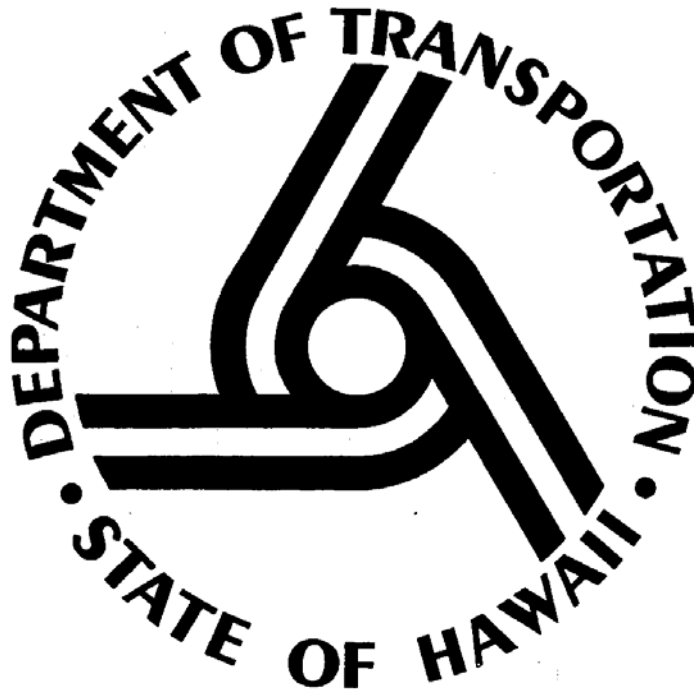


STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

(STIP)

FISCAL YEARS 2011, 2012, 2013 AND 2014

(2015 and 2016 Illustrative Years)



PREPARED BY

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH**

September 2010

**869 Punchbowl Street, Rm. 301
Honolulu, Hawaii 96813
Email - hwy.stip.projects@hawaii.gov**

State Of Hawaii
Department of Transportation
Statewide Transportation Improvement Program (STIP)

In accordance with 23 CFR 450.218, the Hawaii Department of Transportation (HDOT) hereby certifies that the transportation planning process is addressing major issues facing the State and it's non-urbanized area and is being carried out in accordance with all applicable requirements with the development of the STIP and its corresponding revisions.

	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE
1	23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part 450	<p>The HDOT carries out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process. For Planning purposes, the planning boundaries under consideration by the HDOT include the entire state. For planning purposes, the urbanized/metropolitan area for the State of Hawaii is the entire Island of Oahu.</p> <p>This planning process includes the involvement of the Oahu Metropolitan Planning Organization (OMPO). OMPO is the State of Hawaii's only MPO, which coordinates with the Local transportation organizations within the MPO. OMPO manages the metropolitan planning process.</p> <p>There are comprehensive agreements relating to the CTPP between the State (signed by GOV) and each non-metropolitan county (signed by each mayor). Updates to these agreements are currently being processed. There is a metropolitan agreement between the State, OMPO and the City (2/14/01). Also, within the law that created the individual counties, it states that planning and development coordination with the State is required.</p> <p>The Planning Departments and Public Work Departments of the non-metropolitan neighbor island counties have a separate but parallel non-metropolitan planning process called the Countywide Transportation Planning Process (CTPP). Through this process, these entities help to coordinate with other agencies that have an interest or stake in the need for accessibility and mobility of people and freight. See attached overall <i>Statewide Transportation Planning Process Organizational</i> chart.</p> <p>Both metropolitan and non-metropolitan processes includes:</p> <ol style="list-style-type: none">1. Public involvement for comments on a proposed action.2. An administrator and/or staff level Technical Advisory Committee (TAC) to holistically analyze and endorse a proposed action.3. Department directors and elected officials as members of a decision making Policy Committee (PC) to approve a proposed action.

	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE
1	<p>23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part 450</p> <p>Continued.</p>	<p>As the non-metropolitan transit coordinator, close coordination with the HDOT's Statewide Transportation Planning (STP) office is also required.</p> <p>The development of the STIP updates and its revisions demonstrate how the overall process can work. It goes through this overall planning process to assure continuing, cooperative and comprehensive coordination.</p> <p>Coordination with these other participating agencies for STIP development and maintenance is documented in the <i>11-14 (+2) STIP Report (pink cover), Section II - Participating Agencies, p.7</i>. Coordination for revisions are documented in the Over the Shoulder Review meeting summaries and Project Status meeting minutes (statewide highway transportation agency coordination meetings that are held quarterly and monthly) as described in the <i>11-14(+2) STIP Report, Section X – Monitoring and Revising the Approved STIP, pp 210-214</i>.</p> <p>Public involvement for the development of the STIP and its Revisions is extensive and is described in the <i>11-14(+2) STIP Report, Section IV – Public Involvement, pp. 13-17</i>. For amendment revisions, the same procedures are followed, except that on site meetings are held on a case by case basis only. In general, this follows the practices described in HDOT's <i>Guide for Public Involvement Planning (10/03)</i>.</p> <p>Coordination and consistency of the STIP with other planning documents is described in the <i>11-14(+2) STIP Report, Section IX – Project Descriptions and Consistency with Other Planning Documents, pp. 205-208</i>. Demonstration of conformity of the STIP with the eight SAFETEA-LU federal planning factors is also documented in this section of the 11-14(+2) STIP Report.</p> <p>The entire 11-14(+2) STIP Report as referenced above and information on the revisions are posted on the HDOT's STIP website at:</p> <p>http://hawaii.gov/dot/highways/STIP/fy2011-2014.htm</p>

	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE
2	Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;	<p>Within the HDOT, there is an Office of Civil Rights (OCR). This office is responsible for ensuring that Title VI and Environmental Justice requirements are being addressed by the Department, as well as other civil rights requirements. For more information on OCR and its programs, see the HDOT's OCR website:</p> <p>http://hawaii.gov/dot/administration/ocr</p> <p>The Title VI and Environmental Justice requirements are being addressed through coordination and cooperation between the Civil Rights, STP, and Highways (Planning, Design, ROW, and Construction) Branches. Specific examples of coordination efforts to ensure nondiscrimination in programs, procedures, operations and include 1) revising and implementing both the Highway Division <i>Guide for Public Involvement Planning</i>, 2) Partnering up on projects involving Title VI/EJ issues for NEPA compliance. 3) Working together on projects ensuring the public involvement process includes outreach to EJ populations, resulting in diverse project advisory groups, 4) Coordinating to develop EJ demographics and mapping EJ populations using GIS in order to assess transportation equity considerations. Cooperation among programs is an important function to assure that social, economic and environmental impacts on communities and individuals are considered in the planning process. Moreover, partnering helps to ensure EJ populations have the opportunity to participate in the transportation decision-making process.</p> <p>The Department's CSS (ADA, Title VI implications) multidisciplinary team includes Highways, STP, and Civil Rights representatives. Furthermore, representatives from Civil Rights, STP, and Highways often represent the Department at Workshops, and Conferences where there are Title VI/EJ issues. Examples include the Hawaii LTAP Engineering for Non-Engineers Training.</p> <p>OCR has developed and adopted a <i>Title VI Plan (1/09)</i> which defines departmental policy on Title VI.</p> <p>An important aspect of the Title VI Program is an annual report of Title VI accomplishments and goals. This document tracks departmental compliance with Title VI and EJ. The questionnaire and compliance review of affected program areas is an effective tool for program representatives to become knowledgeable about the ways in which to implement Title VI and EJ.</p> <p>The STIP and its revisions are assessed using the HDOT's <i>Title VI Plan</i> as a guide. Performance measures were developed to analyze impacts to Title VI and Environmental justice populations. This analysis is described in the <i>11-14(+2) STIP Report, Section V – Title VI/Environmental Justice Analysis, pp. 54-61</i>. When the updated long-range plans and mid-range plans are developed and adopted, there will have been a seamless and more comprehensive (planning to funding/implementation) opportunity for participation in the planning process for all populations covered by Title VI.</p>

	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE
3	49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;	<p>The HDOT fully complies with its Civil Rights Policy (4/08) which states, in part, that “<i>the HDOT’s policies, procedures and practices do not discriminate against any person based on sex, age, race, color, religion, ancestry, disability, marital status, national origin, arrest/court record, sexual orientation, breast feeding and National Guard participation.</i>”</p> <p>HDOT’s OCR is the overseer of the Civil Rights Policy.</p> <p>This policy enforces and supports HDOT’s commitment to complying with Title VI of the Civil Rights Act, Equal Opportunity/Affirmative Action (EEO/AA), the Americans with Disabilities Act (ADA) and the Disadvantaged Business Enterprises (DBE) Program.</p>
4	Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;	<p>HDOT’s OCR has developed and adopted a Disadvantaged Business Enterprise (DBE) Program Plan (11/04). OCR is responsible for ensuring that this plan is followed.</p> <p>DBE designation of a business is taken into consideration during the evaluation of a firm for awarding of a HDOT contract.</p> <p>The DBE Plan states the following as HDOT policy:</p> <p><i>The Hawaii Department of Transportation (HDOT) is committed to a policy of equal opportunity and nondiscrimination in the award and administration of USDOT-assisted contracts to DBEs in its Federal highway, airport, harbor and transit financial assistance programs.</i></p> <p>DBE requirements are addressed by the following mechanisms: although HDOT is precluded from setting DBE goals on specific projects, (because of the <i>Western States Paving</i> case), the HDOT divisions set a numerical, race-neutral percentage reflecting an aspirational DBE participation goal every three years.</p> <p>HDOT ensures the participation of DBE’s through the following activities of the DBE Program: Conducting certification workshops, conducting training including DBE Supportive Services, and other outreach activities promoting DBE participation.</p> <p>As mentioned above, HDOT must not include procedures to provide for subcontracting to women or disadvantaged only proposals for contracting work. However, DBE language is inserted in all HDOT contracts. Furthermore, a consultant contract to conduct a DBE Availability and Disparity Study was awarded to determine if discrimination or its effects exist in Hawaii’s transportation contracting industry.</p> <p>For more information see HDOT DBE Website at:</p> <p>http://hawaii.gov/dot/administration/ocr/dbe.htm/dbe</p>

	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE
5	23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;	<p>The HDOT EEO Contractor Compliance Program (HWY-C) is charged with ensuring all Federal-aid contractors, subcontractors, vendors, and material suppliers do not discriminate in employment and contracting practices based on race, color, religion (in the context of employment), sex, national origin, age or disability.</p> <p>The HDOT incorporates Equal Opportunity language as part of all of its contracts. This EEO language applies to all contractors and subcontractors who hold Federal or Federal-aid contracts of \$10,000 or more. See also Attachment A, Appendix A of the HDOT's Title VI Plan (1/09).</p>

	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE
6	The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;	<p>It is the policy of the State of Hawaii that no qualified individual with a disability be excluded from participation in, be denied the benefit of, or is otherwise subjected to discrimination by any program, service or activity of the State on the basis of disability.</p> <p>The HDOT's Office of Civil Rights (OCR) has compiled the following reference materials to assist the HDOT with ADA compliance:</p> <ol style="list-style-type: none"> 1. Basic Guidelines for Serving Individuals with Disabilities who Enters your Program 2. Americans with Disabilities Act (ADA) access to Programs, Services and Activities – Chapter 10, Departmental Staff Manual. 3. Grievance Procedure Policy, Grievance Procedures and Grievance Form. 4. State of Hawaii, Program and Services Manual for Persons with Disabilities. 5. Emergency Evacuation Assistance. 6. Providing Non-Discrimination Vanpool Transportation Services. <p>HDOT-Highways standards and guidelines include ADA specification to ensure that the design and construction meet all ADA accessibility requirements to the maximum extent feasible:</p> <p>“Highways Standard Specifications” include sidewalk and curb ramp requirements.</p> <p>Highways “Curb Ramp and Sidewalk Design Guidelines” is used in the development and design of pedestrian facilities.</p> <p>These reference materials are distributed to the Department and are available at OCR and the OCR website.</p> <p>All Department offices are ADA compliant and all meetings are held in ADA accessible buildings. Furthermore, meeting notices state that special needs may be accommodated with a reasonable lead time notice. For 11-14 (+2) STIP update meetings, we made available reserved seating for the elderly and procured sign language interpreters for the deaf upon request</p> <p>Also, the HDOT is an equal opportunity employer. See the HDOT's Civil Rights Policy (4/08), described in #3 above.</p>
7	In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;	Not Applicable, Hawaii is an attainment state.
8	The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;	See #3 above.

	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE
9	Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and	See #3 above
10	Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.	See #6 above.

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I. Introduction

I. INTRODUCTION

The Statewide Transportation Improvement Program (STIP) – for federal fiscal years (FFY) 2011 to 2014 (+2), identifies and establishes the implementation priority for the State and County projects, statewide, to be funded in part by the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) for the program period. The STIP is the document upon which the U.S. Department of Transportation bases its obligation of federal transportation funds for Highway and Transit projects in Hawaii.

When SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users) was enacted in 2005, it came with new requirements for development of the STIP. The most visible of which is that the STIP must cover four fiscal years instead of three. The Hawaii Department of Transportation: Highways Division (HDOT) has decided to add two illustrative/informative years to the highway program for informational purposes only. For the FTA program, the additional two illustrative years of information is optional. The projects and funds identified in these years (2015-2016) will not be endorsed in any way by FHWA or FTA. The STIP will be fully updated every four (4) years.

SAFETEA-LU has since expired at the end of the 2009 federal fiscal year. To date, there has been no successor Transportation Act to SAFETEA-LU. Future funding levels and planning processes that are usually identified in the Transportation Acts were unavailable at the time of this document's development. When the next Transportation Act is enacted, should assumptions on funding levels or processes used in this document be significantly different than what is identified in the new Act, The STIP and its processes will be revised appropriately.

In the years to be endorsed by FHWA and FTA, 2011 -2014, the STIP identified highway projects totaling approximately \$1.3 billion (similar to the previous four-year window that originally programmed \$1.1 billion) in federal and local money to be implemented during the four-year program period. Transit projects totaled \$3.7 billion in federal aid and local money (mostly due to ongoing transit efforts for the City and County of Honolulu). The projects listed include those eligible for federal funding assistance as well as regionally significant fully locally funded projects.

The purpose of this report is to document the process used in the development of the Hawaii STIP and to present the STIP FFY 2011-2014 (+2) financially constrained list of projects for federal approval.

More information on the FFY 2011-2014 STIP can be found on the HDOT Highways Division Website.

<http://hawaii.gov/dot/highways/STIP.htm>

The Transportation Improvement Program (TIP), the Oahu element of the STIP, as approved by the Oahu Metropolitan Planning Organization (OahuMPO) Policy Committee (PC), and endorsed by the Governor's Designee (Director of Transportation) has been incorporated into the STIP without change.

See OahuMPO's Website for more information and documentation on the TIP and TIP development and maintenance process.

