **Is there documentation to substantiate the cost estimate?** The initial cost estimate provided in the project application was developed in close coordination with HART's on-call contractor, and is broken down by detailed cost categories. This initial cost estimate is used to establish a not-to-exceed amount and may not match the actual hours submitted for reimbursement. Additional documentation will be generated after final design and coordination is completed.
- **Is there a plan for long-term maintenance and access by the public?** The City and County of Honolulu will be incorporating the path into its bicycle network and will be responsible for maintenance (see enclosed letter from the Department of Transportation Services dated November 5, 2015). As an extension of the Pearl Harbor Historic Trail, public access to this path is planned to be no different than access to other city bicycle facilities. In the future, a portion of the path could be incorporated into the planned Middle Loch Park and could potentially be subject to park access restrictions.
- **How wide is the path?** The multiuse path is being designed as a 10-foot-wide facility. HART is coordinating with the Honolulu Fire Department to determine the requirements for emergency vehicles.
- **To what construction standard is the path made to?** The path is being designed as a bicycle facility that can be occasionally be used by emergency vehicles and others. The initial specification is for a two-inch asphalt-concrete overlay on top of a four-inch gravel base, but will be verified during final design.

Mr. Brian Gibson, Executive Director  
Page 2  
January 26, 2016

Thank you very much for your continued assistance. If you have any questions regarding this matter, please contact Mr. Ryan Tam, Systems Planning Manager, at 768-6189 or [rtam1@honolulu.gov](mailto:rtam1@honolulu.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel A. Grabauskas'. The signature is stylized with a large, sweeping loop at the end.

Daniel A. Grabauskas  
Executive Director and CEO

Enclosure

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: [www.honolulu.gov](http://www.honolulu.gov)

KIRK CALDWELL  
MAYOR



MICHAEL D. FORMBY  
DIRECTOR

MARK N. GARRITY, AICP  
DEPUTY DIRECTOR

November 5, 2015

Mr. Brian Gibson  
Executive Director  
Oahu Metropolitan Planning Organization  
707 Richards Street, Suite 200  
Honolulu, Hawaii 96813

Attention: Mr. Taylor Ellis

Dear Mr. Gibson:

**SUBJECT: Transportation Alternatives Program (TAP), Support for Middle Loch Connector Proposal**

The City and County of Honolulu Department of Transportation Services (DTS) fully supports the Honolulu Authority for Rapid Transportation's (HART) proposal to construct a 1.8-mile multiuse path connecting the Leeward Community College (LCC) and Waipahu High School with the Pearl Harbor Historic Trail and future LCC Rail Station.

The proposed Middle Loch Connector meets the same objectives as two projects in the adopted Oahu Bike Plan, including a bicycle path along Ala 'Ike Street from Cane Haul Road to Waiawa Road (Project 2-17) and a path from the Pearl Harbor Historic Trail to LCC (Project 3-7). This project was also supported by the Mayor's Advisory Committee on Bicycling.

If the project is selected, the City will provide \$50,000 in local matching funds to assist in the implementation of the project. HART will provide the remainder of the local matching funds, and will administer the grant and implement the project.

DTS will incorporate this path into the city bicycle network, and maintenance would be the responsibility of the City. If you have any questions, please contact Mr. Mark Garrity, Deputy Director, at 768-8304.

Thank you very much for your assistance.

Very truly yours,

  
Michael D. Formby  
Director



IN REPLY REFER TO:  
CMS-APO0ENV-00614

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas  
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Terrence M. Lee  
Ivan M. Lui-Kwan

November 4, 2015

Mr. Brian Gibson, Executive Director  
Oahu Metropolitan Planning Organization  
707 Richards Street, Suite 200  
Honolulu, Hawaii 96813

Attention: Mr. Taylor Ellis

Dear Mr. Gibson:

Subject: Transportation Alternatives Program (TAP)  
Revised Middle Loch Connector Proposal

The Honolulu Authority for Rapid Transportation (HART) is updating its proposal for the use of Federal Fiscal Year 2016 Funds.

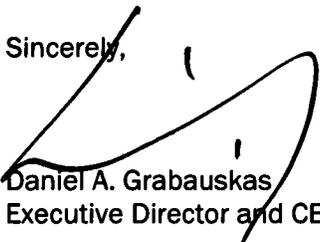
This revised request extends the proposed Middle Loch Connector to include a link to the Waipahu High School (WHS). WHS had requested that the City provide this connection in order to facilitate access to classes and resources located at the University of Hawaii at West Oahu, which will also be served by a rail station. The entire project to construct a multi-use path between the Pearl Harbor Historic Trail, Leeward Community College, Waipahu High School, and the forthcoming rail station will now be 1,800-feet (0.3-miles) in length.

HART is requesting \$400,000 in TAP funding for the planning, design, and construction of this project. The local 20 percent match for this project would include \$50,000 from HART and \$50,000 from the City and County of Honolulu Department of Transportation Services. If awarded, HART will use agency funds for construction and will meet all Federal-aid grant requirements, oversight, and reimbursement processes.

A revised application form and project description is enclosed. HART remains confident that this expanded project will be shovel-ready prior to the obligation of the funds.

Thank you very much for your assistance. If you have any questions regarding this matter, please do not hesitate to contact Mr. Ryan Tam, Systems Planning Manager, at 768-6189 or rtam1@honolulu.gov.

Sincerely,



Daniel A. Grabauskas  
Executive Director and CEO

Enclosure



IN REPLY REFER TO:  
CMS-AP00-01445

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas  
EXECUTIVE DIRECTOR AND CEO

BOARD OF DIRECTORS

Donald G. Horner  
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October 26, 2015

Mr. Brian Gibson, Executive Director  
Oahu Metropolitan Planning Organization  
707 Richards Street, Suite 200  
Honolulu, Hawaii 96813

Attention: Ms. Lynne Kong

Dear Mr. Gibson:

Subject: Transportation Alternatives Program (TAP)  
Middle Loch Connector Proposal

The Honolulu Authority for Rapid Transportation (HART) is responding to your Federal Fiscal Year (FFY) 2016 Call for TAP Projects.

HART is proposing the construction of a 1,000-foot-long (0.2-mile) multi-use trail that will connect the Pearl Harbor Historic Trail to the Leeward Community College and the forthcoming rail station. The Middle Loch Connector project would fill in a missing gap in the bicycle network and create a safe bicycle and pedestrian connection to/from nearby communities in Waipahu, Waimalu, Pearl City, and Aiea. This connection is identified on the adopted Oahu Bike Plan and the Aiea-Pearl City Transit Oriented Development Plan, and was also recently identified as the regional priority by the Hawaii Bicycling League and the Leeward Community College.

The path would also serve as an emergency second access route to the Leeward Community College, the Waiawa residential community, and the HART Rail Operations Center, which are currently served via a single bridge over the H-1 freeway. The creation of a second access alternative to Ala Ike Street has long been identified as a critical need, and is also a required condition of development in this area.

HART is requesting \$200,000 in TAP funding for the planning, design, and construction of the Middle Loch Connector. HART would provide a 20 percent local match of \$50,000 in order to meet a total project budget of \$250,000. If awarded, HART will provide the up-front resources for construction using agency funds. As HART is currently managing a \$1.55 billion Federal Full Funding Grant Agreement for construction of the Honolulu Rail Transit Project, the construction and management teams have extensive experience with Federal-aid grant requirements and oversight processes.

Mr. Brian Gibson, Executive Director

Page 2

October 26, 2015

The details of the Middle Loch Connector proposal are included in the enclosed application form. Over the coming months, HART will work with its partner agencies, including the Department of Parks and Recreation and Leeward Community College, to refine the proposal, complete any right-of-way agreements, and undertake any necessary environmental or permitting approvals. Due to the extensive studies of this area and relatively small size of this project, HART is confident the project will be shovel-ready prior to obligation of the funds.

If you have any questions regarding this matter, please contact Mr. Ryan Tam, Systems Planning Manager, at 768-6189. Thank you very much for your assistance.

Sincerely,

  
for Daniel A. Grabauskas  
Executive Director and CEO

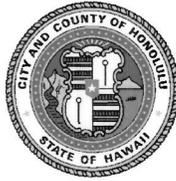
Enclosure

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813

Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: [www.honolulu.gov](http://www.honolulu.gov)

KIRK CALDWELL  
MAYOR



MICHAEL D. FORMBY  
DIRECTOR

MARK N. GARRITY, AICP  
DEPUTY DIRECTOR

November 5, 2015

Mr. Brian Gibson  
Executive Director  
Oahu Metropolitan Planning Organization  
707 Richards Street, Suite 200  
Honolulu, Hawaii 96813

Attention: Mr. Taylor Ellis

Dear Mr. Gibson:

SUBJECT: Transportation Alternatives Program (TAP), Support for Middle  
Loch Connector Proposal

The City and County of Honolulu Department of Transportation Services (DTS) fully supports the Honolulu Authority for Rapid Transportation's (HART) proposal to construct a 1.8-mile multiuse path connecting the Leeward Community College (LCC) and Waipahu High School with the Pearl Harbor Historic Trail and future LCC Rail Station.

The proposed Middle Loch Connector meets the same objectives as two projects in the adopted Oahu Bike Plan, including a bicycle path along Ala 'Ike Street from Cane Haul Road to Waiawa Road (Project 2-17) and a path from the Pearl Harbor Historic Trail to LCC (Project 3-7). This project was also supported by the Mayor's Advisory Committee on Bicycling.

If the project is selected, the City will provide \$50,000 in local matching funds to assist in the implementation of the project. HART will provide the remainder of the local matching funds, and will administer the grant and implement the project.

DTS will incorporate this path into the city bicycle network, and maintenance would be the responsibility of the City. If you have any questions, please contact Mr. Mark Garrity, Deputy Director, at 768-8304.

Thank you very much for your assistance.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael D. Formby", is written over a horizontal line.

Michael D. Formby  
Director

**DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8304 • Fax: (808) 523-4730 • Internet: [www.honolulu.gov](http://www.honolulu.gov)



**MAYOR'S ADVISORY COMMITTEE ON BICYCLING  
DEPARTMENT OF TRANSPORTATION SERVICES**

September 3, 2015

**TO:** Michael D. Formby, Director  
Department of Transportation Services

**FROM:** Pattie Dunn, Chair  
Mayor's Advisory Committee on Bicycling

**SUBJECT:** Pearl Harbor Bike Path Connection to Leeward Community  
College

The Mayor's Advisory Committee on Bicycling (MACB) supports a connection from the Pearl Harbor Bike Path to the Leeward Community College (LCC). The Hawaii Bicycling League's Salt Lake-Pearl City Advocacy Group presented a proposal advocating an extension from the existing Pearl Harbor Bike Path to LCC campus at a recent MACB meeting. LCC has a current enrollment of 7,742 students. Administrators at LCC have long advocated for better access routes to the campus and have supported alternative transportation options for students, faculty and staff.

Currently, there is no safe bicycle access to the LCC campus. However, the Pearl Harbor Bike Path is only 700 feet away and the connection would provide a safe bicycle and pedestrian connection to the campus. This connection has already been identified in the Oahu Bike Plan as a priority project and included in the LCC long range development plan. The proposed route would go through public lands abutting the Honolulu Area Rapid Transit

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813

Phone: (808) 768-8304 • Fax: (808) 523-4730 • Internet: [www.honolulu.gov](http://www.honolulu.gov)

(HART) staging yard. HART has expressed interest and support for this proposed route.

The MACB has reviewed the proposal presented by the Salt Lake–Pearl City Advocacy committee and feels that this bike connection is important to the community, has the support of the major stake holders and would help alleviate traffic traveling to and from the campus. The MACB therefore asks that you give this proposal careful consideration.

**ADDRESS**

3442 Waiālae Ave., Suite 1  
Honolulu, HI 96816

**PHONE**

808-735-5756

**FAX**

808-735-7989

**EMAIL**

bicycle@hbl.org

October 26, 2015

Transportation Alternatives Program application  
Middle Loch Connector

Aloha,

Hawaii Bicycling League strongly supports the Honolulu Authority for Rapid Transportation's efforts to construct a multi-use path linking the Pearl Harbor Bike Path and Leeward Community College.

Our volunteer-led regional advocacy group dedicated to the Pearl City area selected this connection as their number one priority. This decision was made due to the high level of potential use in connecting the 7,000 plus LCC students to the Pearl Harbor Bike Path and the short distance of the needed facility.

Leeward Community College is separated from the 5.5-mile Pearl Harbor Bike Path by approximately 700 feet, at the nearest point. However, the existing network connection requires traveling 2.3 miles and includes a portion of Kamehameha Highway without a bikeway. Due to the dangerous conditions, this connection is essentially off-limits to most. The planned multi-use path would create a drastically improved connection and make cycling accessible to many LCC students. A survey of LCC students, found that 55% of respondents would consider biking to campus if this connection were constructed.

In our outreach to LCC, we found the administration highly supportive and eager to partner to realize the connection. In the addition to making cycling a safe transportation option for many students, staff, and faculty, the LCC administration noted the project would create an improved walking and biking path for the many students that travel between Waipahu High School and LCC on a daily basis for a special program that provides advanced classes to high school students.

Thank you very much for considering these comments. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, [chad@hbl.org](mailto:chad@hbl.org)) or Daniel Alexander (808-275-6717, [daniel@hbl.org](mailto:daniel@hbl.org)).

Ride and Drive Aloha,

Chad Taniguchi  
Executive Director

Daniel Alexander  
Advocacy & Planning Director

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR  
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KIRK CALDWELL  
MAYOR



MICHAEL D. FORMBY  
DIRECTOR  
MARK N. GARRITY, AICP  
DEPUTY DIRECTOR

TP10/15-629343R

October 23, 2015

Mr. Brian Gibson, Executive Director  
OahuMPO  
Ocean View Center  
707 Richards Street, Suite 200  
Honolulu, Hawaii 96813-4623

Dear Mr. Gibson:

**SUBJECT: Transportation Alternatives Program (TAP) Federal Fiscal Year  
(FFY) 2016 Project Application Submittal**

In response to the TAP FFY 2016 Call for Projects, dated September 24, 2015, enclosed is the Department of Transportation Services' application for the Secure Bicycle Storage Shelters Project.

Should you have any questions, please contact Marian Yasuda of my staff at 768-5481.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael D. Formby".

Michael D. Formby  
Director

Enclosure

# OahuMPO Transportation Alternatives Program Application



## Instructions

Complete application in the space provided. Submit completed application and attachments electronically to [oahumpo@oahumpo.org](mailto: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: Secure Bicycle Storage Shelters

Project Location, street, zip code, and facility name: Project locations include, but are not limited to, Mililani, Kapolei, Hawaii Kai, and Alapai Transit Centers and near transit centers.

Project Length (miles) and location/termini: N/A

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

Contact Person: Eileen Mark

Telephone: 768-8379 Email: emark@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	\$1,000	\$800	\$0	\$200
Engineering	\$2,000	\$1,400	\$200	\$400
Design	\$3,000	\$2,400	\$0	\$600
Construction	\$5,000	\$4,000		\$1,000
<b>Total</b>	<b>\$11,000</b>	<b>\$8,600</b>	<b>\$200</b>	<b>\$2,200</b>
<b>Overall Match Ratio</b>				<b>20%</b>

Please provide project budget using the example format.

See Attachment B

## 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

The Secure Bicycle Storage Shelter Project ("Project") will purchase prefabricated bicycle shelters and secure bicycle storage lockers, construct concrete slabs for the shelters and lockers, and assemble the secure shelters. The shelters and lockers will be located at or near transit centers allowing for multi-modal connections for both the bus and rail. Each shelter will have a capacity of about eight to ten bicycles and each locker will provide secure storage for individual bicycles. Where adequate space is not available for a full size storage shelter, bicycle lockers will be used to meet the site's storage requirements. The shelters and lockers will be accessible to users after registering on-line and receiving a fob or a card facilitating entry into the secured shelter (or locker). This initiative expands the original secure bicycle storage shelter currently under construction at the Kalihi Transit Center which has an anticipated completion date of December 31, 2015. The proposed budget will provide for the construction of up to nine secure bicycle storage shelters and the remaining funds will be used to purchase secure lockers. These shelters would be similar to the shelter currently under construction at the Kalihi Transit Center whose cost is about \$60,000 each. The actual cost for each shelter will be determined by the requirements and constraints of each location. The cost for each locker is about \$5,000. It is anticipated that these shelters and/or lockers will be constructed in September 2017.

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

The Project will provide transit users alternatives for accessing transit centers and allow for cyclists to leave their bicycles in a safe, secure, and protected shelter. The secure shelters may encourage transit ridership, lessen the demand on parking spaces at transit centers, and promote active and healthful transportation options. The potential for reducing the demand for automobile parking would benefit all transit users and may increase the number of people choosing to ride the bus and rail.

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 connects cyclists from their point of origin to transit centers, where their multi-modal travel continues on the bus or rail for work, school, or recreation. Transit centers will be identified through DTS' planning process and are located in areas with high transit usage. These locations and connections between transportation modes will grow and expand as the rail project begins its service.

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 relates to the following Plans:

The Pedestrian Master Plan toolbox includes the design of transit areas to facilitate and encourage use of the transit system. It states that activity areas should accommodate linkages to existing community amenities and provide sufficient bicycle parking and storage facilities.

The Oahu Bike Plan states that effective bicycle integration with public transit depends on the ability to bicycle comfortably and safely to and from bus stops and future train stations. Integration with public transit also relies on the availability of secure bike parking and the passengers' ability to take bicycles on transit vehicles to their final destinations.

The Hawaii State Bike Plan objectives includes the integration of bicycle facilities with other modes of transportation including providing protected parking at major transit hubs and park-and-ride lots. Future rail transit connectivity plans will identify safe and secure bicycle parking facilities and will be an integral part of its multi-modal transportation network.

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

Disadvantaged populations currently dependent upon transit as their single mode of transportation will benefit from this enhanced opportunity to access transit centers while traveling on bicycles with the knowledge that their bicycle will be safely stored and secured.

**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.)**

A cyclist is potentially at risk by simply locking a bicycle to a non-covered bicycle rack because of vandalism, theft, and weather conditions. A secure, protected, and safe storage shelter will be available only to subscribers, therefore minimizing the risk of loss or damage.

**7. Describe how the project addresses the issues identified.**

The assurance of added security and covered protection of property will encourage transit riders to use cycling as a connecting mode, and reduce the demand for automobiles, automobile drop-offs or parking at a transit center.

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

The Project increases bicycle activity, promotes transit ridership, supports a multi-modal transport system, and provides additional choices for transit riders wanting to use their bicycles while supporting intermodal connections. This is a continuation of a current City initiative to increase pedestrian and bicycle activity; therefore, the Project is completely developed and shovel-ready. The Department of Transportation Services (DTS) has prior experience with this project's scope of work, and sufficient resources to complete this project, along with support from the City and County of Honolulu Administration. DTS' current management of Federal-aid projects demonstrates the necessary experience in satisfying Federal and State requirements. The Project also enhances the safety and security of transit users' bicycles. Use of the bicycle storage facility is at no additional cost to a transit user; therefore, it will improve the transportation system in a manner that supports community-wide values relating to civil rights while offering options to under served communities. The projected expectations and costs are realistic in that it offers an option to transit riders which is affordable. 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. The Project is an integral part of the City's overall plans to promote pedestrian and bicycle activity along with a multi-modal transportation system, while meeting a transit need.

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.

As an existing City initiative, this is already developed and shovel-ready with no known opposition. Collaboration and cooperation with appropriate communities and organizations will be carried out, as necessary.

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

The project promotes active bicycle transportation by allowing transit users to secure their bicycles while traveling to work, play, school, or for personal business.

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

The design will be conducted in-house and will satisfy all Federal, State, and City requirements. The design for the Kalihi Transit Center, where the current shelter is under construction, maintains and improves the transportation system while adding aesthetic value to the current facility. These same factors will also be applied to this Project.

### **Other Information**

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

DTS is committed in providing the up-front cash necessary for the successful completion of this Project by securing funding from its 2017 Executive Capital Budget and Program.

## Required Submittals

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

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

**Appendix C**  
**Sponsorship Agreement**

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## OahuMPO TAP Sponsorship Agreement

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(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:** Secure Bicycle Storage Units near Various Transit Facilities

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

### Signature of Eligible Applicant

Signature:  Date: OCT 23 2015

Printed Name and Title: Michael D. Formby, Director

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

Organization: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name and Title: \_\_\_\_\_

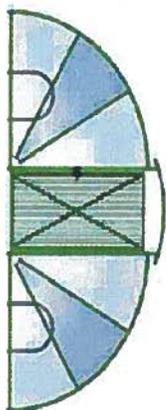
**Applications from not-for-profit organizations must include this completed agreement with both required signatures at the time of application submittal.**



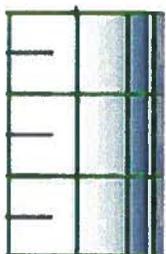
Example of a shelter that meets the requirements of this contract:  
**VELODOME SHELTER – EUROPA COMPOUND – SINGLE**



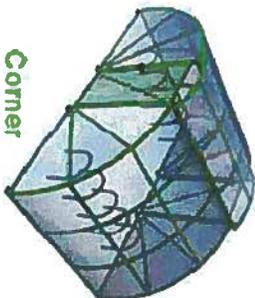
**EXISTING BICYCLE SHELTER**



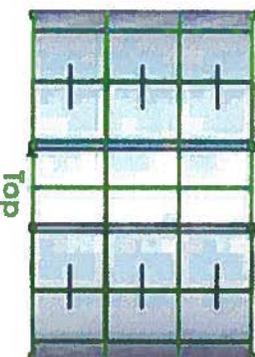
Front



Side



Corner



Top

Title:

**CONSTRUCT BICYCLE SHELTER  
KALIHI TRANSIT CENTER  
ELEVATIONS**



CITY AND COUNTY OF HONOLULU  
DEPT. OF TRANSPORTATION SERVICES  
PUBLIC TRANSIT DIVISION  
650 S KING STREET, HONOLULU, HI 96813