<http://www.oahumpo.org/programs/tip.html>

II. Participating Agencies

II. PARTICIPATING AGENCIES

The Hawaii Department of Transportation (HDOT) is responsible for the development of the Statewide Transportation Improvement Program (STIP) for the entire state of Hawaii. The portion of the STIP covering the metropolitan planning area of Honolulu was developed with coordination through the Oahu Metropolitan Planning Organization (OahuMPO). The Oahu element of the STIP is called the Transportation Improvement Program (TIP). On July 2, 2010, OahuMPO's Policy Committee endorsed the Oahu TIP.

The Statewide Transportation Advisory Committee (STAC) and its staff level arm, the Sub-STAC, was used as the coordination committee between the State and the Counties of Honolulu, Hawaii, Maui and Kauai in the development of the STIP. The STAC was established by the Hawaii Legislature to assist and advise the DOT in the development of the Statewide Transportation Plan and other matters pertaining to statewide planning. The STAC consists of the Directors of the DOT, Department of Business, Economic Development and Tourism, the Department of Planning directors of each of the four Counties and the transportation directors of each of the four counties, including the director of Maui County's Department of Transportation. The participating County agencies in the development of the STIP are as follows:

State of Hawaii

- Hawaii Department of Transportation
- Department of Business, Economic Development and Tourism

Metropolitan Planning Organization

- Oahu Metropolitan Planning Organization

City and County of Honolulu

- Department of Transportation Services
- Department of Planning and Permitting
- Department of Design and Construction

County of Hawaii

- Department of Public Works
- Department of Planning

County of Maui

- Department of Public Works and Environmental Management
- Department of Transportation
- Department of Planning

County of Kauai

- Department of Public Works
- Department of Planning

On July 19, 2010, the Sub-STAC endorsed the Financially Constrained STIP with STAC oversight.

III. STIP Development Milestones

III. STIP Development Milestones

Nov 2009	- Statewide call for 11-14 (+2) STIP projects
Feb 8, 2010	- Deadline for 11-14 STIP project submittals for Counties. Begin development of financially unconstrained “wish list”.
Apr 27, 2010	- Finalize Unconstrained STIP
Apr 27, 2010	- Unconstrained STIP compiled and released for public review. Oahu Metropolitan Planning Organization (OahuMPO) begins processing Oahu Transportation Improvement Program (TIP) to be included in the STIP. Releases unconstrained TIP for public review, Technical Advisory Committee (TAC) and Policy Committee (PC) review on Oahu.
May 10 - 27, 2010	- Public meetings (neighbor islands) to share/exchange information on unconstrained STIP. - May 10 – Lihue, Kauai - May 17 – Keaau, Hawaii - May 18 – Hilo, Hawaii - May 19 – Waimea, Hawaii - May 20 – Kona, Hawaii - May 24 – UpCountry, Maui - May 25 – Kihei, Maui - May 26 – Lahaina, Maui - May 27 – Kahului, Maui
Jun 2010	- Evaluation/Financial analysis to constrain STIP Address STIP comments and questions.
Jun 29, 2010	- OahuMPO (TAC) endorses financially constrained Oahu TIP
July 2, 2010	- OahuMPO (PC) and Governor’s Designee approves financially constrained Oahu TIP
Jul 15, 2010	- Highway Division endorses a financially constrained STIP
Jul 19, 2010	- Statewide Transportation Advisory Committee (STAC), via the Sub-STAC, discusses and endorses financially constrained STIP.
Jul 19, 2010	- Financially constrained STIP released for public review.

Jul 26 – Aug 12, 2010- Public meetings (neighbor islands) to share constrained STIP

- Jul 26 – Hilo, Hawaii
- Jul 27 – Keaau, Hawaii
- Jul 28 – Waimea, Hawaii
- Jul 29 – Kona, Hawaii
- Aug 2 – Lihue, Kauai
- Aug 9 – UpCountry, Maui
- Aug 10 – Kihei, Maui
- Aug 11 – Lahaina, Maui
- Aug 12 – Kahului, Maui

Early Sep 2010 - Submit 11-14 (+2) STIP and documentation to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Sep 30, 2010 - Anticipated federal action on 11-14 (+2) STIP

IV. Public Involvement

IV. Public Involvement

The formal review of the Draft financially unconstrained STIP started with the posting of the Draft STIP on the HDOT website and the Draft Oahu TIP for review and comment on April 27, 2010.

OahuMPO's public involvement process for the Oahu Transportation Improvement Program (TIP) involved close coordination with HDOT and included a comprehensive public involvement and intergovernmental review process. The public involvement process for the Oahu TIP is documented in the TIP report (see OahuMPO website at, <http://www.oahumpo.org/programs/tip.html>). The TIP, when ultimately approved by the Governor's Designee, must be included as a part of the STIP without change.

The process described below describes the neighbor island efforts managed by HDOT. It also included agencies and groups with a statewide presence.

The public involvement plan that was followed for the update of the STIP was designed to maximize public outreach and address Title 6 and Environmental Justice outreach populations as effectively as possible. In referring to HDOT's procedures for Public Involvement Planning (PIP), the public participation program was composed of several elements:

1. **Mailing Lists (including email)**

A dynamic mailing list was created that is composed of the addresses of private citizens, neighbor island citizen's advisory committees, community service non-profits, human services organizations (i.e., Maui Economic Opportunities, Inc., Catholic Charities), Native Hawaiian civic clubs, the Office of Hawaiian Affairs (OHA), The Department of Hawaiian Homelands (DHHL), Chambers of Commerce, community associations, rotary clubs and FTA grant recipients. People and groups on this list were mailed a copy of the meeting notices for their island/county.

A special effort was undertaken to try to reach minorities and low-income persons. Hardcopy fliers with general information about the STIP, the STIP Website address, HDOT contact information and STIP meeting information were mailed to public locations throughout the communities. Libraries, civic centers, supermarkets, laundromats, eateries, convenience stores and establishments with community bulletin boards were targeted and addressed.

This mailing list also includes email addresses. Addresses of people who submitted comments through the mail or email are also added. Local legislators and councilpersons were separately informed of all of our public meetings via email.

This list is constantly being edited. People and groups who sign the attendance list at past public meetings are added to this list as well as people and groups who request to be placed on it.

For this update effort, approximately 670 notices were mailed out statewide. Over 250 notices were sent out statewide via email from the STIP email account.

hwy.stip.projects@hawaii.gov.

2. Press Release and Newspaper Ads

Press releases were sent to the local newspapers, radio stations, and television stations. Also, ads were placed in the following newspapers to publicize each round of public meetings (four ads total per paper):

Honolulu Star Bulletin/ Star-Advertiser – Statewide
Hawaii Tribune Herald – Big Island
West Hawaii Today – Big Island
Maui News – Maui
Garden Island News – Kauai

Copies of these press releases and ads are attached. As a result of the press releases and ads, articles were written in a number of newspapers, statewide. Copies of the articles that were found are also attached.

3. Visualization Techniques

Island-view project location maps as well as detailed project location maps for each individual project (if available and applicable) are posted on the HDOT STIP website. Hard copies of these maps as well as maps generated by project development efforts of particular projects of special interest were available at each public informational meeting held for the 2011-2014 STIP update.

4. Internet – HDOT STIP Website - <http://hawaii.gov/dot/highways/STIP.htm>

Copies of the draft financially unconstrained STIP, constrained STIP, individual project information and location maps, project priority survey, survey results and notices of public meetings to be held on the STIP were posted on the HDOT STIP website. Contact information (Planning Branch phone number and fax number and the STIP comment email address) is also posted.

5. Facebook and Twitter

Information regarding the update of the STIP, including meeting information and status of the update, was posted on both Facebook and Twitter social media sites.

These sites allow interested people to get first hand up to the minute information about the update, operation and maintenance of the STIP.

Facebook: <http://www.facebook.com/stip.hawaii>

Twitter: <http://www.twitter.com/HISTIPnews>

6. Regional Informational Meetings

Eighteen (18) regional informational meetings were held on the neighbor islands in an attempt to reach out to and better interact with more of the population. These meetings were split into two rounds.

All meetings were publicized with a notice soliciting any special needs that may need accommodating. These needs include translators, sign language interpreters and handicap accommodations.

The purpose of the first round of meetings was to introduce the unconstrained STIP and invite feedback. Schedule and locations for these first round meetings were as follows:

- May 10 – Lihue, Kauai
- May 17 – Keaau, Hawaii
- May 18 – Hilo, Hawaii
- May 19 – Waimea, Hawaii
- May 20 – Kona, Hawaii
- May 24 – UpCountry, Maui
- May 25 – Kihei, Maui
- May 26 – Lahaina, Maui
- May 27 – Kahului, Maui

HDOT's Title VI/ Environmental Justice Specialist attended all nine first round meetings. The Specialist also attended a few second round meetings as a resource.

Summaries of the first round meetings were written up and also posted on the HDOT website. See Appendix 1.

The purpose of the second round of meetings was to share the financially constrained STIP and offer explanations on the financial constraint decisions made. Also, comments collected would be considered during the next STIP revision process. Schedule and locations for these second round meetings were as follows:

- Jul 26 – Hilo, Hawaii
- Jul 27 – Keaau, Hawaii
- Jul 28 – Waimea, Hawaii

- Jul 29 – Kona, Hawaii
- Aug 2 – Lihue, Kauai
- Aug 9 – UpCountry, Maui
- Aug 10 – Kihei, Maui
- Aug 11 – Lahaina, Maui
- Aug 12 – Kahului, Maui

Summaries of the second round meetings are being written up and will be posted on the HDOT website. Also see Appendix 1.

To enhance public participation, attendees of the first round meetings were given a project prioritization survey with return information included. The survey gave them an opportunity to express their opinions on project priorities. They were asked to rate projects “high”, “medium” or “low” priority. These surveys were also available on the STIP website for people to download, complete and return to us for consideration.

These comments and survey results were used as tools to help make more informed decisions during the constraint process. The majority of comments were related to Federal Highway funded projects. The survey results and comments from the first round of public meetings were also shared with the public at the second round meetings and posted on the DOT website.

As a result of the public involvement program the public attendance at our meetings were as follows:

Round 1:

- May 10 – Lihue, Kauai	- 11
- May 17 – Keaau, Hawaii	- 37
- May 18 – Hilo, Hawaii	- 2
- May 19 – Waimea, Hawaii	- 19
- May 20 – Kona, Hawaii	- 5
- May 24 – UpCountry, Maui	- 5
- May 25 – Kihei, Maui	- 4
- May 26 – Lahaina, Maui	- 7
- May 27 – Kahului, Maui	- 6
Total	= 96

Round 2:

- Jul 26 – Hilo, Hawaii	- 11
- Jul 27 – Keaau, Hawaii	- 7
- Jul 28 – Waimea, Hawaii	- 24
- Jul 29 – Kona, Hawaii	- 10
- Aug 2 – Lihue, Kauai	- 9
- Aug 9 – UpCountry, Maui	- 13

- Aug 10 – Kihei, Maui	- 5
- Aug 11 – Lahaina, Maui	-13
- Aug 12 – Kahului, Maui	-8
Total	= 100

All comments received throughout the public involvement process have been responded to. Attached as Appendix 2, are copies of the all comments received via mail and email to date and the responses sent. This appendix will also be posted on the STIP website.



DEPARTMENT OF TRANSPORTATION

News Release

LINDA LINGLE
GOVERNOR

BRENNON MORIOKA, Ph.D, P.E.
DIRECTOR
Phone: (808) 587-2150
Fax: (808) 587-2167

For Immediate Release: April 27, 2010
10-0145

**PUBLIC INFORMATIONAL MEETINGS FOR
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
SCHEDULED STATEWIDE**

HONOLULU - The state Department of Transportation (DOT) will be holding statewide public informational meetings to discuss and solicit comments on the Draft Statewide Transportation Improvement Program (STIP) for Fiscal Years 2011 – 2014 (+2). We encourage participation in these meetings, as comments received will help to guide the finalization of the STIP.

The STIP is a four-year programming implementation document that identifies State and County transportation projects, statewide, to be funded, in part, with Federal Highway and Transit funds.

The Public Informational Meeting on **KAUAI** has been scheduled as follows:

Monday, May 10, 2010, at 6:00 p.m.
Department of Transportation
Highways Division
Kauai District Office Conference Room
1720 Haleukana Street, Lihue

(MORE)

The Public Informational Meetings on **HAWAII** have been scheduled as follows:

Meeting #1

Monday, May 17, 2010, at 6:00 p.m.
Keauu Community Center
16-186 Pilimua Street, Keauu

Meeting #2

Tuesday, May 18, 2010, at 6:00 p.m.
Hilo State Office Building
Conference Rooms A, B & C
75 Aupuni Street, Hilo

Meeting #3

Wednesday, May 19, 2010, at 6:00 p.m.
Waimea Civic Center
State Office Building Conference Room
67-5189 Kamamalu Street, Kamuela

Meeting #4

Thursday, May 20, 2010, at 6:00 p.m.
Konawaena High School Cafeteria
81-1043 Konawaena School Road,
Kealahou

The Public Informational Meetings on **MAUI** have been scheduled as follows:

Meeting #1

Monday, May 24, 2010, at 6:00 p.m.
King Kekaulike High School Cafeteria
121 Kula Highway, Pukalani

Meeting #2

Tuesday, May 25, 2010, 6:00 p.m.
Kihei Elementary School Cafeteria
250 E. Lipoa Street, Kihei

Meeting #3

Wednesday, May 26, at 6:00 p.m.
West Maui Senior Center Cafeteria
788 Pauoa Street, Lahaina

Meeting #4

Thursday, May 27, 2010, at 6:00 p.m.
State Department of Transportation
Highways Division
Maui District Office Conference Room
650 Palapala Drive, Kahului

Further information on the DRAFT Fiscal Years 2011-2014 (+2) STIP and meeting site location maps can also be found at:

<http://www.hawaii.gov/dot/highways/STIP/fy2011-2014.htm>

Comments may also be submitted by E-mail, mail, or Fax to:

E-mail Address: Hwy.Stip.Projects@hawaii.gov
Mailing Address: Highway Planning Branch
869 Punchbowl Street, Room 301
Honolulu, HI 96813
Phone Number: (808) 587-6355
Fax Number: (808) 587-1787

(MORE)

Special accommodations are available upon request five days prior to the meeting date. For more information, call the Department of Transportation, Highway Planning Branch at (808) 587-1830.