**C-3**

Attachment B  
Secure Bicycle Storage Shelters  
Project Budget

Project Phase	Overall Budget Totals			
	Total Project Cost	Federal Funds		Local Match
		TAP	Other	
CON	\$500,000	\$400,000	\$0	\$100,000
<b>Total</b>	<b>\$500,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$100,000</b>
<b>Overall Match Ratio</b>				<b>20%</b>

## Estimated Costs for Bicycle Shelters and Lockers

### 1. Bicycle Shelters

#### Direct Costs (materials and labor)

a. Concrete Slab (15' x 25')	\$30,000
b. Shelter Structure	\$25,000
Sub-Total	\$55,000

#### Overhead for Prime Contractor

c. Use 30% of direct cost	\$16,500
Sub-Total	\$71,500
Approximate	\$72,000/site

### 2. Lockers

#### Direct Cost of Materials

a. Locker (w/ electronic locking system)	\$5,000
b. Installation (secure lockers)	\$1,500
Sub-Total	\$ 6,500
Appropriate	\$7,000/Locker installed

## TRANSIT CENTERS

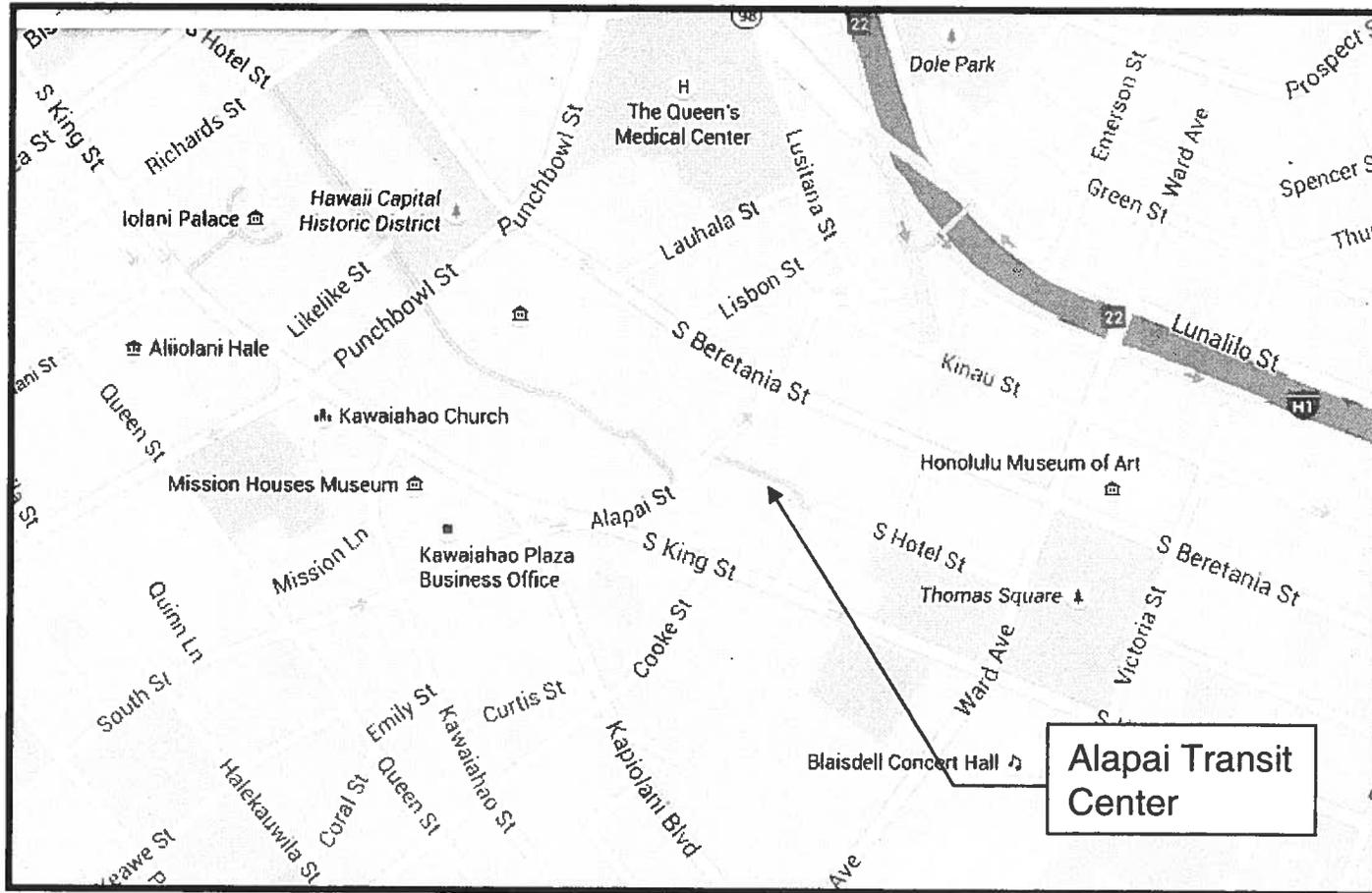
AADAY	AADIR	AAQSTPNO	AANAMSTP	AALAT	AALONG
Alapai Transit Center					
1	1	2,288	ALAPAI TRANSIT CENTER	21.304199	-157.853201
Hawaii Kai Transit Center					
1	0	4,430	HAWAII KAI PARK & RIDE	21.284319	-157.712846
Kapolei Transit Center					
1	1	4,417	KAPOLEI TRANSIT CENTER EAST	21.332121	-158.082244
1	0	4,416	KAPOLEI TRANSIT CENTER WEST	21.331895	-158.08263
Mililani Transit Center					
1	0	4,418	MILILANI TRANSIT CENTER WEST	21.453725	-158.007681
Mililani Park and Ride			1620 UKUWAI ST + MILILANI PARK & RIDE	21.468868	-158.003178
Royal Kunia Park and Ride			1110 KUPUNA LP + KUPUOHI ST	21.389272	-158.032192
Wahiawa Transit Center					
1	0	4,525	WAHIAWA TRANSIT CENTER E - EOL	21.498395	-158.025091
Waianae Transit Center					
1	0	4,406	WAIANAE TRANSIT CENTER	21.435457	-158.182669
Waipahu Transit Center					
1	1	4,421	WAIPAHU TRANSIT CENTER EAST	21.385022	-158.003993
1	0	4,420	WAIPAHU TRANSIT CENTER WEST	21.385058	-158.004378

# Oahu Transit Centers

Potential Sites for Secure Bicycle Storage Shelters

# ALAPAI TRANSIT CENTER

1099 Alapai St, Honolulu, HI 96813



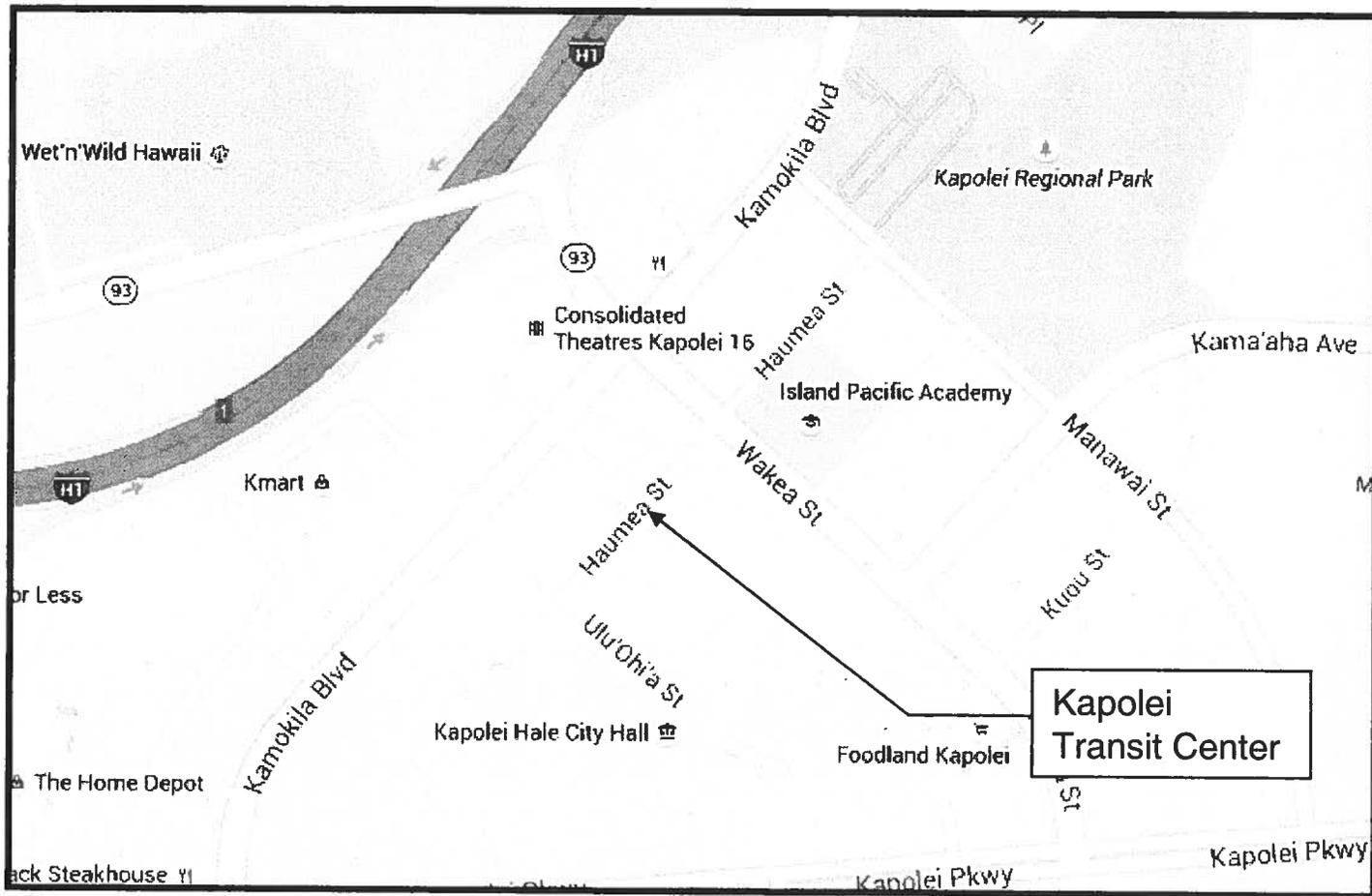
Vicinity Map



Property Boundary

# KAPOLEI TRANSIT CENTER

Haumea St, Kapolei, HI 96707



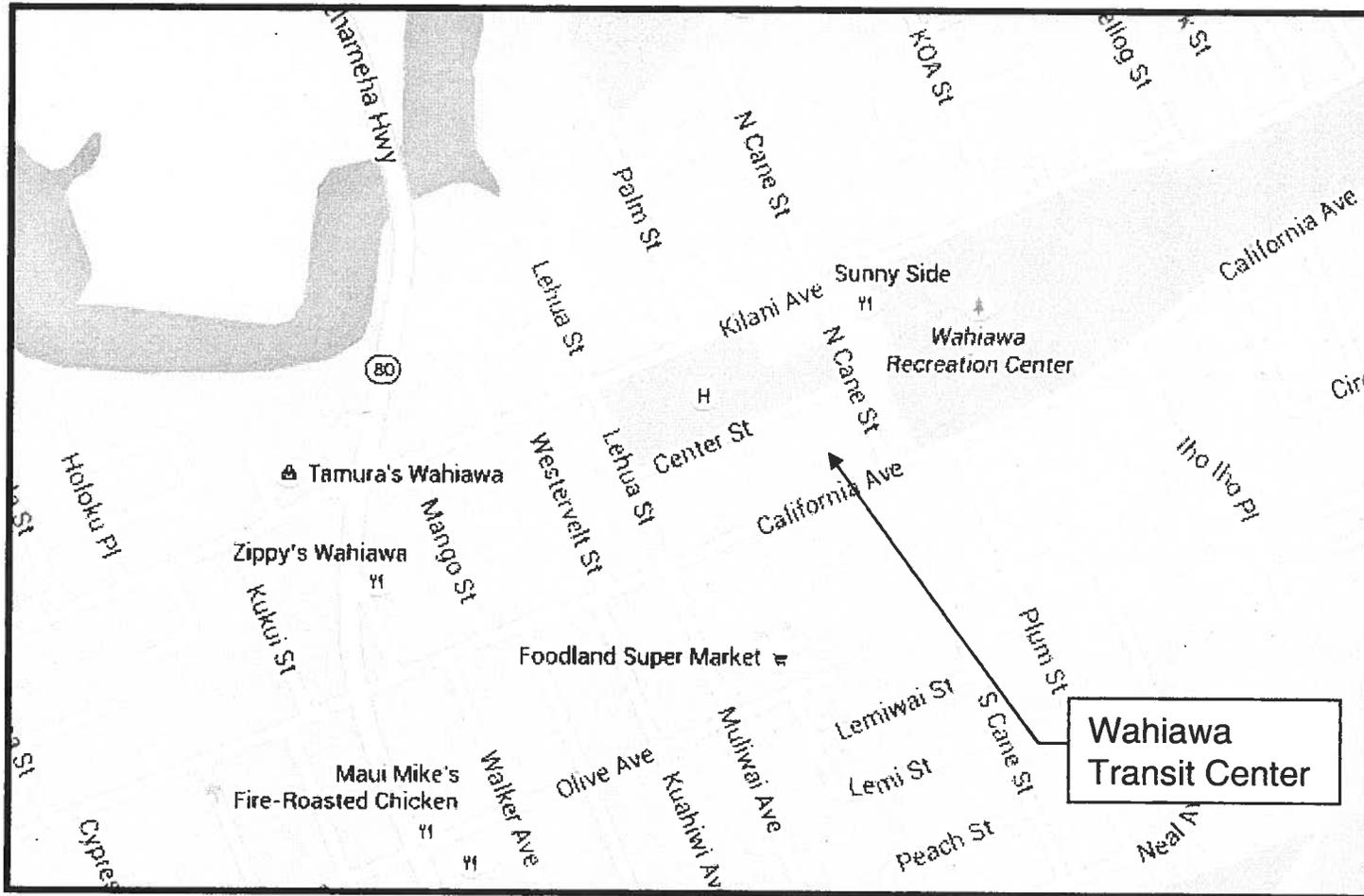