You can now follow the STIP on Twitter to get up-to-the-minute notifications of any new STIP developments at: <http://twitter.com/HISTIPnews>

Also, stay connected with the STIP by becoming a friend of Stip Hawaii on Facebook at: <http://www.facebook.com/stip.hawaii>


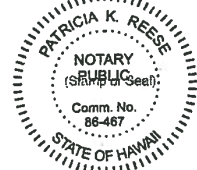
More STIP information can also be found at the following web address: <http://hawaii.gov/dot/highways/STIP/gen-stip-info.htm>

###

IN THE MATTER OF
NOTICE

AFFIDAVIT OF PUBLICATION

STATE OF HAWAII)
) SS.
City and County of Honolulu)

Doc. Date: MAY 10 2010 # Pages: 1
Notary Name: Patricia K. Reese First Judicial Circuit
Doc. Description: Affidavit of
Publication

Notary Signature MAY 10 2010 Date


Rose Mae Rosales being duly sworn, deposes and says that she is a clerk, duly authorized to execute this affidavit of MidWeek Printing, Inc. publisher of MidWeek and the Honolulu Star-Bulletin, that said newspapers are newspapers of general circulation in the State of Hawaii, and that the attached notice is true notice as was published in the aforementioned newspapers as follows:

Honolulu Star-Bulletin 3 times on:
04/27, 05/03, 05/10/2010

Midweek Wed. 0 times on:

Midweek Fri. 0 times on:

0 times on:

And that affiant is not a party to or in any way interested in the above entitled matter.


Rose Mae Rosales

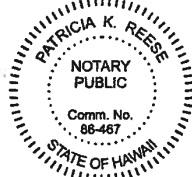
Subscribed to and sworn before me this 10th day

of May A.D. 2010


Patricia K. Reese, Notary Public of the First Judicial Circuit, State of Hawaii

My commission expires October 07, 2010

Ad # 0000188605



NOTICE
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

Notice is hereby given that the STATE DEPARTMENT OF TRANSPORTATION (SDOT) will be holding statewide public informational meetings to discuss and solicit comments on the DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2011 - 2014 (+2). We encourage participation in these meetings, as comments received will help to guide the finalization of the STIP.

The STIP is a five-year programming transportation program that identifies STATE and COUNTY transportation projects, statewide, to be funded, in part, with Federal Highway and Transit funds.

The Public Informational Meeting on the Island of MAUI has been scheduled as follows:

Meeting #1
Date: Monday, May 10, 2010
Time: 6:00 P.M.
Location: Department of Transportation
Highways Division
Kinsal District Office Conference Room
1720 Haleakala Street
Lima, Maui, Hawaii 96766

The Public Informational Meetings on the Island of HAWAII have been scheduled as follows:

Meeting #1
Date: Monday, May 17, 2010
Time: 6:00 P.M.
Location: Kanan Community Center
16-188 Piliatua Street
Kaanapali, Hawaii 96749

Meeting #2
Date: Tuesday, May 18, 2010
Time: 6:00 P.M.
Location: Kanan Community Center
State Office Building Conf Room
67-6189 Kaimalihi Street
Kaanapali, Hawaii 96749

Meeting #3
Date: Wednesday, May 19, 2010
Time: 6:00 P.M.
Location: Waimea Civic Center
State Office Building Conf Room
67-6189 Kaimalihi Street
Kaanapali, Hawaii 96749

Meeting #4
Date: Thursday, May 20, 2010
Time: 6:00 P.M.
Location: Kona Community High School Cafeteria
81-1043 Kona Community School Road
Kapaeha, Hawaii 96760

The Public Informational Meetings on the Island of MAUI have been scheduled as follows:

Meeting #1
Date: Monday, May 24, 2010
Time: 6:00 P.M.
Location: Kona Community High School Cafeteria
121 Kona Highway
Pahoa, Hawaii 96768

Meeting #2
Date: Tuesday, May 25, 2010
Time: 6:00 P.M.
Location: Kona Community High School Cafeteria
250 E. Lipoa Street
Kihuna, Hawaii 96753

Meeting #3
Date: Wednesday, May 26, 2010
Time: 6:00 P.M.
Location: West Maui Senior Center Cafeteria
788 Ponoa Street
Lahaina, Hawaii 96761

Meeting #4
Date: Thursday, May 27, 2010
Time: 6:00 P.M.
Location: State Department of Transportation
Highways Division
Maui District Office Conf Room
850 Palapala Drive
Kahului, Hawaii 96732

Further information on the DRAFT Fiscal Years 2011-2014 (+2) STIP and meeting site location maps can also be found at:
<http://www.hawaii.gov/dot/highways/STIP/1/2011-2014.htm>

Comments may also be submitted by E-mail, mail, or FAX to:

E-mail Address: HighwayProjects@hawaii.gov
Mailing Address: Highway Planning Branch
400 Palapala Drive, Room 301
Honolulu, Hawaii 96813
PHONE Number: (808) 587-5383
FAX Number: (808) 587-1787

Special accommodations are available upon request five (5) days prior to the meeting date, to the Department of Transportation, Highway Planning Branch, Telephone (808) 587-1830.

You can now follow the STIP on Twitter to get up-to-the-minute notifications of any new STIP developments at:
<http://twitter.com/HSTIPnews>

Also, stay connected with the STIP by becoming a friend of Stip Hawaii on Facebook at:
<http://www.facebook.com/stip.hawaii>

More STIP information can also be found at the following web address:
<http://hawaii.gov/dot/highways/STIP/stip-info.htm>
(SB186605 4/27, 5/3, 5/10/10)

**NOTICE
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION**

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The STIP is a four-year programming implementation document that identifies STATE and COUNTY transportation projects, statewide, to be funded, in part, with Federal Highway and Transit funds.

The Public Informational Meetings on the Island of HAWAII have been scheduled as follows:

Meeting #1

Date: Monday, May 17, 2010
Time: 6:00 P.M.
Location: Keaau Community Center
16-186 Piliua Street
Keaau, Hawaii 96749

Meeting #2

Date: Tuesday, May 18, 2010
Time: 6:00 P.M.
Location: Hilo State Office Building
Conference Rooms A, B, & C
75 Aupuni Street
Hilo, Hawaii 96720

Meeting #3

Date: Wednesday, May 19, 2010
Time: 6:00 P.M.
Location: Waimea Civic Center
State Office Building Conf Room
67-5189 Kamamalu Street
Kamuela, Hawaii 96743

Meeting #4

Date: Thursday, May 20, 2010
Time: 6:00 P.M.
Location: Konawaena High School Cafeteria
81-1043 Konawaena School Road
Kealahou, Hawaii 96750

Further information on the DRAFT Fiscal Years 2011-2014 (+2) STIP and meeting site location maps can also be found at: <http://www.hawaii.gov/dot/highways/STIP/fy2011-2014.htm>

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Mailing Address: Highway Planning Branch
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Honolulu, Hawaii 96813
PHONE Number: (808) 587-6355
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<http://hawaii.gov/dot/highways/STIP/gen-stip-info.htm>

(17650r1 Hawaii Tribune-Herald: May 3, 10, 2010)

AFFIDAVIT OF PUBLICATION

State of Hawaii)
) SS:
County of Hawaii)

LEILANI K. R. HIGAKI, being first
duly sworn, deposes and says:

1. That she is the BUSINESS MANAGER of
HAWAII TRIBUNE-HERALD, a
newspaper published in the City of HILO,
State of Hawaii.

2. That the "NOTICE...DEPARTMENT OF TRANSPORTATION...
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)...etc.,
_____".

of which a clipping from the newspaper as published is attached hereto, was pub-
lished in said newspaper on the following date(s) _____
May 3, 10, 2010, (etc.).

17650r1

Leilani K. R. Higaki

Subscribed and sworn to before me
this 19th day of May, 2010.

Sharon H. P. Ogata

SHARON H. P. OGATA

Notary Public, Third Circuit, State of Hawaii

My commission expires October 1, 2012

Page(s): 1

**NOTICE
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION**

Notice is hereby given that the STATE DEPARTMENT OF TRANSPORTATION (SDOT) will be holding statewide public informational meetings to discuss and solicit comments on the DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2011 - 2014 (+2). We encourage participation in these meetings, as comments received will help to guide the finalization of the STIP.

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Location: Keaau Community Center
16-186 Pilimua Street
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Meeting #2

Date: Tuesday, May 18, 2010
Time: 6:00 P.M.
Location: Hilo State Office Building
Conference Rooms A, B, & C
75 Aupuni Street
Hilo, Hawaii 96720

Meeting #3

Date: Wednesday, May 19, 2010
Time: 6:00 P.M.
Location: Waimea Civic Center
State Office Building Conf
Room
67-5189 Kamamalu Street
Kamuela, Hawaii 96743

Meeting #4

Date: Thursday, May 20, 2010
Time: 6:00 P.M.
Location: Konawaena High School
Cafeteria
81-1043 Konawaena School
Road
Kealahou, Hawaii 96750

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869 Punchbowl Street, Room 301
Honolulu, Hawaii 96813
PHONE Number: (808) 587-6355
FAX Number: (808) 587-1787

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Also, stay connected with the STIP by becoming a friend of Stip Hawaii on Facebook at: <http://www.facebook.com/stip.hawaii>

More STIP information can also be found at the following web address:

<http://hawaii.gov/dot/highways/STIP/gen-stip-info.htm>

(No. 2305-West Hawaii Today: May 3 & 10, 2010)

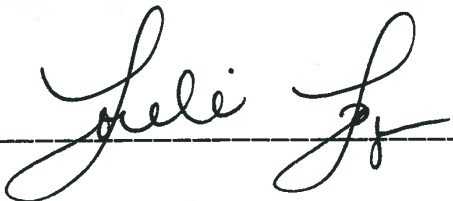
AFFIDAVIT OF PUBLICATION

State of Hawaii)
) SS:
County of Hawaii)

Lorelei Logan, being first duly sworn, deposes and says:

1. That she is the Major Accounts Manager of WEST HAWAII TODAY, a newspaper published in the City of Kailua Kona, State of Hawaii.

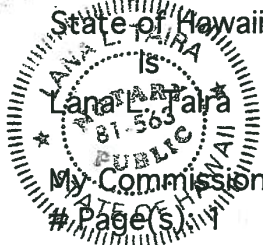
2. That "NOTICE STATE OF HAWAII DEPARTMENT OF TRANSPORTATION Notice is hereby given that the STATE DEPARTMENT" of which a clipping from the newspaper is attached hereto, was published in said newspaper on the following date(s) May 3 & 10, 2010 (etc.)



Subscribed and sworn to before me
This 10th day of May, 2010



Notary Public; Third Circuit,
State of Hawaii



My Commission expires: August 4, 2013

Page(s) 1

AFFIDAVIT OF PUBLICATION

STATE OF HAWAII, } ss.
County of Maui.

Rhonda M. Kurohara being duly sworn
deposes and says, that she is in Advertising Sales of
the Maui Publishing Co., Ltd., publishers of THE MAUI NEWS, a
newspaper published in Wailuku, County of Maui, State of Hawaii;
that the ordered publication as to

NOTICE STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

of which the annexed is a true and correct printed notice, was
published 2 times in THE MAUI NEWS, aforesaid, commencing
on the 10th day of May, 2010, and ending
on the 17th day of May, 2010, (both days
inclusive), to-wit: on

May 10, 17, 2010

and that affiant is not a party to or in any way interested in the above
entitled matter.

[Signature]

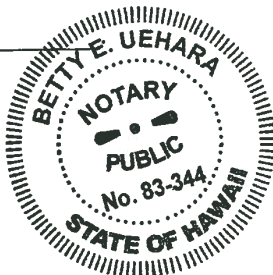
This 1 page Notice State of Hawaii, dated
May 10, 17, 2010,

was subscribed and sworn to before me this 17th day of
May, 2010, in the Second Circuit of the State of Hawaii,

by Rhonda M. Kurohara

[Signature]
Notary Public, Second Judicial
Circuit, State of Hawaii

BETTY E. UEHARA
My commission expires 09-28-11



NOTICE STATE OF HAWAII DEPARTMENT OF TRANSPORTATION

Notice is hereby given that the STATE DEPARTMENT OF TRANSPORTATION (SDOT) will be holding statewide public informational meeting discuss and solicit comments on the DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2011-2014 (+2). We encourage participation in these meetings as comments received will help to guide the finalization of the STIP.

The STIP is a four-year programming implementation document that defines STATE and COUNTY transportation projects statewide, to be funded in part, with Federal Highway and Transit funds.

The Public Informational Meetings on the Island of MAUI have been scheduled as follows:

Meeting #1	Meeting #2
Date: Monday, May 24, 2010	Date: Tuesday, May 25, 2010
Time: 6:00 P.M.	Time: 6:00 P.M.
Location: King Kekaulike High School Cafeteria, 2212 Kahana Highway, Pukalani, Hawaii 96768	Location: Kihikihi Elementary School Cafeteria, 250 E. Lipoa Street, Kihikihi, Hawaii 96753
Meeting #3	Meeting #4
Date: Wednesday, May 26, 2010	Date: Thursday, May 27, 2010
Time: 6:00 P.M.	Time: 6:00 P.M.
Location: West Maui Senior Center Cafeteria, 788 Pauoa Street, Lahaina, Hawaii 96761	Location: State Department of Transportation Highways Division Maui District Office Conference Room, 650 Palapala Drive, Kahului, Hawaii 96731

Further information on the DRAFT Fiscal Years 2011-2014 (+2) STIP meeting site location maps can also be found at:

<http://www.hawaii.gov/dot/highways/STIP/fy2011-2014.htm>

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Mailing Address: Highway Planning Branch, 869 Punchbowl Street, Room 301, Honolulu, Hawaii 96813
PHONE Number: (808) 587-6355
FAX Number: (808) 587-1787

Special accommodations are available upon request five (5) days prior to meeting date to the Department of Transportation, Highway Planning Branch. Telephone (808) 587-1830.

You can now follow the STIP on Twitter to get up-to-the-minute notification of any new STIP developments at: <http://twitter.com/HISTIPnews>

Also, stay connected with the STIP by becoming a friend of Stip Hawaii Facebook at: <http://www.facebook.com/stip.hawaii>

More STIP information can also be found at the following web address: <http://hawaii.gov/dot/highways/STIP/gen-stip-info.htm> (MN: May 10, 17, 2010)

STATE OF HAWAII
COUNTY OF KAUAI
AFFIDAVIT OF PUBLICATION

THE GARDEN ISLAND

HIGHWAY DIVISION
DEPT OF TRANSPORTATION
869 PUNCHBOWL ST RM 301
HONOLULU HI 96813

REFERENCE: 114315
721722 STIP FOR FISCAL
YEAR 2010-2014

Cheri Bagain, being duly sworn, deposes and says, that she is an employee of "The Garden Island," a newspaper published in Lihue, County of Kauai, State of Hawaii; that the NOTICE in the above entitled matter of which the annexed is a true and correct copy, was published 2 time(s) in "The Garden Island" aforesaid and that this affiant is not a party to or in any way interested in the above entitled matter.

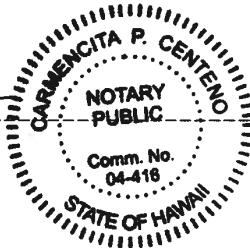
Subscribed and sworn to me this 4 day of May, 2010.

CARMENCITA P. CENTENO
Notary Public, Fifth Judicial Circuit
State of Hawaii
My Commission Expires: July 25, 2012

Document Description: Affidavit of Publication
No. of pages: 1 Document Date: 5/4/10

PUBLISHED ON: 04/27/2010 05/03/2010

FILED ON: 05/03/10



NOTICE
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

Notice is hereby given that the STATE DEPARTMENT OF TRANSPORTATION (SDOT) will be holding statewide public informational meetings to discuss and solicit comments on the DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2011 - 2014 (+2). We encourage participation in these meetings, as comments received will help to guide the finalization of the STIP.