Vicinity Map



Property Boundary

# WAHIAWA TRANSIT CENTER

956 California Ave, Wahiawa, HI 96786



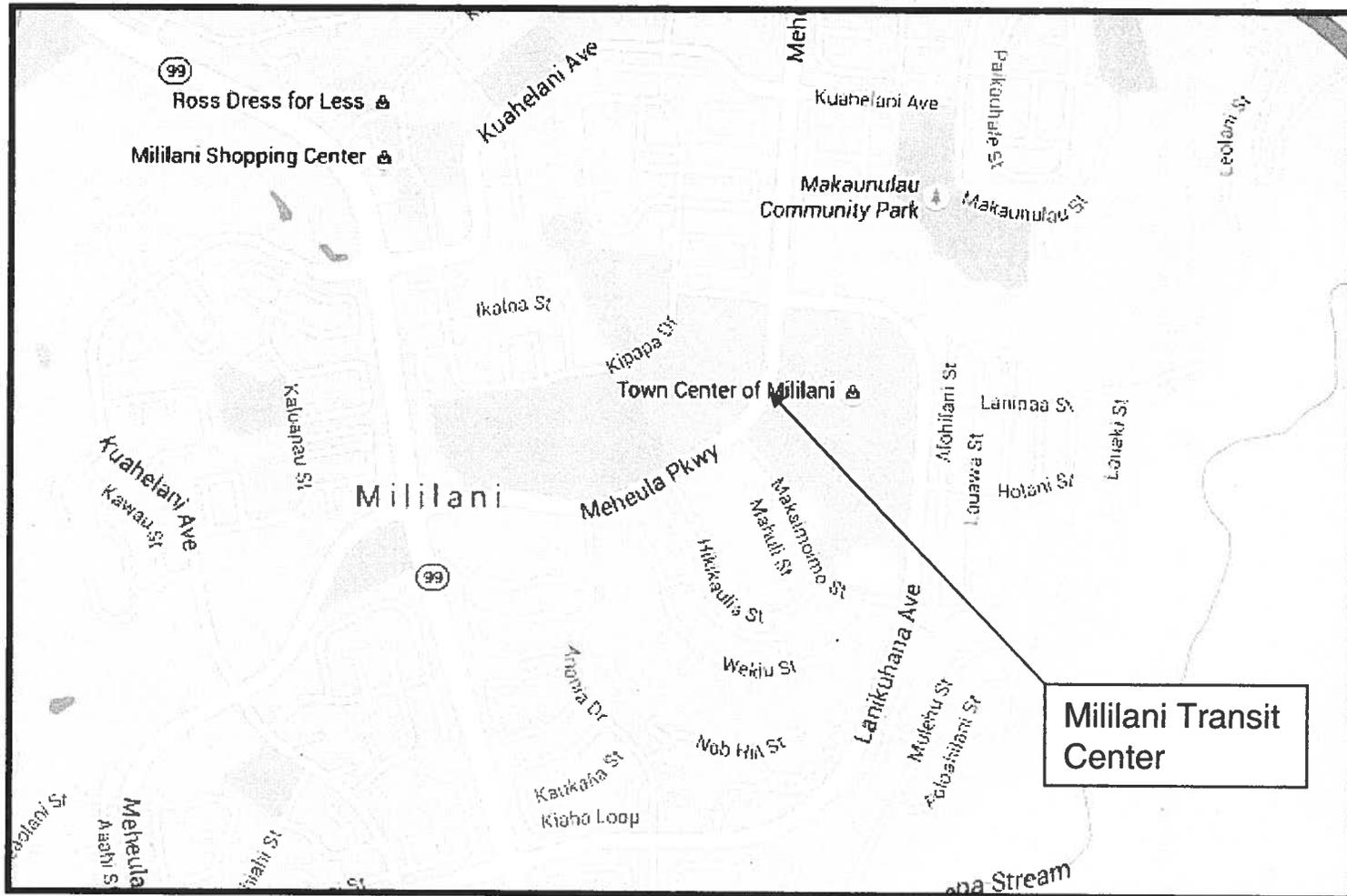
Vicinity Map



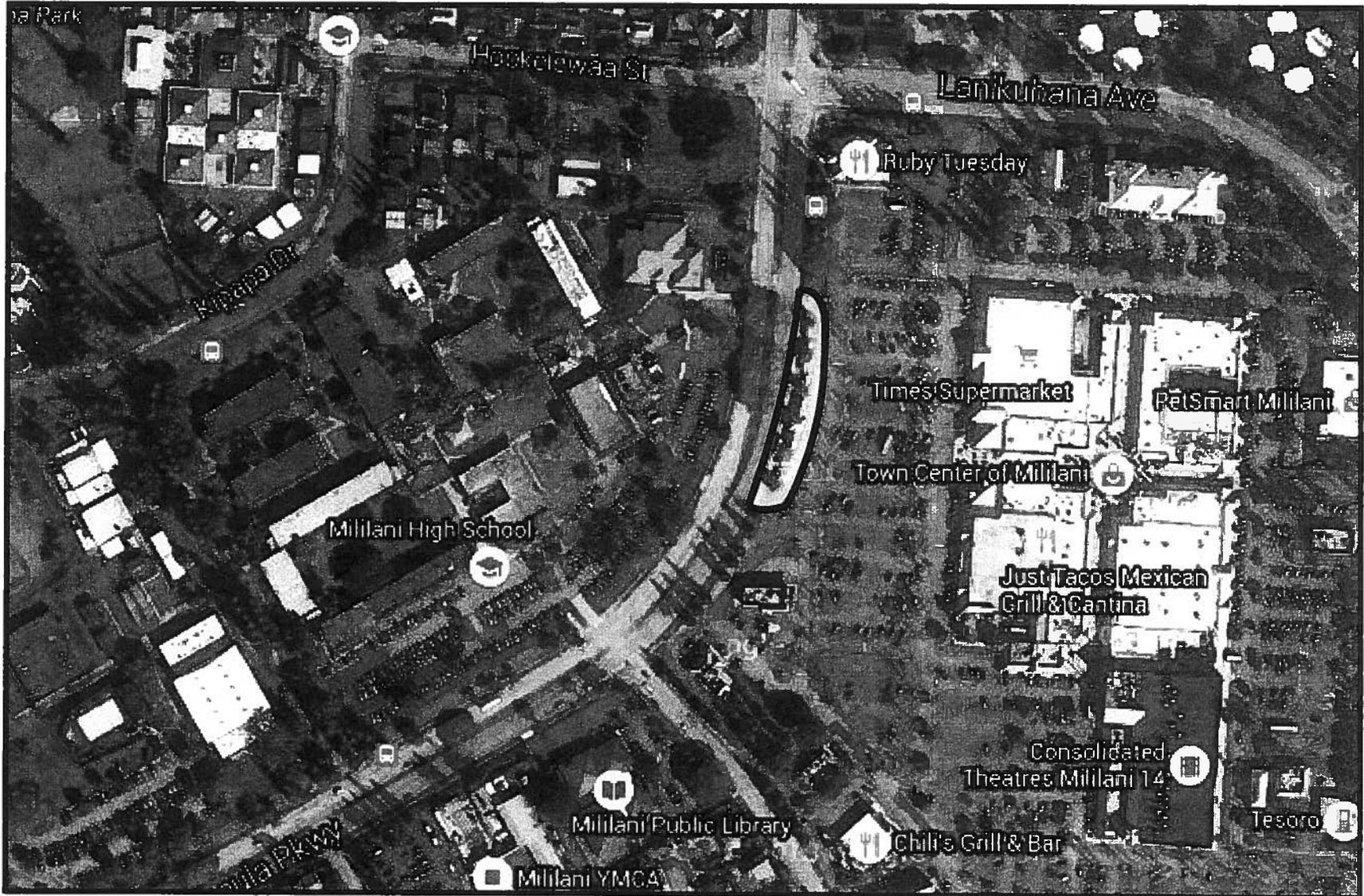
Property Boundary

# MILILANI TRANSIT CENTER

Meheula Parkway, Mililani, HI 96789



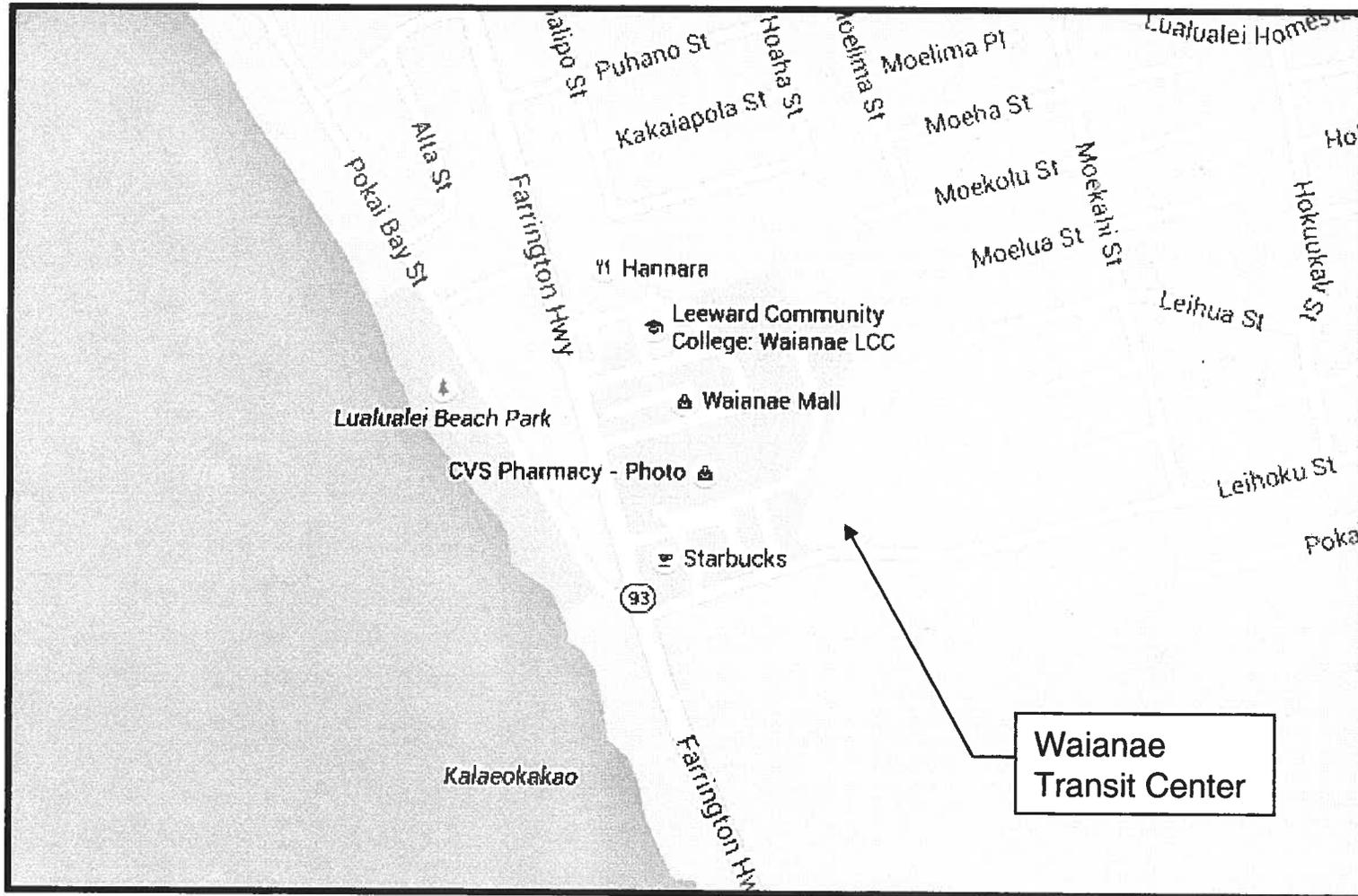
Vicinity Map



Property Boundary

# WAIANAЕ TRANSIT CENTER

Leihoku St, Waianae, HI 96792



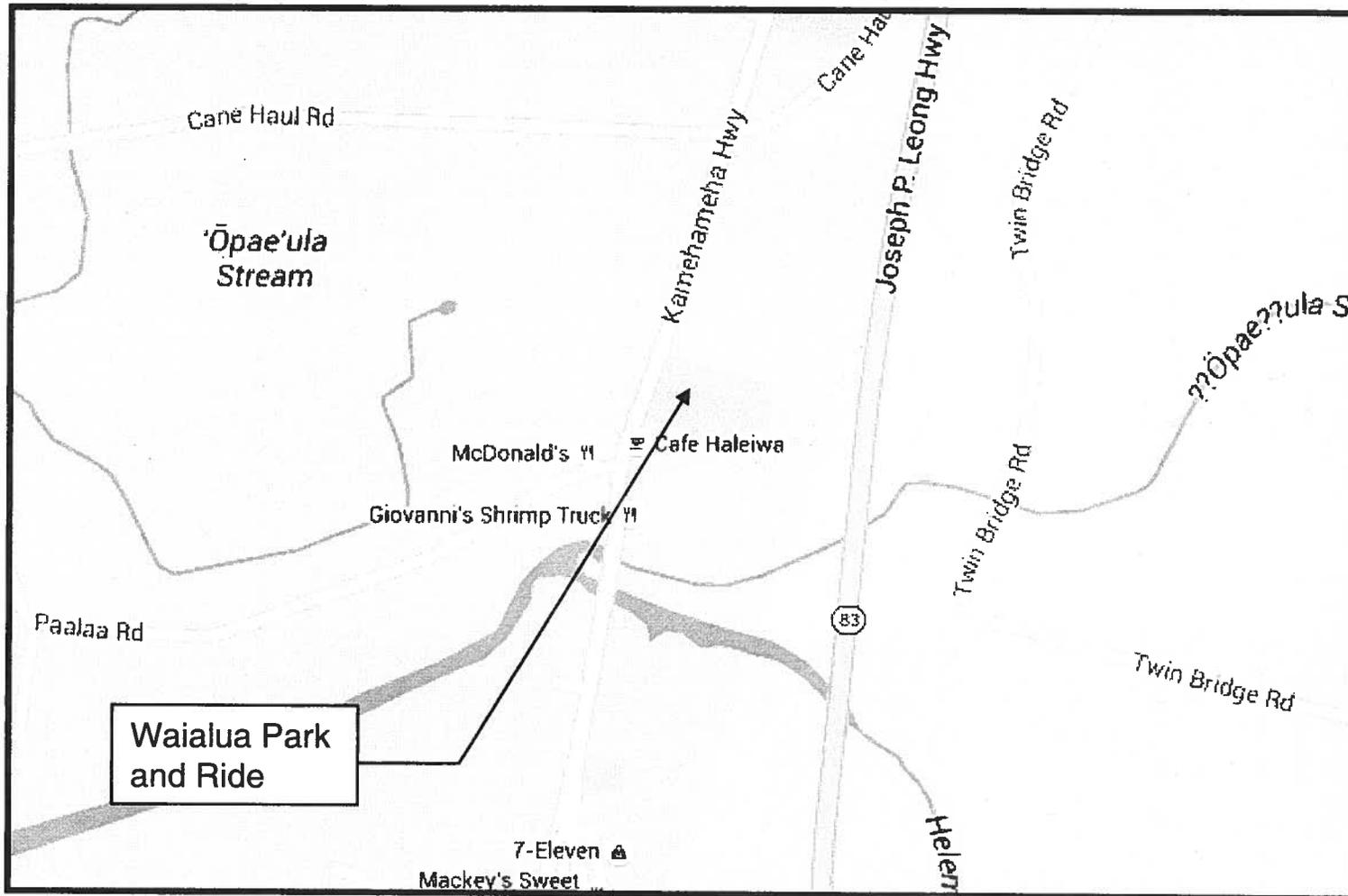
Vicinity Map



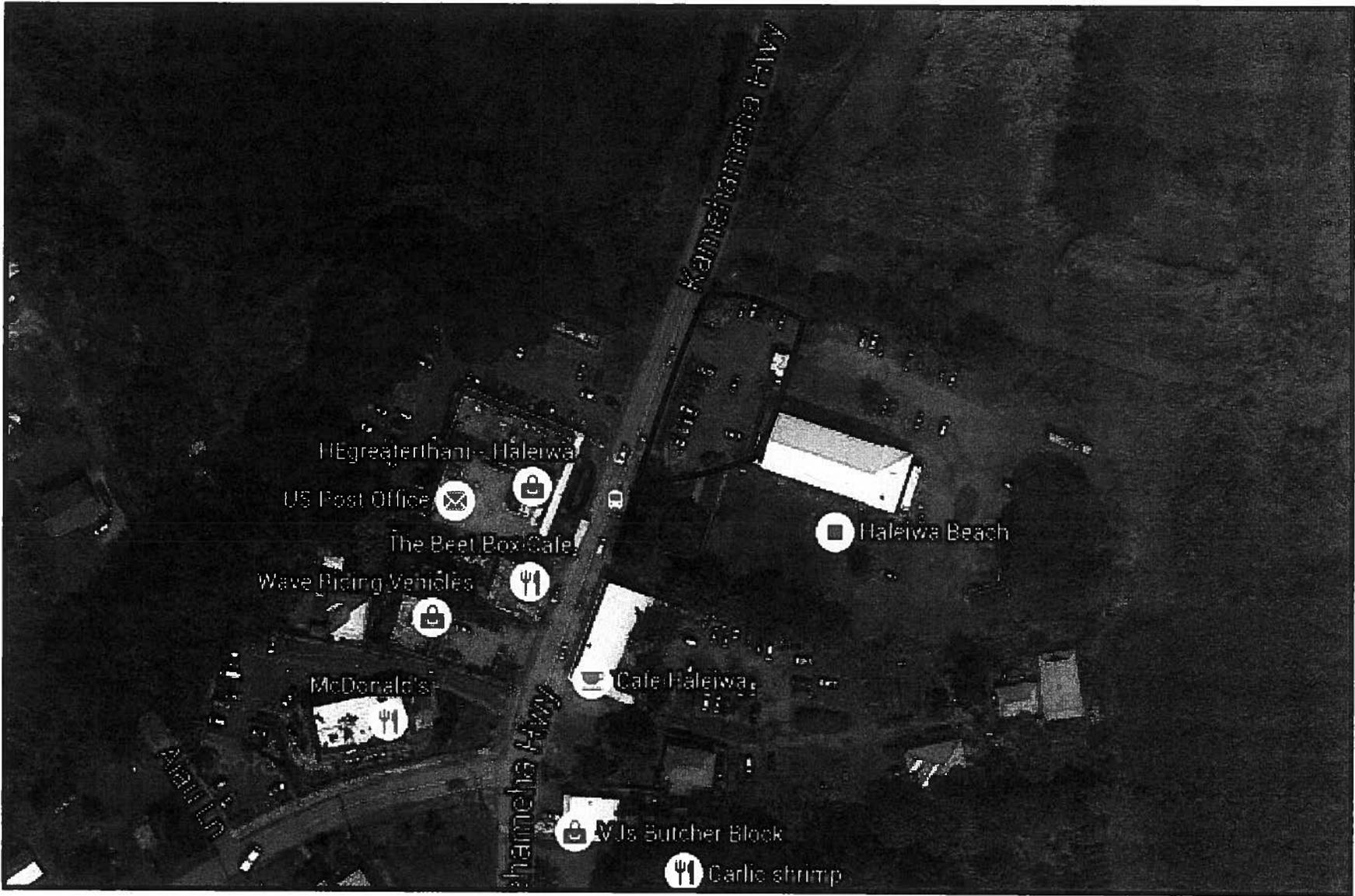
Property Boundary

# WAIALUA PARK AND RIDE

66-434 Kamehameha Hwy, Haleiwa, HI 96712