The STIP is a four-year programming implementation document that identifies STATE and COUNTY transportation projects, statewide, to be funded, in part, with Federal Highway and Transit funds.

The Public Informational Meeting on the Island of KAUAI has been scheduled as follows:

Date: Monday, May 10, 2010

Time: 6:00 P.M.

Location: Department of Transportation
Highways Division
Kauai District Office Conference Room
1720 Haleukana Street
Lihue, Kauai, Hawaii 96766

Further information on the DRAFT Fiscal Years 2011-2014 (+2) STIP and a meeting site location map can also be found at: <http://www.hawaii.gov/dot/highways/STIP/fy2011-2014.htm>

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Mailing Address: Highway Planning Branch
869 Punchbowl Street, Room 301
Honolulu, Hawaii 96813
PHONE Number: (808) 587-6355
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Also, stay connected with the STIP by becoming a friend of Stip Hawaii on Facebook at: <http://www.facebook.com/stip.hawaii>

More STIP information can also be found at the following web address: <http://hawaii.gov/dot/highways/STIP/gen-stip-info.htm>

(April 27, 2010 and May 3, 2010)

Today's Weather



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Road project demands exceed funding nearly 4 to 1

by Carolyn Lucas
West Hawaii Today
clucas@westhawaii.com
Thursday, May 13, 2010 8:37 AM HST

More than \$400 million in highway projects have been proposed by various government agencies, including Hawaii County, for 2011.

But the state Department of Transportation only anticipates receiving about \$140 million in federal funding that fiscal year for the entire state, meaning it must determine which projects are most important, said Director Brennon Morioka.

The DOT is drafting its Statewide Transportation Improvement Program, which identifies federal, state and county projects and allocates how federal highway and transit funds will be spent over a four-year period.

Residents can submit comments on the "financially unconstrained" draft STIP and general road issues next week during DOT's first round of public informational meetings.

The first West Hawaii meeting will take place Wednesday in the State Office Building conference room at the Waimea Civic Center. The second is May 20 in the Konawaena High School cafeteria. Both begin at 6 p.m.

The object is to provide opinions to DOT as to what the transportation priorities should be from 2011 through 2014, as well as what projects can be pushed back or added to the list, Morioka said.

However, a project can only be eligible if it is located on roadways functionally classified as collector roads or greater, is consistent with the county's long-range plan or STIP, has cleared previous federal requirements, and must be "ready to go" in the year it is programmed to be funded or be deferred. Expected federal highway funding levels, based on historic trends, for the state are \$140 million in 2011, \$144 million in 2012, \$148 million in 2013 and \$152 million in 2014, according to the DOT.

Attendees will be asked to fill out a survey and prioritize Big Island projects listed in the draft, ranking each high, medium or low in importance. The survey must be completed by June 7 and is available online at hawaii.gov/dot/highways/STIP/fy2011-2014.htm. DOT will hold another round of meetings in late July and August to review and discuss the prioritized list, Morioka said.

Roughly \$125 million of the Big Island's share of federal and local funds is listed

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High: 79°F Low: 72°F
Winds: 3mph
7-Day forecast

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- Hurricanes
- Surf Report
- Tsunamis
- Vog
- Volcano

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15	16	17	18	19	20	21
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- Soldiers, volunteers on mission to restore isle ponds (13)
- On Big Island, Worst likely behind us (7)
- Editorial comment (7)

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to be spent on Saddle Road improvements in fiscal year 2012.

This includes grading and paving the road from mile marker 6 to mile marker 11, as well as widening or realigning the existing two-lane road from mile marker 6 to mile marker 42 to Mamalahoa Highway. Another approximately \$16.4 million is stretched over fiscal years 2013 through 2015 for the Saddle Road extension project, which creates a new roadway or realigns and extends the road from its Hilo terminus to Queen Kaahumanu Highway.

Safety improvements at the Queen Kaahumanu Highway and Kawaihae Road intersection are on the STIP for fiscal year 2011, including a little more than \$1 million for construction and \$156,000 for rights-of-way acquisition. Also listed that same year is \$4 million for planning and environmental studying of the impacts of widening Queen Kaahumanu Highway from two to four lanes from Kona International Airport to Kawaihae Harbor.

Other West Hawaii highway projects on the draft STIP are: \$3 million for the design of the first phase of the Kawaihae Road Bypass, nearly \$12 million for Waiaka Bridge Replacement and Realignment of Approaches project, and \$27.5 million for bicycle improvements and widening of Kuakini Highway.

Morioka stressed Wednesday that public input is important and can make a difference in the process. For instance, during the 2005 major STIP revision, he said vocal West Hawaii residents helped move up a safety measure on Mamalahoa Highway -- guardrail construction at the Puuanahulu curves -- which was recently undertaken.

For more information about STIP or the upcoming meetings, call the Highway Planning Branch in Honolulu at 587-6355 or e-mail Hwy.Stip.Projects@hawaii.gov.

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Comments

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THE NEWSROOM STAFF DOES NOT POST COMMENTS OR RESPOND TO EXISTING COMMENTS ON THESE BLOGS.

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There are **No comments posted.** comments to this story.

NOTICE: Our [Rules of Engagement](#) have been updated. Please familiarize yourself with our rules before posting. By posting to our blogs, you verify you have read, understand, and will adhere to West Hawaii Today's [Rules of Engagement](#). Should complaints arise due to your ignoring the rules, your posting abilities may be suspended.

*Member ID:

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■ Police: Naeole-Beason complaint filed

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When asked where exactly the first phase will begin, Stanley Tamura, DOT Highways Division district engineer, said it was undetermined. Still, he added, road construction may start on the Kawaihae side because of the rapid development of the harbor.



Talk Story

The following stories have received the most reader comments during the last 7 days.

- Ranch owner cries foul in sandalwood harvest (53)
- Navy plans to add to biennial multinational exercises - RIMPAC (11)
- Ocean View well woes continue (11)
- Hannemann opens shop in Kona (7)
- County looks to disabled vets, poor for tax revenues (7)
- Greenwell arrest (6)
- Mother seeks justice for daughter's

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Sumada said the Kawaihae bypass road, which will cost more than \$100 million, needs to be done in phases and will take multiple years to construct.

One resident suggested building the route in its entirety, but rough and useable like how Saddle Road used to be, instead of doing the phasing and constructing a first-class Kawaihae bypass road. Sumada said the DOT will follow the rules dictated by the U.S. Federal Highway Administration.

Other projects high on "the wish list" were safety improvements at the Queen Kaahumanu Highway and Kawaihae Road intersection, the Waiaka Bridge replacement and realignment of approaches, the widening of Mamalahoa Highway from Mud Lane to North Hawaii Community Hospital, and Saddle Road improvements.

A project can only be eligible if it is located on a roadway classified as a collector road or greater, is consistent with the county's long-range regional transportation plan or STIP, has cleared previous federal requirements, and must be "ready to go" in the year it is programmed to be funded or be deferred.

Hawaii County's long-range regional transportation plan was last done in the 1990s, and DOT will begin updating it this summer.

The process is expected to take a couple of years, Sumada said.

South Kohala Traffic Safety Committee Chairman Mike Price was glad to hear the plan would be updated and added it could be used as further justification for needed projects in his area.

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Comments

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1990s and DOT will begin updating it this summer. The process is expected to take a couple of years, Sumada said.

Kailua-Kona resident Bob Ward asked how DOT will ensure the STIP, expected to be completed in a few months, is consistent with the county's long-range regional transportation plan, which will be done in one to two years.

Sumada said STIP is "a dynamic document" that can be and will change.

On average, it is revised five times a year. He added if the county's plan reflects something different than what is in the STIP, then revisions will occur for consistency.

Asked how a project, not currently listed, could be added to the STIP, Sumada advised the public to call Stanley Tamura, DOT Highways Division district engineering program manager, at 933-8866. He said Tamura will be able to determine if the road qualifies, as well as if it would be a state or county project.

One project Keauhou Mauka resident Harold Murata wants included in the STIP is improvements to the Haawina Street and Kuakini Highway intersection. He said when a motorist on the highway stops to make a left turn onto Haawina Street, other impatient motorists traveling south dangerously use the shoulder to pass by. He has seen too many near accidents.



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DEPARTMENT OF TRANSPORTATION

News Release

LINDA LINGLE
GOVERNOR

BRENNON MORIOKA, Ph.D, P.E.
DIRECTOR
Phone: (808) 587-2150
Fax: (808) 587-2167

For Immediate Release: July 19, 2010
10-0249

**PUBLIC INFORMATIONAL MEETINGS FOR
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
SCHEDULED ON NEIGHBOR ISLANDS**

HONOLULU - The state Department of Transportation (DOT) will be holding its second round of statewide public informational meetings to discuss and solicit comments on the fiscally constrained Draft Statewide Transportation Improvement Program (STIP) for Fiscal Years 2011 – 2014 (+2). Survey results from the first round of public meetings will be shared, along with details on future steps. Public participation is encouraged at these meetings, as comments received will help to guide the finalization of the STIP.

The STIP is a four-year programming implementation document that identifies State and County transportation projects to be funded, in part, with Federal Highway and Transit funds.

The Public Informational Meetings on HAWAII have been scheduled as follows:	
Meeting #1 Monday, July 26, 2010, at 6:00 p.m. Hilo State Office Building Conference Rooms A, B & C 75 Aupuni Street, Hilo	Meeting #2 Tuesday, July 27, 2010, at 6:00 p.m. Keaau Community Center 16-186 Pilimua Street, Keaau
Meeting #3 Wednesday, July 28, 2010, at 6:00 p.m. Waimea Civic Center State Office Building Conference Room 67-5189 Kamamalu Street, Kamuela	Meeting #4 Thursday, July 29, 2010, at 6:00 p.m. Kealakehe Intermediate School Cafeteria 74-5062 Onipaa Street, Kailua-Kona

(MORE)

The Public Informational Meeting on KAUAI has been scheduled as follows:	
Monday, August 2, 2010, at 6:00 p.m. Department of Transportation Highways Division Kauai District Office Conference Room 1720 Haleukana Street, Lihue	

The Public Informational Meetings on MAUI have been scheduled as follows:	
Meeting #1 Monday, August 9, 2010, at 6:00 p.m. King Kekaulike High School Cafeteria 121 Kula Highway, Pukalani	Meeting #2 Tuesday, August 10, 2010, at 6:00 p.m. Kihei Elementary School Cafeteria 250 E. Lipoa Street, Kihei
Meeting #3 Wednesday, August 11, 2010, at 6:00 p.m. West Maui Senior Center Cafeteria 788 Pauoa Street, Lahaina	Meeting #4 Thursday, August 12, 2010, at 6:00 p.m. State Department of Transportation Highways Division Maui District Office Conference Room 650 Palapala Drive, Kahului

Further information on the fiscally constrained Draft Fiscal Years 2011-2014 (+2) STIP and a meeting site location map can also be found at:

<http://www.hawaii.gov/dot/highways/STIP/fy2011-2014.htm>.

Comments may also be submitted by email, mail, or fax to:

E-mail Address: Hwy.Stip.Projects@hawaii.gov

Mailing Address: Highway Planning Branch
869 Punchbowl Street, Room 301
Honolulu, HI 96813

Phone Number: (808) 587-6355

Fax Number: (808) 587-1787

To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format), contact Tracy Ho at (808) 587-1831 fourteen (14) days prior to the meeting date, if possible. TTY users may use TRS to contact our office.

Follow the STIP on Twitter and Facebook at:

<http://twitter.com/HISTIPnews>

<http://www.facebook.com/stip.hawaii>

More STIP information can also be found at the following web address:

<http://hawaii.gov/dot/highways/STIP/gen-stip-info.htm>

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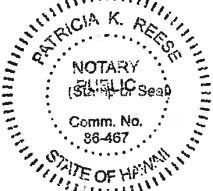
IN THE MATTER OF
Public Notice

STATE OF HAWAII

City and County of Honolulu

Doc. Date: JUL 19 2010 # Pages: 1
Notary Name: Patricia K. Reese First Judicial Circuit
Doc. Description: Affidavit of Publication

Notary Signature: [Signature] JUL 19 2010 Date



Theresa Oyama being duly sworn, deposes and says that she is a clerk, duly authorized to execute this affidavit of Oahu Publications, Inc. publisher of The Honolulu Star-Advertiser and MidWeek, that said newspapers are newspapers of general circulation in the State of Hawaii, and that the attached notice is true notice as was published in the aforementioned newspapers as follows:

Honolulu Star-Advertiser 1 times on:

07/19/2010

Midweek Wed. 0 times on:

times on:

And that affiant is not a party to or in any way interested in the above entitled matter.

[Signature] Theresa Oyama

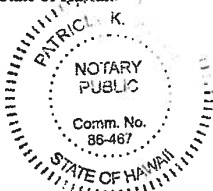
Subscribed to and sworn before me this 19th day

of July A.D. 2010

[Signature] Patricia K. Reese, Notary Public of the First Judicial Circuit, State of Hawaii

My commission expires: October 22, 2010

Ad # 0000214156



NOTICE STATE OF HAWAII DEPARTMENT OF TRANSPORTATION DISCUSSION ON STATE HIGHWAY AND COUNTY ROAD CAPITAL IMPROVEMENT PROGRAM PROJECTS

Notice is hereby given that the HAWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding it's second round of statewide public informational meetings to discuss and solicit comments on the fiscally constrained DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2011 - 2014 (+2). We will also be sharing the survey results that we gathered from our first round of meetings and providing information about next steps.

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Meeting #3 Date: Wednesday, July 28, 2010 Time: 6:00 P.M. Location: Waimea Civic Center State Office Building Conf Room 67-5189 Kamamatu Street Kamuela, Hawaii 96743	Meeting #4 Date: Thursday, July 29, 2010 Time: 6:00 P.M. Location: Kealahou Intermediate School Cafeteria 74-5062 Onipaa Street Kailua-Kona, Hawaii 96740

The public informational meeting on the island of KAUAI has been scheduled as follows:

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Time: 6:00 P.M.
Location: Department of Transportation
Highways Division
Kauai District Office Conference Room
1720 Haleukana Street
Lihue, Hawaii 96766

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Meeting #1 Date: Monday, August 9, 2010 Time: 6:00 P.M. Location: King Kekaulike High School Cafeteria 121 Kula Highway Pukalani, Hawaii 96768	Meeting #2 Date: Tuesday, August 10, 2010 Time: 6:00 P.M. Location: Kihei Elementary School Cafeteria 250 E. Lipoa Street Kihei, Hawaii 96753
Meeting #3 Date: Wednesday, August 11, 2010 Time: 6:00 P.M. Location: West Maui Senior Center Cafeteria 788 Pauoa Street Lahaina, Hawaii 96761	Meeting #4 Date: Thursday, August 12, 2010 Time: 6:00 P.M. Location: State Department of Transportation Highways Division Maui District Office Conference Room 650 Palapala Drive Kahului, Hawaii 96732

Further information on the fiscally constrained DRAFT Fiscal Years 2011-2014 (+2) STIP and a meeting site location map can also be found at:
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Mailing Address: Highway Planning Branch
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Honolulu, Hawaii 96813
PHONE Number: (808) 587-6355
FAX Number: (808) 587-1787

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(SA214156 7/19/10)

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DISCUSSION ON STATE HIGHWAY AND COUNTY ROAD
CAPITAL IMPROVEMENT PROGRAM PROJECTS**

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Time: 6:00 P.M.
Location: Keaau Community Center
16-186 Piimua Street
Keaau, Hawaii 96749

Meeting #3

Date: Wednesday, July 28, 2010
Time: 6:00 P.M.
Location: Waimea Civic Center
State Office Building Conf Room
67-5189 Kamamalu Street
Kamuela, Hawaii 96743

Meeting #4

Date: Thursday, July 29, 2010
Time: 6:00 P.M.
Location: Kealahou Intermediate School
Cafeteria
74-5062 Onipaa Street
Kailua-Kona, Hawaii 96740

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(20730r1 Hawaii Tribune-Herald: July 19, 22, 2010)

AFFIDAVIT OF PUBLICATION

State of Hawaii)

) SS:

County of Hawaii)

LEILANI K. R. HIGAKI, being first
duly sworn, deposes and says:

1. That she is the BUSINESS MANAGER of
HAWAII TRIBUNE-HERALD, a
newspaper published in the City of HILO,
State of Hawaii.

2. That the " NOTICE...DISCUSSION ON STATE HIGHWAY AND COUNTY
ROAD CAPITAL IMPROVEMENT PROGRAM PROJECTS...etc.,
_____ "

of which a clipping from the newspaper as published is attached hereto, was pub-
lished in said newspaper on the following date(s) _____

July 19, 22, 2010, (etc.).
20730r1

Leilani K. R. Higaki

Subscribed and sworn to before me

this 30th day of July, 2010.

Sharon H. P. Ogata

SHARON H. P. OGATA

Notary Public, Third Circuit, State of Hawaii

My commission expires October 1, 2012

Page(s): 1

**NOTICE
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DEPARTMENT OF TRANSPORTATION
DISCUSSION ON STATE HIGHWAY AND COUNTY ROAD CAPITAL
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Kamuela, Hawaii 96743

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School Cafeteria
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Kailua-Kona, Hawaii 96740

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<http://www.facebook.com/stip.hawaii>

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<http://hawaii.gov/dot/highways/STIP/gen-stip-info.htm>

(No.2484-West Hawaii Today: July 19 and 22, 2010)

AFFIDAVIT OF PUBLICATION

State of Hawaii)
) SS:
County of Hawaii)

Lorelei Logan, being first duly sworn, deposes and says:

1. That she is the Major Accounts Manager of WEST HAWAII TODAY, a newspaper published in the City of Kailua Kona, State of Hawaii.

2. That "NOTICE STATE OF HAWAII DEPARTMENT OF TRANSPORTATION DISCUSSION ON STATE HIGHWAY AND COUNTY" of which a clipping from the newspaper is attached hereto, was published in said newspaper on the following date(s) July 19 and 22, 2010 (etc.)



Subscribed and sworn to before me
This 22nd day of July, 2010



Notary Public, Third Circuit,
State of Hawaii



STATE OF HAWAII
COUNTY OF KAUAI
AFFIDAVIT OF PUBLICATION

THE GARDEN ISLAND

HIGHWAY DIVISION
DEPT OF TRANSPORTATION
869 PUNCHBOWL ST RM 301
HONOLULU HI 96813

REFERENCE: 114315
724303

CAPITAL IMPROVEMENT
PROGRAM PROJECTS

Kaylen Manoi, being duly sworn, deposes and says, that she is an employee of "The Garden Island," a newspaper published in Lihue, County of Kauai, State of Hawaii; that the NOTICE in the above entitled matter of which the annexed is a true and correct copy, was published 2 time(s) in "The Garden Island" aforesaid and that this affiant is not a party to or in any way interested in the above entitled matter.

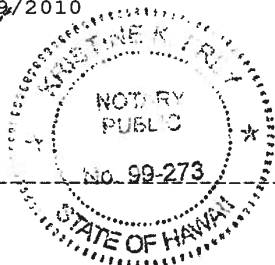
Subscribed and sworn to me this 6 day of August, 2010.

Kristine K. Frey
Notary Public, Fifth Judicial Circuit
State of Hawaii
My Commission Expires: 5/26/2011

Document Description: Affidavit of Publication
No. of pages: 1 Document Date: AUG 6 2010

PUBLISHED ON: 07/19/2010 07/29/2010

FILED ON: 07/29/10 KMF



NOTICE
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
DISCUSSION ON STATE HIGHWAY AND COUNTY ROAD
CAPITAL IMPROVEMENT PROGRAM PROJECTS

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Highways Division
Kauai District Office Conference Room
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Lihue, Hawaii 96766

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(July 19 & 29, 2010)

Today's Weather

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forecast...

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State seeks feedback on road plan

By West Hawaii Today
Sunday, July 11, 2010 9:01 AM HST

The state Department of Transportation is seeking input from Big Island residents on planned revisions to its 2008-11 Statewide Transportation Improvement Program.

The program identifies federal, state and county road projects and allocates how federal highway and transit funds will be spent over a four-year period.

The primary purpose of the revision is to address changes to Federal Highway Administration-funded projects because of shifts in project priorities and cost estimate changes that occur during the project development process.

Officials anticipate the state will receive \$140 million in federal highway and transit funding in 2011 that must be divided among nearly \$350 million in highway projects proposed by government agencies, including Hawaii County, listed for that year in its 2008-11 Statewide Transportation Improvement Program.

The proposed statewide revisions can be found on the department's website at hawaii.gov/dot/highways/STIP/fy2008-2013-revisions.htm. For more information and to obtain a hard copy of the proposed revisions, call 587-6355.

Comments on revision No. 14 will be accepted through July 21. Comments should be faxed to 587-1787, e-mailed to hwy.stip.projects@hawaii.gov, or mailed to the Highway Planning Branch, 869 Punchbowl St. Room 301, Honolulu, HI 96813.

Revisions to West Hawaii road work projects on the STIP list include a decrease in the cost estimate to complete earthquake repairs on a nine-mile stretch in South Kona and nine miles near the intersection of Queen Kaahumanu Highway and Kawaihae Road in South Kohala.

About \$1.1 million in design funding for the realignment of approaches and replacement of Waiaka Bridge on Kawaihae Road will be deferred for use in fiscal 2011. The delay is needed to complete the project's environmental assessment, according to the department.

Some \$1.1 million in construction funding for intersection improvements at Kawaihae Road and Queen Kaahumanu Highway will be deferred for use in fiscal 2012. The delay is needed to complete an archaeological study of items recently discovered, according to the department.

The department is also looking to increase the cost estimate for designing Saddle Road improvements from mile marker 42 to Mamalahoa Highway to

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Time: 9:19:05 AM **Currently:** 79°F
High: 79°F **Low:** 72°F
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\$1.25 million.

Other proposed revisions for West Hawaii projects include reducing the cost estimate for work on the Lindsey Road Bridge, which the state determined did not need to be replaced, but simply repaired. The state is also looking to utilize stimulus funding for Americans with Disabilities Act curb ramp compliance work in Waimea.



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There are 4 comment(s) comments to this story.

zarley2k wrote on Jul 17, 2010 1:24 PM:

" According to Patrick Tom, STIP Manager, "We will be returning to all the islands to share the financially constrained STIP and next steps in the update process.

Here is our Big Island schedule.
All meetings will start at 6pm."

Monday, 7/26 - Hilo State Office Building
Tuesday, 7/27 - Keaau Community Center
Wednesday, 7/28 - Waimea Civic Center
Thursday, 7/29 - Kealahou Intermediate School Cafeteria

For those who wish to provide input, here is your chance to give feedback
Or feed forward. "

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realmerv wrote on Jul 12, 2010 11:03 AM:

" I was in Kailua-Kona on Tuesday and I was pleasantly surprised at the road improvements from the Airport to town. I wish we had some roads like those in Kailua-Kona.

I drove over to Kona using the Saddle Road route and the improvements to the roads makes the drive so much more enjoyable than in the past. The return trip was a bit spooky for the first 5 miles or so over Saddle Road. I'll be taking the Waimea route on the return trip to Hilo the next time I visit Kona. "

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newshoes wrote on Jul 11, 2010 2:58 PM:

Police: Naeole-Beason complaint filed

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" feedback? how could u not know that hilo gets the lions share and more of monies for new roads,repaved roads,and well maintained roads? here's some feedback.....fix the dam roads in Kona ,and build new ones here as well. "

[Report Abuse](#)

wmfb wrote on **Jul 11, 2010 10:50 AM:**

" Delay....Delay....Delay.....read the article and see how many are being delayed and deferred for more studies, completing environmental assessments, changes in priorities, and archeological challenges. The intersection at Kawaihae Road and Queen K should be a traffic light if that is what the 1.1million is going for or it is just to change the designs of the three way intersection????? "

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Road projects up for comment as state refines priorities

by Carolyn Lucas-Zenk
West Hawaii Today
clucas-zenk@westhawaii.com
Wednesday, July 21, 2010 9:04 AM HST

Five West Hawaii road projects are ranked as having high importance in the latest draft of the 2011-14 Statewide Transportation Improvement Program.

Top priority among more than 50 federal, state and county projects are: \$3 million for the design of the first phase of the Kawaihae Road bypass, nearly \$12 million for Waiaka Bridge Replacement and Realignment of Approaches project, roughly \$125 million for Saddle Road improvements, approximately \$16.4 million for a Saddle Road extension project and \$4 million for the planning and environmental studying of the impacts of widening Queen Kaahumanu Highway from two to four lanes from the airport to Kawaihae.

The Department of Transportation is drafting its STIP, which prioritizes projects proposed by government

agencies and allocates how federal highway and transit funds will be spent over a four-year period. DOT officials anticipate the 2011-14 STIP will be finalized in August and submitted to the Federal Highway Administration in September. The ranking is based upon survey results DOT gathered from its initial round of public informational meetings in May.

Residents may submit comments on this "fiscally constrained" draft STIP July 28 in the State Office Building conference room at the Waimea Civic Center and July 29 in the Kealahou Intermediate School cafeteria. Both meetings begin at 6 p.m.

Comments may also be e-mailed to Hwy.Stip.Projects@hawaii.gov, faxed to 587-1787 or mailed to Highway Planning Branch, 869 Punchbowl St., Room 301, Honolulu, HI 96813.

Hawaii DOT Director Brennon Morioka said public input is important and can make a difference in the process. During the 2005 major STIP revision, he recalled vocal West Hawaii residents helped move up a safety measure on Mamalahou Highway -- guardrail construction at the Puuanahulu curves.

At the 2008-13 STIP meetings, residents made the DOT aware of their want and support for the creation of a multiuse trail from Church Row to Kohala View Estates in Waimea. Morioka said DOT later helped secure federal funds, made available through the American Recovery and Reinvestment Act, for the trail project.

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"Public input is invaluable. This is the public's highway system," he said. "While we have our idea of what projects are important, we need to know what the public thinks are priorities and make sure we're not overlooking anything. This helps us determine what projects can be pushed back or taken off the list. It also further motivates us to try to accelerate and allocate more resources toward the high priority projects."

STIP is "a dynamic document" that can be adjusted and will change. The current STIP has been amended about two dozen times, Morioka said.

Asked whether political influence drives the list, Morioka responded, "The same as the public." When told some residents felt East Hawaii continuously gets the lion's share of monies toward projects, he said, "If you look at the STIP, comments like that are not valid and erroneous."

For more information about STIP or next week's meetings, call the Highway Planning Branch at 587-6355.



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DOT hearings on transportation projects to be held in August

July 22, 2010

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HONOLULU - The state Department of Transportation is holding its second round of public meetings to discuss and solicit comments on future state and county transportation projects.

Meetings on Maui start at 6 p.m. according to the following schedule:

Aug. 9, King Kekaulike High School cafeteria.

Aug. 10, Kihei Elementary School cafeteria.

Aug. 11, West Maui Senior Center.

Aug. 12, state Department of Transportation, Highways Division, Maui District Conference Room, 650 Palapala Dr., Kahului.

Survey results from the first round of public meetings on the "fiscally constrained" Draft Statewide Transportation Improvement Program (2011-2014), or STIP, will also be shared along with details on future steps.

STIP is a four-year plan that identifies state and country transportation projects to be funded, in part, with federal highway and transit funds.

For more information on the program, go to www.hawaii.gov/dot/highways/STIP/fy2011-2014.htm.

Comments may also be submitted by e-mail, or mail to: Hwy.Stip.Projects@hawaii.gov; Highway Planning Branch, 869 Punchbowl St. Room 301, Honolulu 96813; by calling (808) 587-6355; or by sending fax to (808) 587-1787. To request language interpretation, an auxiliary aid or service, contact Tracy Ho at (808) 587-1831 at least 14 days prior to the meeting date if possible.

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NewsWatch

For Saturday, July 24, 2010

By Star-Advertiser Staff and News Services

POSTED: 01:30 a.m. HST, Jul 24, 2010

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LIHUE » Kauai high school football games are going to be held on Saturday afternoons instead of Friday nights this year to protect threatened seabirds.

The bright lights used during the night games confuse newborn Newell's shearwaters, which rely on moonlight to travel from their nests out to sea.

Every year, an estimated 30 shearwaters become disoriented and fall from the skies because of the lights at Vidinha Stadium.

The first two games of the season will not be moved because they fall before the fledgling season begins on Sept. 15.

Under federal and state laws, the Kauai Interscholastic Federation can be fined up to \$30,000 for each bird that dies.

Lava 100 feet from home

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Lava has advanced to less than 100 feet from a home in Kalapana, according to reports received by Hawaii County Civil Defense Administrator Quince Mento.

Lava has been moving along Highway 137 and advanced 260 feet yesterday from Thursday, said spokeswoman Janet Babb of the U.S. Geological Survey's Hawaiian Volcano Observatory. But "the eastward movement has slowed down as the week has progressed," Babb said.

Although the eastward flow has been south of the house under threat for the past few days, "the house is not completely out of jeopardy because of a small active flow north of it," Babb said.

Highway projects focus of meetings

The state Department of Transportation will conduct a second round of meetings on Hawaii island to discuss state and county transportation projects to be paid for with federal highway funds.

Survey results from the first round of meetings on the Draft Statewide Transportation Improvement Program for fiscal years 2011 to 2014 will be shared. All of these meetings begin at 6 p.m.