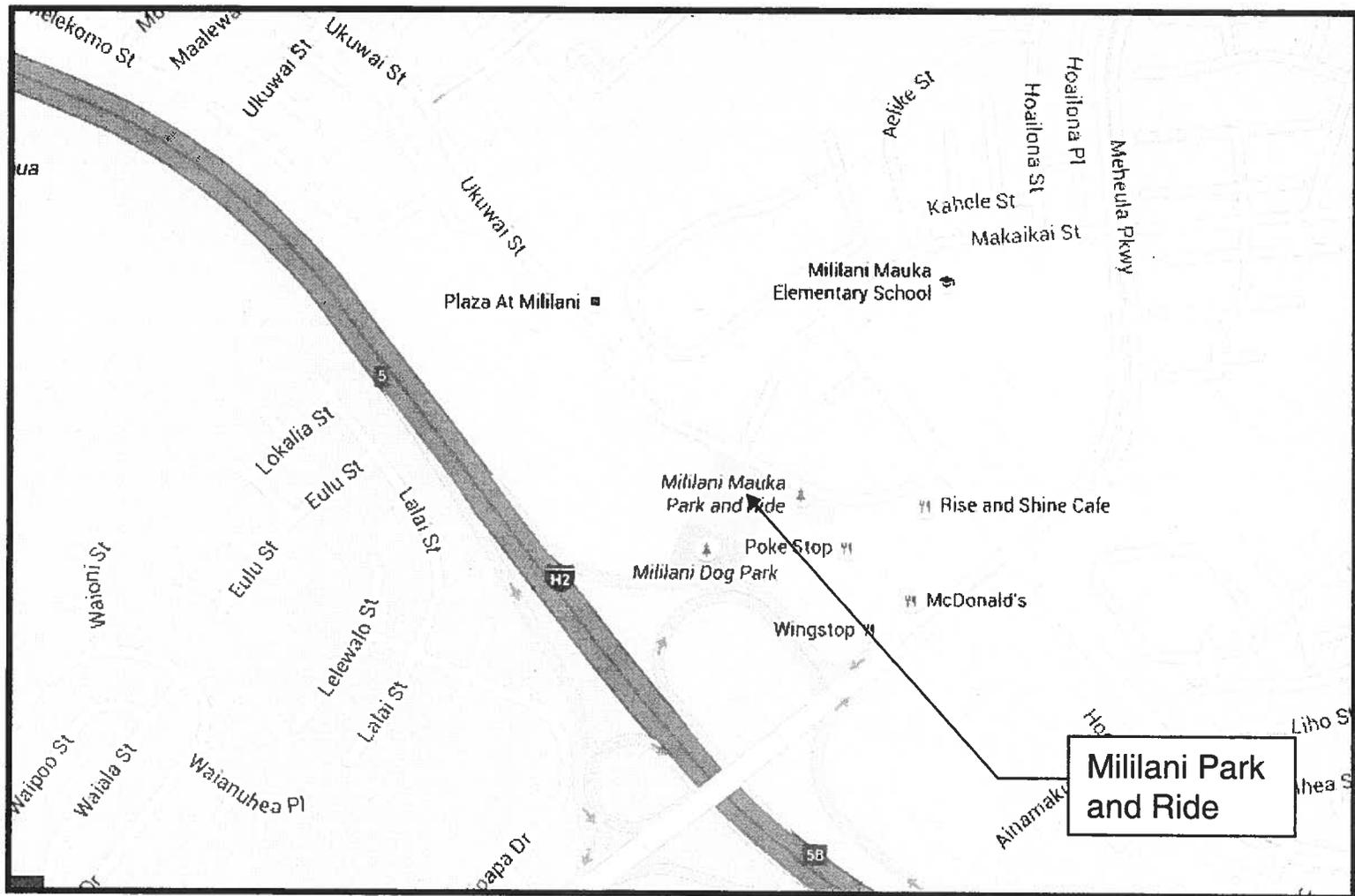
Vicinity Map



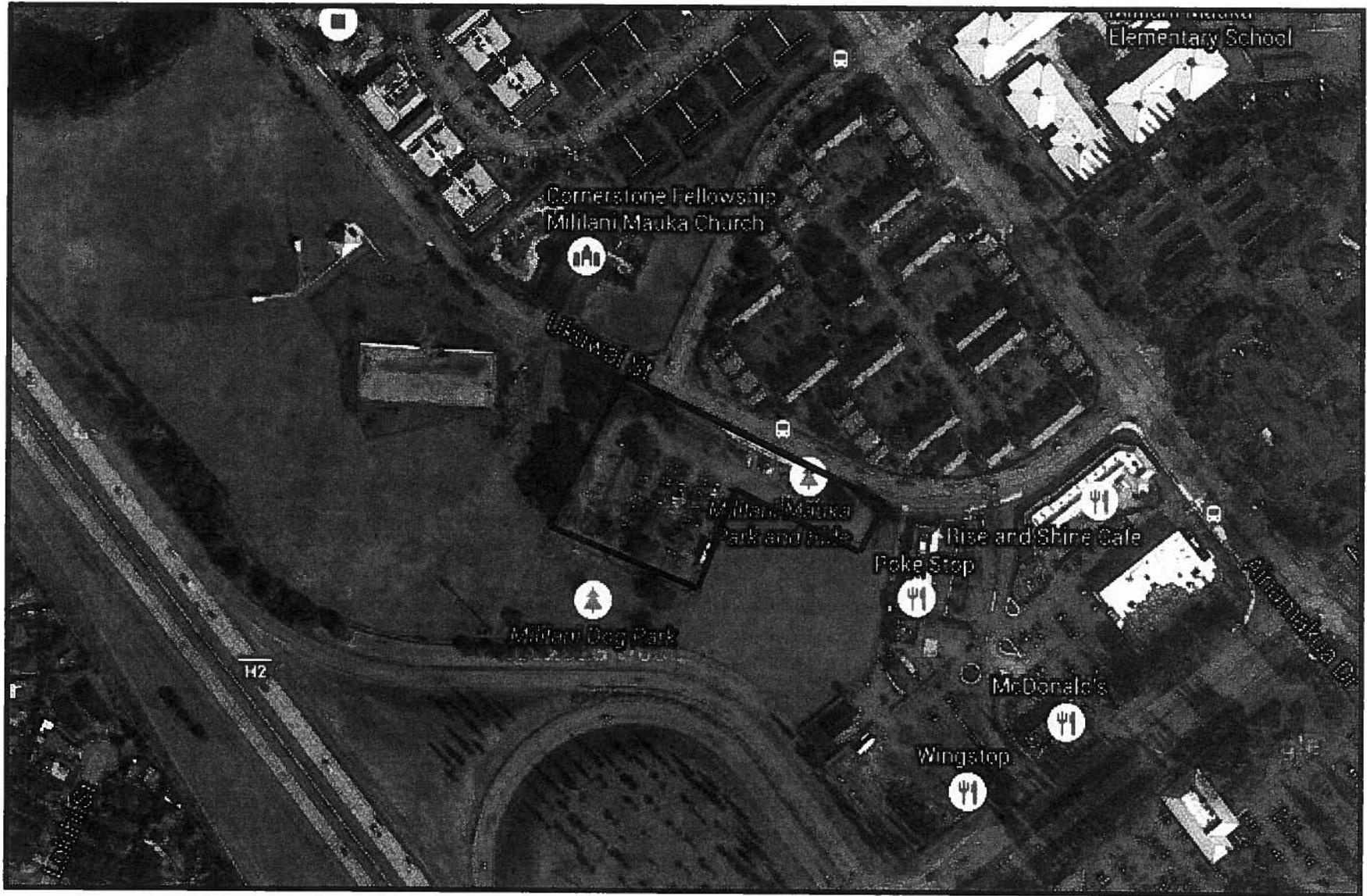
Property Boundary

# MILILANI PARK AND RIDE

Ukuwai St, Mililani, HI 96789



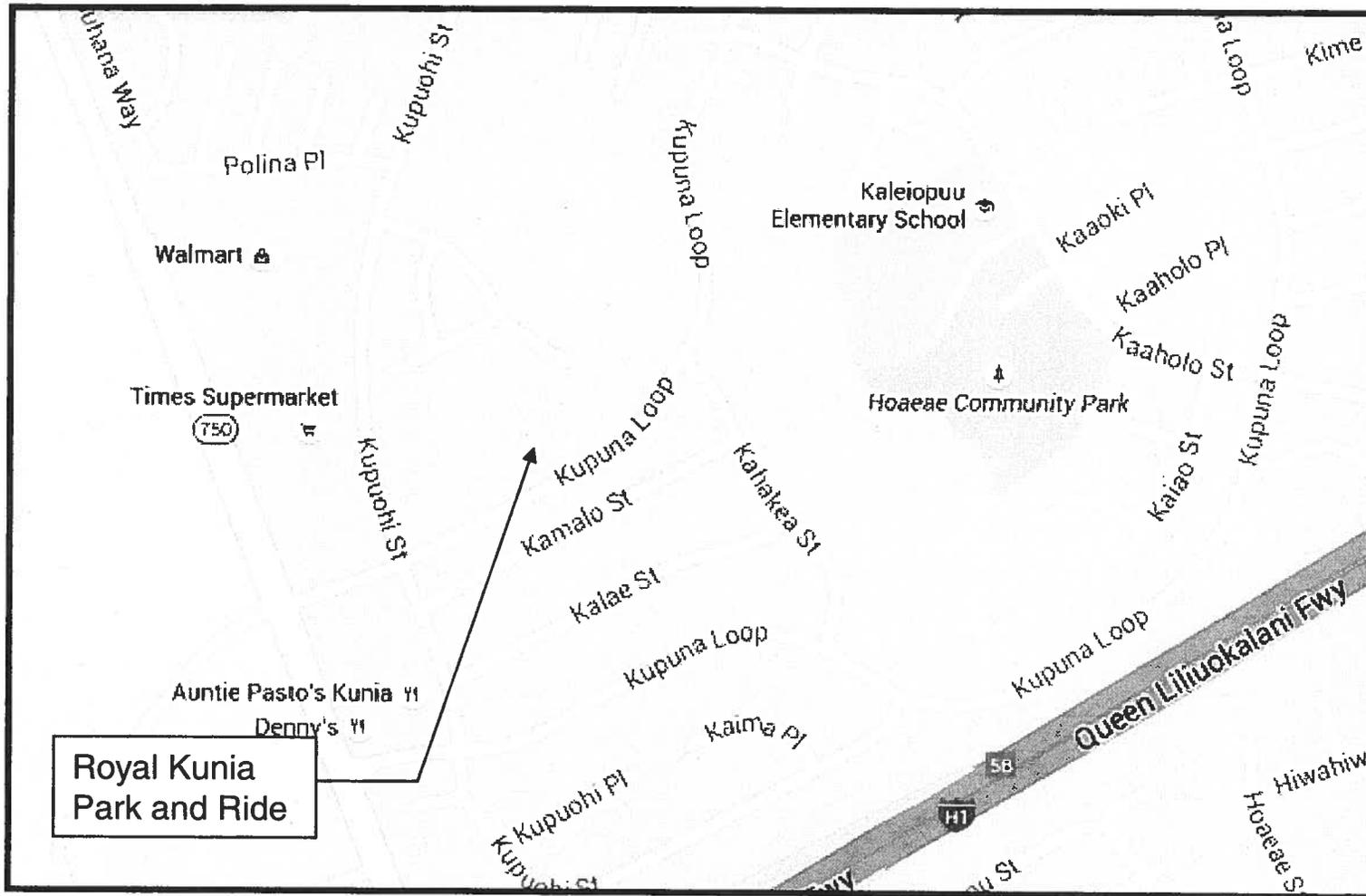
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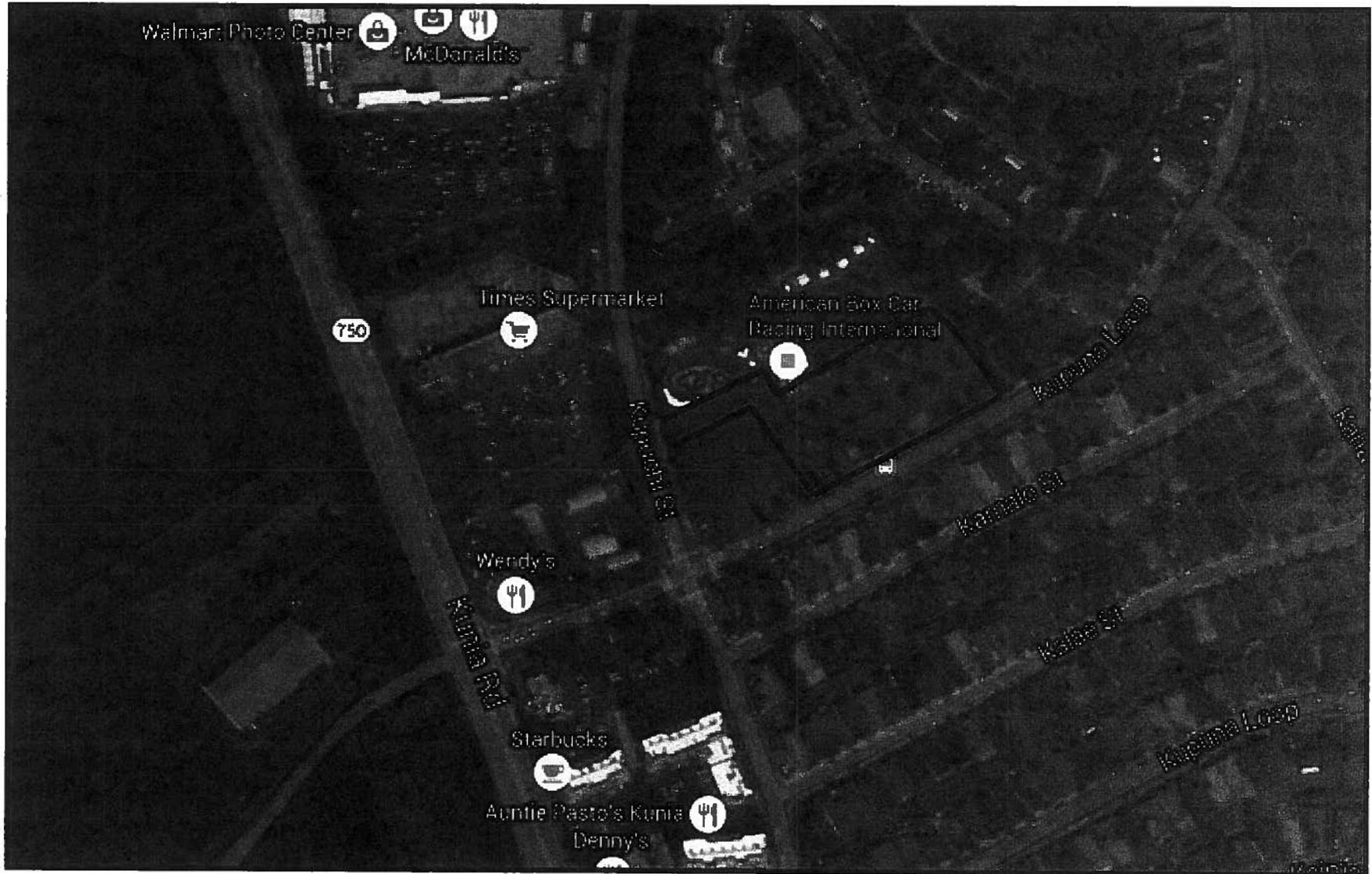
Property Boundary