- » Monday: Hilo State Office Building, Conference Rooms A, B and C
- » Tuesday: Keaau Community Center
- » Wednesday: Waimea Civic Center State Office Building Conference Room
- » Thursday: Kealahou Intermediate School cafeteria

Help sought for 16 horses

LIHUE » Kauai Humane Society says it needs help caring for 16 horses rescued in May.

The horses were reported to be emaciated and dehydrated when they were seized from a 150-acre pasture leased to Lara Butler-Brady by the state Department of Land and Natural Resources.

Society Executive Director Rebecca Rhoades said this week that Butler-Brady has pleaded not guilty to 16 counts of misdemeanor animal cruelty. Trial is set for Oct. 4.

Rhoades says the horses are now doing well. She calculates feeding and caring for each horse costs between \$200 and \$300 a month.

Crash did not kill driver

An autopsy determined that injuries a man suffered when his car crashed in Kihei Monday were not the cause of his death, Maui police said.

Terry Eoff, 58, of Kihei, was driving on Kilohana Drive at about 5:50 p.m. when his sedan hit a utility pole support wire and overturned. Police did not give a cause of death.

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by Carolyn Lucas-Zenk
West Hawaii Today
clucas-zenk@westhawaii.com
Thursday, July 29, 2010 8:54 AM HST

On average, drivers would pay about \$170 more a year on fuel and vehicle weight taxes and registration fees, generating an estimated \$174 million annually that would be used for projects statewide. This money would help DOT meet its infrastructure and safety goals sooner, Highways Administrator Edwin Sniffen said during the agency's meeting on the latest draft of the 2011-14 Statewide Transportation Improvement Program.

The DOT is drafting its STIP, which prioritizes federal, state and county projects and how federal highway and transit funds will be allocated over a four-year period. Expected federal highway funding levels, based on historic trends, for the state are \$160 million in 2011, \$165 million in 2012, \$170 million in 2013 and \$175 million in 2014.

Walter Kunitake, a member of the Saddle Road Task Force, said he felt "happy and fortunate" residents chose to rank projects relating to Saddle Road as high priorities.

He applauded the millions of federal and local funds for construction listed to be spent on Saddle Road improvements in 2012-15. This money will be used for the widening or realigning the existing road from mile marker 42 to Mamalahoa Highway. It also includes grading and paving the road between mile markers 6 and 11.

With "the positive momentum" surrounding the current Saddle Road realignment

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and its ongoing progress, Kunitake encouraged DOT to move the funding for design of the Saddle Road extension project earlier in the STIP -- from fiscal year 2014 to fiscal year 2012 or 2013. The Saddle Road extension project would create a new roadway or realign and extend the road from its Hilo terminus to Queen Kaahumanu Highway.

Attendees like Margaret Wille were pleased to see the Kawaihae bypass road overwhelming ranked as the top priority with 41 votes. The road would be a two-lane alternate route from Waimea to Kawaihae, connecting the proposed Waimea bypass to Queen Kaahumanu Highway.

Wille asked the public's yet-to-be-answered question: Where exactly will this 5-mile-long phase begin? She also requested more information regarding the road's alignment.

Sniffen explained design for the road would begin after DOT gets the needed environmental clearances, anticipated to be finished mid-2011.

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newshoes wrote on **Jul 29, 2010 11:49 PM:**

" huh? for what purpose does saddle road need to be improved? the existing roads on the west side are in horrible condition. New roads are desperately needed on the west side. East side has had MORE than their share of roads and road work already. How much of the \$\$\$ does the mayor pocket? "

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\$27M in road projects planned

County work expected over next two years

August 13, 2010 - By CLAUDINE SAN NICOLAS, Staff Writer

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LAHAINA - Approximately \$27 million worth of state road projects are planned for the next two years in Maui County, according to a revised plan revealed in a public meeting Wednesday night in Lahaina.

"We're going to do the best we can with the best interest of the public in mind," state Department of Transportation Highways Administrator Ed Sniffen told a crowd of about a dozen people attending the meeting at the West Maui Senior Center.

The hearing was held to discuss priorities in the Statewide Transportation Improvement Program, whose goal is to identify and prioritize state transportation projects for federal funding.

Although a continuation of a portion of the Lahaina bypass from Hokiokio Place to its southern terminus in Olowalu was deemed a high priority in a public survey, the project carrying a construction price tag of about \$70 million was deferred by state planners.

Sniffen explained that his staff decided to focus on a more realistic expenditure of \$500,000 this year and next on the design of another portion of the bypass that involves the widening and realignment of the Keawe Street extension to Kaanapali.

Department staff members will oversee design for that project, he said. Construction funds have not been budgeted at least through 2015.

Sniffen said decisions on which state road projects would get funded in the next four years depended on a number of factors, including public input, funding, state and county government priorities, and assessments of the design and construction difficulties of the project.

Overall, the state Department of Transportation expects to receive approximately \$160 million in federal highway funding for fiscal year 2011, which starts in October. In 2012, it anticipates getting \$165 million; \$170 million in 2013; and \$175 million in 2014. The federal government's fiscal year runs from Oct. 1 to Sept. 30.

Of the \$160 million for federally funded road projects in fiscal year 2011, the state plans to spend about 60 percent on Oahu, 20 percent in Maui County and 10 percent each on the Big Island and Kauai.

Sniffen said state and county officials identified up to \$1.7 billion in road projects across Hawaii, which had to be trimmed as much as \$600 million.

In the end, the high-priority projects for Maui County included:

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'We're going to do the best we can with the best interest of the public in mind.'

- Ed Sniffen, State Department of Transportation Highways administrator

- * \$6.5 million for rehabilitation of the Iao Stream Bridge. This is the largest single-ticket item and involves building a concrete bridge on Waiehu Beach Road in Wailuku. The project is targeted for construction in fiscal year 2011.
- * \$4.3 million for shoreline protection improvements in fiscal year 2012 along Kahului Beach Road. This project features construction of an 800-foot-long seawall that would provide storm-wave protection for the road. Also, a low-profile concrete retaining wall would be built at the water's edge to minimize accumulation of seaweed on the shoreline.
- * \$2 million in shoreline improvements in the vicinity of Olowalu on Honoapiilani Highway in fiscal year 2011. The goal is to provide shoreline protection for approximately 1,000 feet of the highway on the west side of the Hekili Point.
- * \$750,000 for guardrail and shoulder improvements for a variety of locations on Molokai, including construction of bike paths in fiscal year 2011.
- * \$520,000 for lighting improvements along Kahului Beach Road and Kanaloa Avenue in fiscal year 2011.
- * \$400,000 in fiscal year 2011 for rights-of-way to build the Kahului Airport access road. About \$30 million in construction money is targeted for fiscal year 2013.

The new statewide transportation improvement program will be finalized this month with anticipated federal action taken in September.

Sniffen said adjustments to the Statewide Transportation Improvement Program can be made later this fall during public meetings that will be announced sometime in October.

Funding adjustments would then be made depending on a variety of factors including input from the public, the state and county officials' assessment of the viability of a particular road project and availability of money.

For more information and details on funding plans for upcoming road projects, go to www.hawaii.gov/dot/highways/STIP/fy2011-2014.htm.

* Claudine San Nicolas can be reached at claudine@mauinews.com.

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V. Title VI/Environmental Justice Analysis

V. Title VI – Environmental Justice Analysis

Background

Title VI of the Civil Rights Act of 1964 states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

The Environmental Justice Order, signed by President Clinton in February 1994, (Executive Order 12898) further amplifies Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations.”

Minority Populations and Low-Income

HDOT reports to FHWA on the benefits of its programs and activities in the racial categories of Asian, Black, Native Hawaiian or Other Pacific Islander, American Indian and Alaska Native, and White.

The State DOT Title VI Plan states that racial categories and sub-categories should be used to analyze the benefits of transportation improvements. For the purposes of this analysis, the following minority population sub-categories will be studied.

Asian – Japanese, Chinese, Filipino, Korean
Hawaiian (including Part Hawaiian)
Pacific Islander – Samoan, Tongan, Micronesian
Black
Native American
White

Although the White race is the majority for the United States as a whole, the State of Hawaii has no dominant racial majority, so every race and ethnic group could be considered a minority. This can make it challenging to come up with distinct and meaningful results.

Because of the relative prevalence of some minority populations over another, a number indicating a high concentration of one race might equal to a relatively small number of another. For the purposes of this analysis, to assure that one minority population was looked at equally as any other, **T6/EJ populations were identified as census tract groups where relatively high concentrations of each minority or low-income**

population were found. Maps of the distribution of the populations were color coded to indicate where relatively high populations live. Darker colored census tracts represented relatively higher populations than lighter colored tracts.

Low-Income

Poverty is a leading indicator of income. The poverty guidelines are the federal poverty measure. They are used each year in the Federal Register by the Department of Health and Human Services (HHS). The guidelines are a simplification of the poverty thresholds for use for administrative purposes – for instance, determining financial eligibility for certain federal programs. For Hawaii in 2010, the poverty guideline for a family of four is \$25,360 annual income. Note that the poverty guideline for Hawaii differs from the 48 contiguous states. Updates on the poverty guidelines for Hawaii can be obtained at the HSS website:

<http://aspe.hhs.gov/poverty/10poverty.shtml>

The State DOT Title VI Plan outlines the compliance responsibilities and Title VI/EJ considerations for the planning process and all other program areas.

Public Involvement/Outreach

See Section 4 on public involvement/outreach plan for this STIP update.

Methodology

Utilizing Maps obtained from the Department of Business and Economic Development, Tourism's Office of Planning (OP) and 2000 Census data, locations of each minority group and low-income populations have been identified statewide in census tract groups. Using GIS, project locations (and project limits, if applicable) were overlaid on these maps. Project effects on identified T6/EJ populations were evaluated by breaking the projects into six categories.

The following is a color identification code for the overlay:

Green - System Preservation

Purple - Safety

Brown - Congestion Mitigation

Pink – Modernization

Orange – Enhancement

Blue - Transit and Human Services

Each T6/EJ population was separately analyzed statewide to determine any inequities based on the following performance measures:

- Equity - Is there an equitable distribution of Transportation investment benefits (as share of benefits) to the target population areas?
- Displacement - Could there be potentially significant Right-of-Way impacts in the target population areas?
- Mobility - How do these projects impact mobility of the target populations?
(In general, all projects can have some degree of positive effect on the mobility of all populations)

Analysis and Discussion

The City and County of Honolulu's High Capacity Transit Corridor Project (HHCTC) was initially considered in this analysis, however, because the cost of this project equals about 68% of the sum total of federal aid funds statewide (FHWA and FTA), the results became skewed heavily towards the areas where the transit corridor is proposed. The transit corridor is proposed to cover significant T6/EJ populations as well as non-T6/EJ populations on Oahu, the most populated island. For the purposes of revealing a more useful view of T6/EJ benefits on the entire state, the HHCTC was omitted from the final analysis.

Bus operations were also not accounted for in this analysis since the benefits are island and statewide and potentially benefit everyone.

Equity: The following tables summarize the results of an equity analysis of STIP projects located in identified T6/EJ tract groups. Two separate analyses were done for Minority populations and Low-income populations. These analyses compared the amount of projects programmed and the amount of funding related to those projects in T6/EJ tract groups versus non-T6/EJ tract groups. For the purposes of this analysis, STIP projects with a statewide scope were not included. It is assumed that these projects will have an equal effect on all areas of the state.

Of the 279 census tracts in the State, 232 were identified as minority populations (83% of all tracts) and 64 were identified as low-income populations (23% of all tracts).

The 2011-2014 STIP includes a total of 210 line itemed projects that were analyzed. Of those projects, 177 projects or 84% of all projects benefit minority populations. 68 projects, or 32% of all projects, benefit low-income populations.

The 2011-2014 STIP includes over \$1.59 billion (excluding HHCTC, etc.) in FHWA **and** FTA funds being programmed for investment in Highway and Transit projects. Of the total federal aid funds invested for projects

FFY 2011-2014 STIP Title 6 & Environmental Justice Analysis

Minority Populations			
Projects			
County	Total Number of Projects	Total Projects in or adjacent to Minority Populations	Percent Projects located in or adjacent to Minority Populations
Oahu			
FHWA	67	61	91%
FTA	11	6	55%
Total	78	67	86%
Hawaii			
FHWA	42	30	71%
FTA	2	0	0%
Total	44	30	68%
Maui			
FHWA	47	43	91%
FTA	7	5	71%
Total	54	48	89%
Kauai			
FHWA	32	32	100%
FTA	2	0	0%
Total	34	32	94%
GRAND TOTAL	210	177	84%

Minority Populations			
Costs			
County	Total Cost of Projects	Total Cost of projects in or adjacent to Minority Populations	Percent of investments located in or adjacent to Minority Populations
Oahu			
FHWA	\$ 620,903,000	\$601,176,000	97%
FTA	\$ 347,306,000	\$273,357,000	79%
Total	\$ 968,209,000	\$874,533,000	90%
Hawaii			
FHWA	\$ 293,635,000	\$235,238,000	80%
FTA	\$ 6,952,000		0%
Total	\$ 300,587,000	\$235,238,000	78%
Maui			
FHWA	\$ 165,300,000	\$124,511,000	75%
FTA	\$ 47,396,000	\$40,444,000	85%
Total	\$ 212,696,000	\$164,955,000	78%
Kauai			
FHWA	\$ 109,527,000	\$109,527,000	100%
FTA	\$ 6,952,000		0%
Total	\$ 116,479,000	\$109,527,000	94%
GRAND TOTAL	\$ 1,597,971,000	\$ 1,384,253,000	87%

FFY 2011-2014 STIP Title 6 & Environmental Justice Analysis

Low-Income Populations			
Projects			
County	Total Number of Projects	Total Projects in or adjacent to Low-Income Populations	Percent Projects located in or adjacent to Low-Income Populations
Oahu			
FHWA	67	32	48%
FTA	11	1	9%
Total	78	33	42%
Hawaii			
FHWA	42	14	33%
FTA	2		0%
Total	44	14	32%
Maui			
FHWA	47	15	32%
FTA	7		0%
Total	54	15	28%
Kauai			
FHWA	32	6	19%
FTA	2		0%
Total	34	6	18%
GRAND TOTAL	210	68	32%

Low-Income Populations			
Costs			
County	Total Cost of Projects	Total Cost of projects in or adjacent to Low-Income Populations	Percent of investments located in or adjacent to Low-Income Populations
Oahu			
FHWA	\$ 620,903,000	\$ 196,937,000	
FTA	\$ 347,306,000	\$ 63,672,000	
Total	\$ 968,209,000	\$ 260,609,000	27%
Hawaii			
FHWA	\$ 293,635,000	\$ 178,075,000	
FTA	\$ 6,952,000	\$ -	
Total	\$ 300,587,000	\$ 178,075,000	59%
Maui			
FHWA	\$ 165,300,000	\$ 36,048,000	
FTA	\$ 47,396,000	\$ -	
Total	\$ 212,696,000	\$ 36,048,000	17%
Kauai			
FHWA	\$ 109,527,000	\$ 23,020,000	
FTA	\$ 6,952,000	\$ -	
Total	\$ 116,479,000	\$ 23,020,000	20%
GRAND TOTAL	\$ 1,597,971,000	\$ 497,752,000	31%

analyzed, \$1.38 billion, or 87% of the total investments, benefit minority populations. Over \$497 million, or 31% of the total investments, benefit low-income populations.