# ROYAL KUNIA PARK AND RIDE

94-640 Kupuohi St, Waipahu, HI, 96797



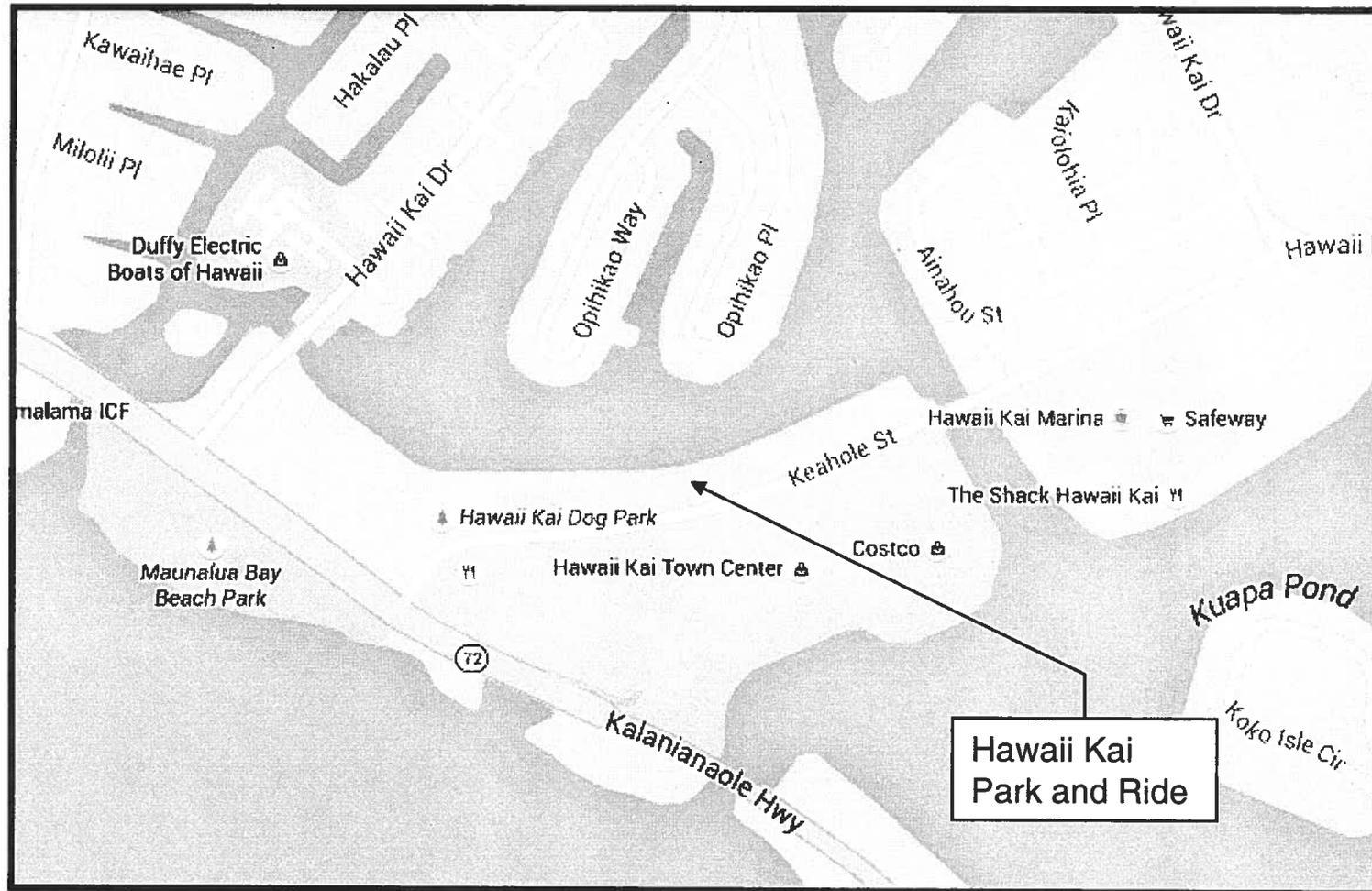
Vicinity Map



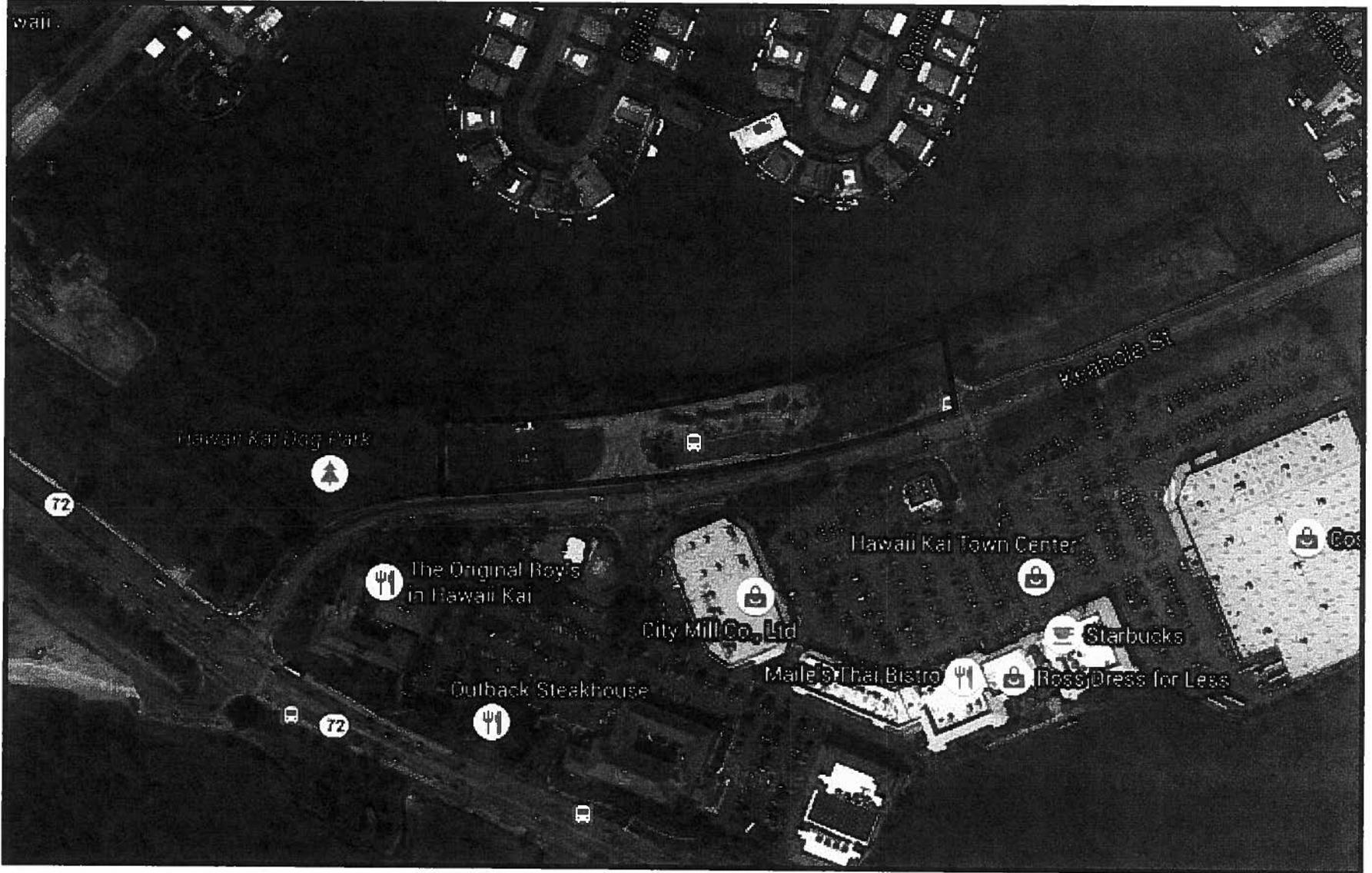
Property Boundary

# HAWAII KAI PARK AND RIDE

240 Keahole St, Honolulu, HI 96825



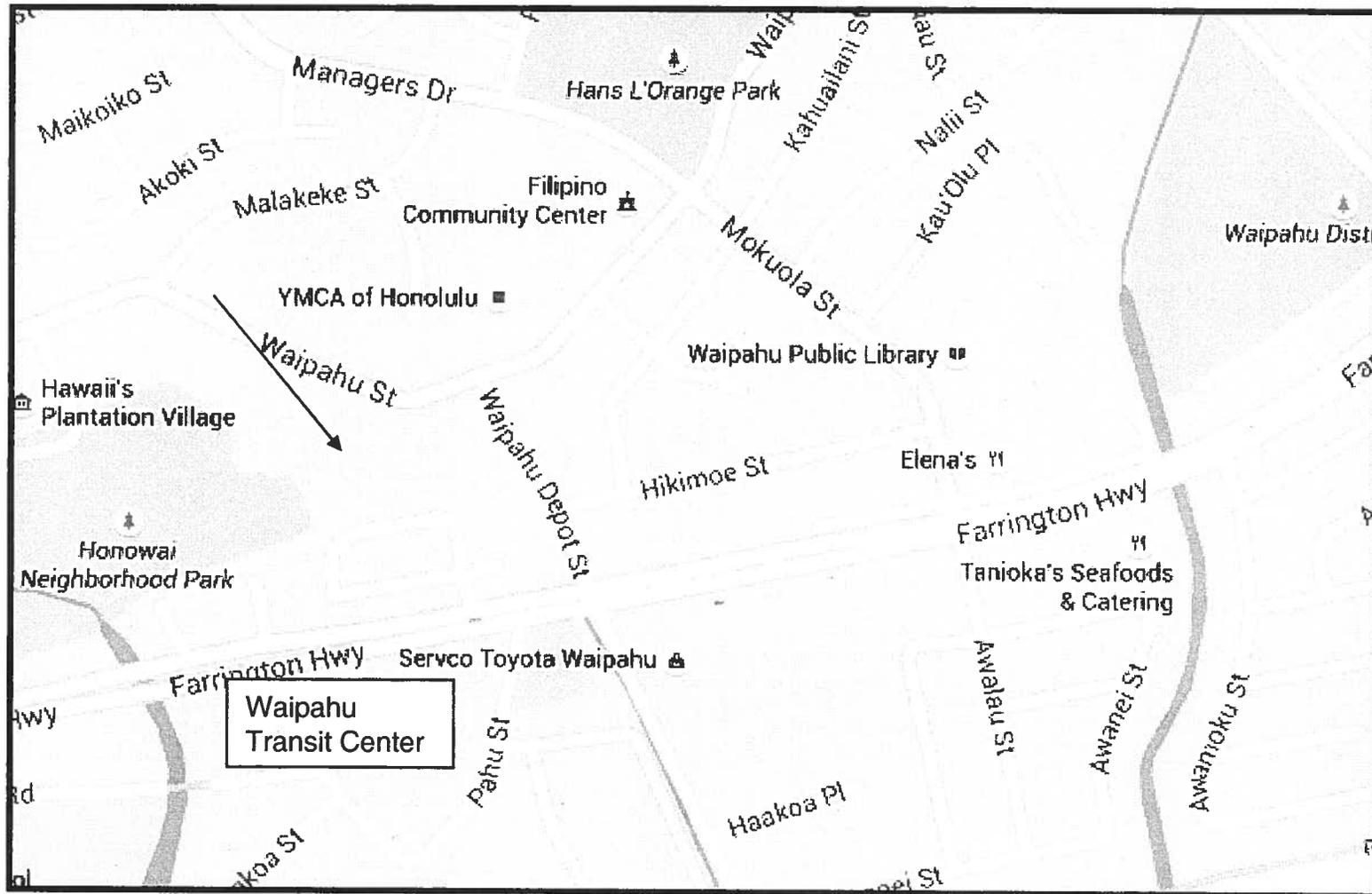
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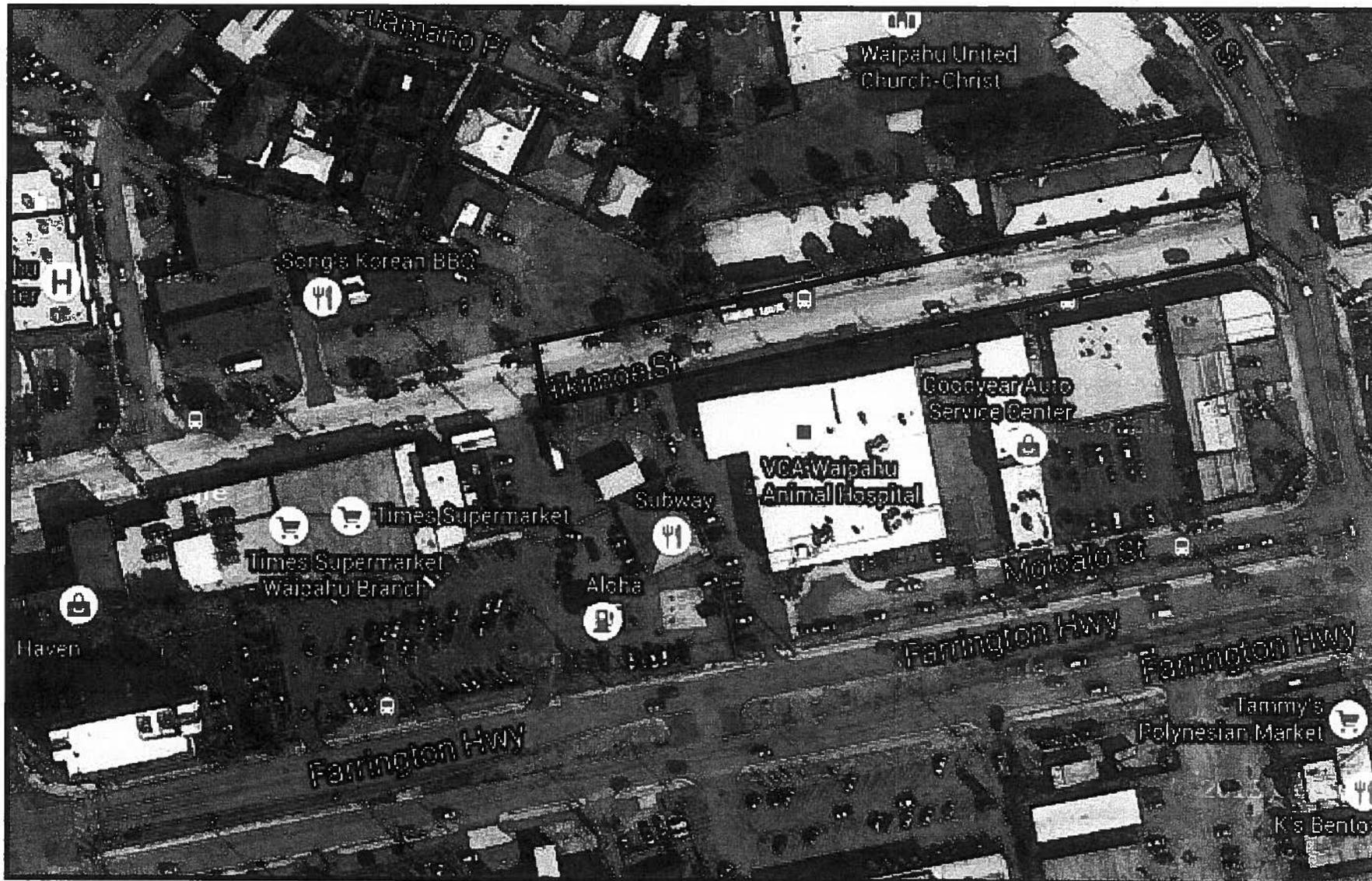
Property Boundary

# WAIPAHU TRANSIT CENTER

94-784 Hikimoe St, Waipahu, HI 96797



Vicinity Map



Property Boundary

**ADDRESS**

3442 Waiālae Ave., Suite 1  
Honolulu, HI 96816

**PHONE**

808-735-5756

**FAX**

808-735-7989

**EMAIL**

bicycle@hbl.org

October 26, 2015

Transportation Alternatives Program application  
Secure Bicycle Storage Shelters

Aloha,

Hawaii Bicycling League strongly supports the City & County of Honolulu's efforts to bring secured bike parking to transit stations. Multimodal trips involving the City's bus system and bicycle provide a vital transportation option for many of the island's residents. The existing bus fleet has racks to accommodate either two or three bikes and often these are at capacity, particularly during commute times, which makes the need for bike parking at transit stations necessary to enable multimodal bus-transit trips. Concern over theft and damage to one's bicycle is often cited as the reason for choosing not to bicycle; providing secured and protected bike parking at transit stations addresses this and thus provides this multimodal transportation option to more of the population.

The Hawaii Bicycling League's mission is to get more people to ride bicycles for health, recreation, and transportation through advocacy, education, and events. Secured bike parking and seamless integration with transit are two giant pieces in getting more people on bicycles.

The Hawaii Bicycling League recognizes the potential for increased multimodal bike-transit to improve the public quality of life, by providing:

- Less inexpensive transportation option to driving
- Healthier transportation options to driving
- Reduction in vehicular congestion and vehicle miles traveled
- Environmental care through less burning and dependence on imported fossil fuels, helping reverse global warming
- More freedom, efficient movement and personal interactions
- More fun while enjoying the best place in all the world for residents and visitors

Thank you very much for considering these comments. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, [chad@hbl.org](mailto:chad@hbl.org)) or Daniel Alexander (808-275-6717, [daniel@hbl.org](mailto:daniel@hbl.org)).

Ride and Drive Aloha,

Chad Taniguchi  
Executive Director

Daniel Alexander  
Advocacy & Planning Director