Minority Populations

About 83% of all census tracts in the state were identified as minority populations. 84% of all 2011-2014 analyzed STIP projects were programmed in minority population areas. 87% of all 2011-2014 STIP funding for the projects analyzed was programmed in minority population areas. This analysis indicates that minority populations are receiving slightly more than its fair share of transportation benefits.

Low-Income Population

About 23% of all census tracts in the state were identified as low-income populations. 32% of all analyzed STIP projects were programmed in low-income population areas. 31% of all STIP funding for the projects analyzed was programmed in low-income areas. This analysis indicates that low-income population areas are receiving moderately more than its fair share of transportation improvement benefits.

Displacement: The potential for displacements occur most for new roadways and to a lesser extent, widening projects. These projects are generally distributed throughout the state based on the need for it. These projects, including The City and County of Honolulu's High Capacity Transit Corridor Project on Oahu, the Kawaihae Bypasses on the Big Island, Lahaina and Paia Bypasses on Maui and the Kapaa Bypass on Kauai, have the biggest **potential to displace** EJ populations in those affected tract groups. However, these areas also have the biggest **potential to benefit** the mobility and safety of EJ populations. Furthermore, each individual project has or will develop a plan to avoid, minimize and/or mitigate all environmental impacts, including ROW displacements.

Mobility: The intent of all transportation projects is to better mobility, whether or not it is to provide more capacity or safer roadways or provide alternate transportation options. Furthermore, local betterment of mobility through a single project can have secondary mobility benefits nearby or even regionally, where other projects are not physically planned. With STIP projects programmed statewide, generally consistent where population is growing or anticipated to grow, it is expected that overall mobility will increase for all.

Evaluation Considerations

This analysis considered the limited scope (four-year window with limited funding) and purpose of the STIP. The STIP is essentially the dynamic implementation of the Hawaii Statewide Transportation Plan (HSTP) and the Counties' Regional Long Range Land Transportation Plans (RLRLTP) and is based on the priorities, needs, goals and objectives identified in these plans.

STIP projects not specifically named in the HSTP and RLRLTPs are consistent with goals and objectives and are also based on prioritized **needs** identified in program management plans (see Section 6). There are many State and County programs and management plans that identify specific transportation needs/priorities such as safety (Highway Safety Improvement Program – HSIP, based on accident data and number of public complaints), system preservation (bridge and pavement management plans). These priorities, once developed, are implemented through the STIP, as appropriate.

The status, or implementation readiness, of a project is an important factor to consider when a project is placed on the STIP. The STIP needs to be amended periodically to take project status and changing cost estimates into account.

Through the normal STIP development, update and amendment process, these needs are identified and filled in time (not always within the four-year STIP window), as identified by these management systems. Needs are also identified in other planning and traffic circulation studies. These needs are funded based on money available, not necessarily with federal aid (therefore not listed on the STIP). Also, projects, in different stages, may already have been previously funded that could address different needs in different areas. These past federal funding obligations would also not show up in the current STIP. These programs are also taken into account in this analysis when addressing statewide needs.

The census data available statewide was at the census tract level. Should consistent data at the census block group level be available for the entire state, it could produce a more accurate picture of the benefits to T6/EJ populations using this analysis.

Further T6/EJ analysis in the HSTP and Counties' RLRLTPs, and mid-range plans, as well as an individual project level analysis should also be conducted for a holistic assessment.

Conclusions

Given the equity analysis and the analysis of the displacement and mobility performance measures; and considering the outreach efforts and communication tools used to provide a comprehensive **public involvement process** (see Section 4); the vetting of the STIP and the STIP itself was found to provide equitable treatment of the low income populations and areas of minority populations and minority sub-group populations.

VI. Prioritization and Selection of Projects

VI. PRIORITIZATION AND SELECTION OF PROJECTS

The selection of projects and programs for inclusion in the STIP underwent a multi-step process. First, a financially unconstrained list of eligible projects was developed statewide as a result of the Call for STIP Projects that was initiated in November of 2009. This list represented a “wish list” of ready to go projects that sponsoring agencies needed /wanted to implement within the next STIP timeframe. There were more needs than funds. The list needs to be financially constrained. The Code of Federal Regulations (23 CFR 450.216(m)) requires that the STIP be a financially constrained document (see Section VII - Financial Plan).

STIP procedures require that each project:

1. Meets the eligibility criteria to qualify for the federal funding category identified in the STIP;
2. Complies with obligation requirements in compliance with AASHTO standards;
3. Reflects priorities set by adopted long-range regional transportation plans and established management systems;
4. Has a committed local match or reasonable expectation thereof at the time of obligation;
5. Meets obligation requirements by the end of the programmed federal fiscal year. “Ready-to-go”;
6. Reflects administrative guidelines and directives developed at the national, state and local levels as appropriate.

The first step in financially constraining the STIP was to determine **project eligibility**. The majority of projects submitted were eligible, but a few were not and were the first to be cut from the program.

When projects were submitted to HDOT from the counties, it was requested that the state district engineers and county counterparts would get together and develop a **composite list of prioritized state and county projects** for each island/county. This would be distinctly **separate from state and county prioritization of its own individual projects**. This is where the financial constraint process really began; giving the state and county highway program managers on each island the most weight to determine what was most important in their county.

At the first round of public informational meetings on the neighbor islands, people in attendance were asked to fill out a **STIP project priority survey**. This survey asked them to identify the highway projects in their county that they felt were of “high” priority, “medium” priority and “low” priority. These surveys were tallied to portray a

sense of what the public felt were the more immediate needs in each county. The surveys were also available to download from the HDOT STIP website. Comments that were submitted through email or mail that indicated a preference of priority were also tallied and considered. More merit was given to retain funding in place for highway projects that had substantial island-wide support. Less merit was given for projects that were substantially not supported by the public.

Specifically for FHWA funded projects, to help strike a balance between the various types of projects (i.e. maintenance, safety, capacity, etc.) in the overall statewide highway program, a **project evaluation criteria methodology** was created as a tool to look at the status of STIP projects and help to develop a different perspective for the priority each project has. Criteria were developed to compare projects in seven separate categories:

1. System Preservation projects
2. Safety projects
3. Congestion Mitigation projects
4. Modernization projects
5. Enhancement projects.
6. Human Services
7. Transit

Slightly different criteria were applied to projects on the Oahu TIP than for projects throughout the rest of the state. Oahu projects are subject to metropolitan planning requirements, implemented through the Oahu Metropolitan Planning Organization (OahuMPO).

Human Services Transportation Programs and Transit projects were also analyzed using specific project criteria methodology, but **no comparisons were made between FHWA and FTA** projects since they are funded by two separate funding sources.

Results of this evaluation, compiled in a chart form are also attached.

Finally, in addition to the above, through agency coordination and public involvement, in October 2008, the Highways Division adopted a **guideline** for project selection and program prioritization. The general guideline emphasizes specific safety and system preservation efforts.

Highways Division Project Prioritization Guideline

The following categories are used to determine overall CIP project priorities for the Highways Division. The overall method is **not absolute** and is subject to some intangible adjustments.

First Priority

1. American Disability Act (ADA) and Environmental Protection Agency (EPA) Compliance Projects

2. Safety Projects
 - a. Hazard Elimination Program
 - b. Guardrail Installation
 - c. Rockfall/Slope Stabilization Mitigation
 - d. Emergency Telephones
3. System Preservation Projects
 - a. Shoreline Protection
 - b. Drainage Improvements
 - c. Bridge Program – Bridge Replacement; Bridge Rehabilitation/Widening; Seismic Retrofit; Bridge Lead Abatement; Bridge Repairs; Tunnel Repair
 - d. Roadway upgrades (no additional capacity)
 - e. Street Light Replacement
 - f. Retaining Walls
 - g. Shoulder Improvements and/or stabilization
 - h. Pavement upgrades/preservation

Next Priority

1. Congestion Relief Projects
 - a. Traffic Signal Upgrades
 - b. Operational Improvements (intersection improvements)
 - c. Intelligence Transportation System (ITS)
 - d. Other miscellaneous congestion relief (such as signal optimization)
2. Modernization Projects
 - a. Interim Capacity Improvement (road widening)
 - b. Regular or New Capacity Improvement (new roads or major widening)

Other Priority

1. Highway Planning and Research
2. Non-highway Improvements (baseyards/maintenance facilities, buildings, etc.)
3. Bicycle/ Pedestrian Facilities
4. Beautification/Landscaping
5. Other miscellaneous projects

Projects within each of the sub-category are further prioritized based on inventory and analysis, management systems and various studies.

Other Factors

1. Commitments by current or past administrations
2. Legislative requests
3. Requests or directives by administration
4. Project cost / Optimizing implementation given available funding
5. Lapsing funds

With these many prioritization and selection factors in mind, the information and guidance gathered from the project criteria, the priorities submitted by the counties and the districts and through the public involvement process was then used to shape the statewide needs and produce the final financially constrained FFY 11-14 (+2) STIP.

**DEPARTMENT OF TRANSPORTATION
HAWAII STATE TRANSPORTATION PLAN**

Mission: To facilitate the safe, economic, efficient, and convenient movement of people and goods.

HSTP CODE	DESCRIPTION OF GOALS	HSTP CODE	DESCRIPTION OF OBJECTIVES
MOBILITY AND ACCESSIBILITY			
G1	Goal 1: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.	G101	Objective 1: To preserve, maintain, and improve the transportation system infrastructure and facilities. A. Improve connectivity of the transportation system. B. Increase capacity. C. Pursue the maintenance and rehabilitation of the transportation system. D. Ensure provision of essential operations and facilities.
		G102	Objective 2: To increase the efficiency of the transportation system operations. A. Enhance intermodal connectivity. B. Employ strategies to reduce transportation demand. C. Enhance performance of the transportation system.
		G103	Objective 3: To promote alternative transportation mode choice. A. Provide a reasonable level and variety of public transit services that adequately meet statewide and community needs. B. Provide affordable, viable alternatives that are convenient and accessible. C. Promote pedestrian and cyclists safety.
		G104	Objective 4: To reduce congestion and delay. A. Increase capacity. B. Employ strategies to reduce transportation demand.
SAFETY AND SECURITY			
G2	Goal 2: Ensure the safety and security of transportation systems.	G201	Objective 1: To enhance the safety of the transportation system. A. Promote safe facilities and infrastructure. B. Promote the safe use of the transportation systems.
		G202	Objective 2: To ensure the secure operation and use of the transportation system. A. Employ various safety and security measures as required. B. Utilize law enforcement at problem locations.
ENVIRONMENT AND QUALITY OF LIFE			
G3	Goal 3: Protect and enhance the environment and improve the quality of life.	G301	Objective 1: To provide a transportation system, that is environmentally compatible and sensitive to cultural and natural resources. A. Provide facilities and infrastructure that are environmentally friendly. B. Manage and operate the transportation system in an environmentally responsible manner. C. Support environmentally responsible programs and activities.
		G302	Objective 2: To ensure that the transportation system supports comprehensive land use policies and livability in urban and rural areas. A. Provide a transportation system that supports and enhances quality of life. B. Encourage the use of non-motorized transportation modes. C. Minimize disruption of existing neighborhoods due to transportation.
ECONOMIC DEVELOPMENT			
G4	Goal 4: Support Hawaii's economic vitality.	G401	Objective 1: To provide and operate a transportation system to accommodate existing and emerging economic developments and opportunities. A. Provide a direct, convenient, and physically suitable system for goods movement to transportation facilities and commercial and industrial areas. B. To promote efficient and cost effective operations of the transportation system.
		G402	Objective 2: To provide a transportation system that balances the need for economic development with quality of life issues. A. Make transportation investments that reflect each islands scale and foster the quality of life of the people who live there. B. Target transportation investments in coordination with community involvement.
INTEGRATED STATEWIDE PLANNING, PROGRAMMING, AND DECISION-MAKING			
G5	Goal 5: Achieve a Statewide Planning Process that is comprehensive, cooperative, and continuing.	G501	Objective 1: To improve coordination and cooperation between all levels of government, the private sector, and the general public. A. Supports and conducts the Statewide Transportation Planning Process. B. Improve communication between all levels of government, the private sector, and the general public. C. Integrate approved policies, programs, and plans from all levels of government.
		G502	Objective 2: To involve the public and stakeholders to the fullest practicable extent in the planning and implementation of the transportation system. A. Develop programs to ensure opportunity for public and stakeholders' involvement. B. Ensure responsiveness to public concerns.
		G503	Objective 3: To develop and maintain a transportation financial structure that provides adequate and dependable resources. A. Optimize all possible financial resources. B. Develop an ongoing comprehensive financial program.

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		Project Description	Bridge Assessment and Replacement Programs Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	Pavement Management Programs Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
STATEWIDE - FHWA											
S2.	Bridge Inspection and Appraisal	Inventory, inspect and appraise state bridges. Includes underwater inspection, scour analyses, surveys and preparation of plans for bridge repairs, retrofits and replacements.	N	N	L	H	N	Y	Y	N	G101-2, G201-2
S4.	Highway Research and Development Program	Supplement the Statewide Planning and Research Program.	N	N	L	H	N	N	Y	N	G101-2, G104, G201-2, G501
S6.	Highway Shoreline Protection, Statewide	Funding to implement shoreline protection projects as identified in the State's shoreline protection plan.	N	N	L	M	N	N	Y	N	G101, G201, G501
S7.	Hawaii Statewide ITS Architectural Plan	Develop ITS Architecture Plan for Non-Metro areas of the State (neighbor islands).	N	N	L	L	N	N	Y	N	G101-2, G104, G201-2, G302, G401, G501

Statewide - System Preservation Projects

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		Project Description	Bridge Assessment and Replacement Programs Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	Pavement Management Programs Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
S14.	Statewide Pavement and Bridge Preservation Program	System maintenance of highway pavements to extend the life of existing pavements to prevent the shorter term need for full reconstruction. Also to include bridge preservation work to extend the life of existing bridge structures without having to fully reconstruct the structure.	Y	Y	L	H	N	N	Y	N	G101-2, G201-2, G301-2, G401, G501
S15.	Statewide Signing, Striping and Pavement Marking Program	System maintenance to upkeep traffic control devices such as highway signing and striping.	N	Y	L	H	N	N	Y	N	G101-2, G201-2, G301-2, G401-2, G501

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		Project Description	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Rockfall Protection Study Yes: Project identified through DOT's Rockfall Protection Study No: Project did not result from DOT's Rockfall Protection Study	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
STATEWIDE - FHWA											
S5.	Highway Safety Improvement Program (HSIP), Non - Infrastructure Funding Program	Implement non-infrastructure scope of HSIP including safety education programs and PSAs.	Y	N	L	H	N	N	Y	N	G103, G201-2, G501
S10.	Safe Routes to School (SR2S) Program	Implement the Safe Routes to School Program to promote walking and biking as a safe and viable transportation alternative, especially in the vicinity of schools.	N	N	L	M	N	N	Y	N	G101-4, G201-2, G301-2, G402, G501-2
S13.	Statewide Highway Lighting and Traffic Signal Upgrade Program	System maintenance of highway lighting and traffic signals.	N	N	L	M	N	N	Y	N	G201

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CONGESTION MITIGATION PROJECTS		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
	STATEWIDE - FHWA											
S18.	Van Pool Program	Van Pool program funding, statewide.	N	N	L	M	N	N	N	Y	Y	G101-4, G201-2, G301-2, G402, G501-2

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MODERNIZATION PROJECTS		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA- LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
	STATEWIDE - FHWA											
S9.	Public Lands Highways Discretionary Projects	Federal grant program. Projects that are adjacent to or provide access to federal lands are eligible to apply for these funds.	N	N	L	L	N	N	N	Y	N	G101-2, G501-3
S16.	Technology Transfer and Technical Assistance Program	Conduct training and technology transfer activities for government and private transportation personnel.	N	N	L	M	N	N	N	Y	N	G101-2, G501-2
S17.	Traffic Counting Stations, Various Locations	Construction of statewide traffic counting stations for traffic data gathering and planning purposes.	N	N	L	M	N	N	N	Y	N	G101-2, G301, G501

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		Project Description	Hawaii Statewide Enhancement Program Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects?	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
STATEWIDE - FHWA										
S1.	Bikeway Improvements at Various Locations, Statewide	Implementation of State bike projects identified on Bike Plans.	N	L	L	N	N	Y	Y	G101-4, G201-2, G301-2, G401-2, G501-2
S8.	Pedestrian Facilities and ADA Compliance at Various Locations	Address ADA compliance needs, statewide.	N	L	L	N	Y	Y	Y	G101-4, G201-2, G301-2, G401-2, G502
S11.	SNIPP - Statewide Noxious Invasive Pest Program	Operation of the Statewide Noxious Invasive Pest Program.	N	L	M	N	N	Y	N	G101, G301, G501
S12.	Statewide Countown Pedestrian Signal Head Upgrade, Phase 2	Implement pedestrian signal head upgrade with countdown head.	N	L	M	N	N	Y	N	G101-4, G201-2, G301-2, G401-2

Statewide - Enhancement Projects

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HUMAN SERVICES TRANSPORTATION PROGRAMS Human Services programs, such as the following, that assist persons who have been traditionally underserved by the transportation system: - Job Access and Reverse Commute Program (JARC) - Elderly and Persons with Disabilities Vehicle Acquisition Program - New Freedom Program - Ways to Work Program		Project Description	Human Services Transportation Plan Yes: Project is included in the Coordinated Public Transit-Human Services Transportation Plan No: Project is not included in the Coordinated Public Transit-Human Services Transportation Plan	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
STATEWIDE - FTA									
S3.	Construction Career Days Workforce Development Program	Supplement the Construction Career Days Workforce Development Program.	N	L	H	N	Y	N	G201, G501-2
S19.	Rural Transportation Assistance Program (RTAP)	FTA Section 5311(b)(2) Rural Transportation Assistance Program (RTAP).	Y	L	H	N	Y	N	G401-2, G501-2
S20.	State Administration	FTA Section 5311 Nonurbanized Area Formula Program.	Y	L	H	N	Y	N	G101-2, G104, G201-2, G301, G401
S21.	Transportation Assistance for Elderly and Disabled	The FTA Section 5310 program provides assistance for the purpose of providing transportation services in meeting the special needs of elderly and disabled persons where mass transportation services are unavailable, insufficient or inappropriate.	Y	L	H	N	Y	N	G101-4, G201-2

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S22.	JARC (non-urban)	Job Access and Reverse Commute Program (Section 5316). The JARC formula grant program aims to improve access to transportation services to employment & employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas & nonurbanized areas to suburban employment opportunities.	Y	L	H	N	Y	N	G103, G302, G401, G501-2
S23.	New Freedom (non-urban)	New Freedom Program (Section 5317). The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. New Freedom program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services.	Y	L	H	N	Y	N	G103, G302, G401, G501-2

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TRANSIT PROJECTS		Project Description	Maintains Existing System	Completes Multi-Phase Project	Enhances Hub-and-Spoke System	Enhances Safety and Security	New Transit Service	Local Match in Year 1 Budget	Local Match Possible in Years 2, 3 or 4 Budget	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
	STATEWIDE - FTA											
S24.	Statewide Planning	FTA Statwide Planning funds is a broad area that includes formula and discretionary funding under a variety of programs by awarding grants to eligible recipients. These programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions statewide. An example of this includes but is not limited to Statewide Planning under Section 5304. Funds may be utilized towards projects that: support economic vitality; increase transportation system safety and; increase security, accessibility and mobility of people and for freight; protect and enhance the environment; promote energy conservation; enhance the integration and connectivity of various modes; promote system efficiencies; and system preservation. To be eligible for funding under these programs, projects and strategies must come from the applicable transportation planning process.	Y	N	Y	Y	N	Y	Y	Y	N	G101-4, G201-2, G301-2, G401-2, G501-3

PROJECT EVALUATION CRITERIA FOR ROADWAY AND TRANSIT PROJECTS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INITIAL CRITERIA FOR ALL PROJECTS

Criteria that projects have to meet in order to be included in the TIP

Criteria	(Yes/No)
Consistency with the Oahu Regional Transportation Plan (ORTP)	Is the project included in the ORTP or consistent with the ORTP goals and objectives? <i>If the project is neither listed in the ORTP nor consistent with the ORTP goals and objectives, the project is not eligible for the TIP.</i>
Readiness to Go	Ready to obligate by the end of the federal fiscal year? <i>If the project will not be ready to obligate by the end of the federal fiscal year, the project is not eligible for the TIP.</i>
Availability of Local Match	Is a local match available? <i>If a local match is not committed or reasonably expected to be available at the time of obligation, the project is not eligible for the TIP.</i>
SAFETEA-LU Planning Factors	Addresses at least one of the following bullets? <ul style="list-style-type: none"> • Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency • Increases the safety of the transportation system for all motorized and non-motorized users. • Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users. • Increases accessibility and mobility of people and freight. • Protects and enhances the environment, promotes energy conservation, improves the quality of life, and promotes consistency between transportation improvements and State and local planned growth and economic development patterns. • Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight. • Promotes efficient system management and operation. • Emphasizes the preservation of the existing transportation system.

SYSTEM PRESERVATION PROJECTS

Projects that upgrade and protect Oahu's infrastructure investment, such as:

- *pavement resurfacing projects*
- *bridge projects*
- *drainage projects*
- *street light pole replacement projects*
- *traffic sign projects*
- *roadway upgrade projects (no additional capacity)*
- *Intelligent Transportation System (ITS) Projects – see page 7*

Criteria	High	Medium	Low	Yes/No
Bridge Replacement Program (<i>State projects</i>)	Project was identified through DOT's Bridge Replacement Program process		Project did not result from DOT's Bridge Replacement Program process	
Bridge Inspection and Appraisal (<i>City projects</i>)	Project was identified through the City's Bridge Inspection and Appraisal		Project did not result from the City's Bridge Inspection and Appraisal	
Pavement Management System (<i>State projects</i>)	Project was identified through DOT's Pavement Management System process		Project did not result from DOT's Pavement Management System process	
Roadway Pavement Condition Survey (<i>City projects</i>)	Project was identified through the City's Roadway Pavement Condition Survey		Project did not result from the City's Roadway Pavement Condition Survey	
Cost Participation	Private industry funding has been secured or project is 100% federally funded	Private industry funding is anticipated	Does not include other financial involvement (i.e., private industry)	
Project Stage	Phase of the project (planning or design) has already been completed	Phase of the project (planning or design) is almost complete	The project has not yet begun	
Gap Closure				Does the project close a gap or connect missing links in a route?
Mandated				Required by federal, state, or municipal laws, regulations, or codes?
Transit Friendly				Does the project include improvements to transit facilities such as bus pads and bus bays?

SAFETY PROJECTS

Projects that mitigate high accident and hazardous sites, such as:

- *guardrail and shoulder improvement projects*
- *rockfall and slope stabilization projects*
- *emergency telephone projects*
- *ITS Projects – see page 7*

Criteria	High	Medium	Low	Yes/No
Strategic Highway Safety Plan	Project was identified through DOT's Strategic Highway Safety Plan		Project did not result from DOT's Strategic Highway Safety Plan	
Highway Safety Improvement Program (<i>State and City projects</i>)	Project was identified through DOT's Highway Safety Improvement Program process		Project did not result from DOT's Highway Safety Improvement Program process	
Rockfall Protection Study at Various Locations on the Island of Oahu (<i>State projects</i>)	High potential for rockfall based on DOT's Rockfall Protection Study	Medium potential for rockfall based on DOT's Rockfall Protection Study	Low potential for rockfall based on DOT's Rockfall Protection Study	
Cost Participation	Private industry funding has been secured or project is 100% federally funded	Private industry funding is anticipated	Does not include other financial involvement (i.e., private industry)	
Project Stage	Phase of the project (planning or design) has already been completed	Phase of the project (planning or design) is almost complete	The project has not yet begun	
Gap Closure				Does the project close a gap or connect missing links in a route?
Mandated				Required by federal, state, or municipal laws, regulations, or codes?
Transit Friendly				Does the project include improvements to transit facilities such as bus pads and bus bays?

CONGESTION MITIGATION PROJECTS

Projects that increase the efficiency of the highway system, such as:

- traffic signal modernization projects
- operational improvement projects
- ITS projects – see page 7

Criteria	High	Medium	Low	Yes/No
Congestion Management Process (<i>State and City projects</i>)	Project was evaluated as part of OahuMPO's Congestion Management Process		Project was not evaluated as part of OahuMPO's Congestion Management Process	
Highway Safety Improvement Program (<i>State and City projects</i>)	Project was identified through DOT's Highway Safety Improvement Program process		Project did not result from DOT's Highway Safety Improvement Program process	
Travel Time ¹ or Delay Analysis	Travel time savings per day > 1000 hours <i>In the future - Delay analysis will be used for projects such as intersection improvements, turn lanes, and signal modernizations.</i>	Travel time savings per day <= 1000 hours <i>In the future - Delay analysis will be used for projects such as intersection improvements, turn lanes, and signal modernizations.</i>	<i>In the future - Delay analysis will be used for projects such as intersection improvements, turn lanes, and signal modernizations.</i>	
Project Location	Includes a congestion relief component in the leeward corridor of Oahu	Includes a congestion relief component in other areas of Oahu		
Cost Participation	Private industry funding has been secured or project is 100% federally funded	Private industry funding is anticipated	Does not include other financial involvement (i.e., private industry)	
Project Stage	Phase of the project (planning or design) has already been completed	Phase of the project (planning or design) is almost complete	The project has not yet begun	
Traffic Signal Warrants				Traffic signal project meets the criteria in the Traffic Signal Warrants

¹ Travel Time Savings is measured by Vehicle Hours of Travel (VHT) saved. Total systemwide VHT for a base case is computed. Applicable projects are added one at a time, and VHT is recomputed and compared with the base case to find the travel time savings that could be attributed to that particular project. A project is deleted from the base case before another is added.

CONGESTION MITIGATION PROJECTS, CONTINUED

Criteria	High	Medium	Low	Yes/No
Gap Closure				Does the project close a gap or connect missing links in a route?
Mandated				Required by federal, state, or municipal laws, regulations, or codes?
Transit Friendly				Does the project include improvements to transit facilities such as bus pads and bus bays?

MODERNIZATION PROJECTS

Projects that add capacity to the highway system, such as:

- new highway projects
- widening projects (additional capacity)
- second access projects
- ITS Projects – see page 7

Criteria	High	Medium	Low	Yes/No
Congestion Management Process	Project was evaluated as part of OahuMPO's Congestion Management Process		Project was not evaluated as part of OahuMPO's Congestion Management Process	
Highway Safety Improvement Program (<i>State and City projects</i>)	Project was identified through DOT's Highway Safety Improvement Program process		Project did not result from DOT's Highway Safety Improvement Program process	
Travel Time ² or Delay Analysis	Travel time savings per day > 1000 hours <i>In the future - Delay analysis will be used for projects such as intersection improvements, turn lanes, and signal modernizations.</i>	Travel time savings per day <= 1000 hours <i>In the future - Delay analysis will be used for projects such as intersection improvements, turn lanes, and signal modernizations.</i>	<i>In the future - Delay analysis will be used for projects such as intersection improvements, turn lanes, and signal modernizations.</i>	
Project Location	Includes a congestion relief component in the leeward corridor of Oahu	Includes a congestion relief component in other areas of Oahu		
Cost Participation	Private industry funding has been secured or project is 100% federally funded	Private industry funding is anticipated	Does not include other financial involvement (i.e., private industry)	
Project Stage	Phase of the project (planning or design) has already been completed	Phase of the project (planning or design) is almost complete	The project has not yet begun	

² Travel Time Savings is measured by Vehicle Hours of Travel (VHT) saved. Total systemwide VHT for a base case is computed. Applicable projects are added one at a time, and VHT is recomputed and compared with the base case to find the travel time savings that could be attributed to that particular project. A project is deleted from the base case before another is added.

MODERNIZATION PROJECTS, CONTINUED

Criteria	High	Medium	Low	Yes/No
Gap Closure				Does the project close a gap or connect missing links in a route?
Mandated				Required by federal, state, or municipal laws, regulations, or codes?
Transit Friendly				Does the project include improvements to transit facilities such as bus pads and bus bays?

ENHANCEMENT PROJECTS

Transportation enhancement projects, such as:

- bikeway projects
- landscaping projects
- pedestrian facilities projects

Criteria	High	Medium	Low	Yes/No
OahuMPO Transportation Enhancement Program (for projects funded with Surface Transportation Program (STP) Enhancement funds)				Is the project included in OahuMPO's <i>Eligible Oahu Proposals Requesting Transportation Enhancement Funds</i> list?
Non-enhancement funding (for projects NOT funded with STP Enhancement funds)				Does the project fall under at least one of the twelve eligible transportation enhancement activities?
Cost Participation	Private industry funding has been secured or project is 100% federally funded	Private industry funding is anticipated	Does not include other financial involvement (i.e., private industry)	
Project Stage	Phase of the project (planning or design) has already been completed	Phase of the project (planning or design) is almost complete	The project has not yet begun	
Gap Closure				Does the project close a gap or connect missing links in a route?
Mandated				Required by federal, state, or municipal laws, regulations, or codes?
Transit Friendly				Does the project include improvements to transit facilities such as bus pads and bus bays?

HUMAN SERVICES TRANSPORTATION PROGRAMS

Human services programs, such as the following, that assist persons who have been traditionally underserved by the transportation system:

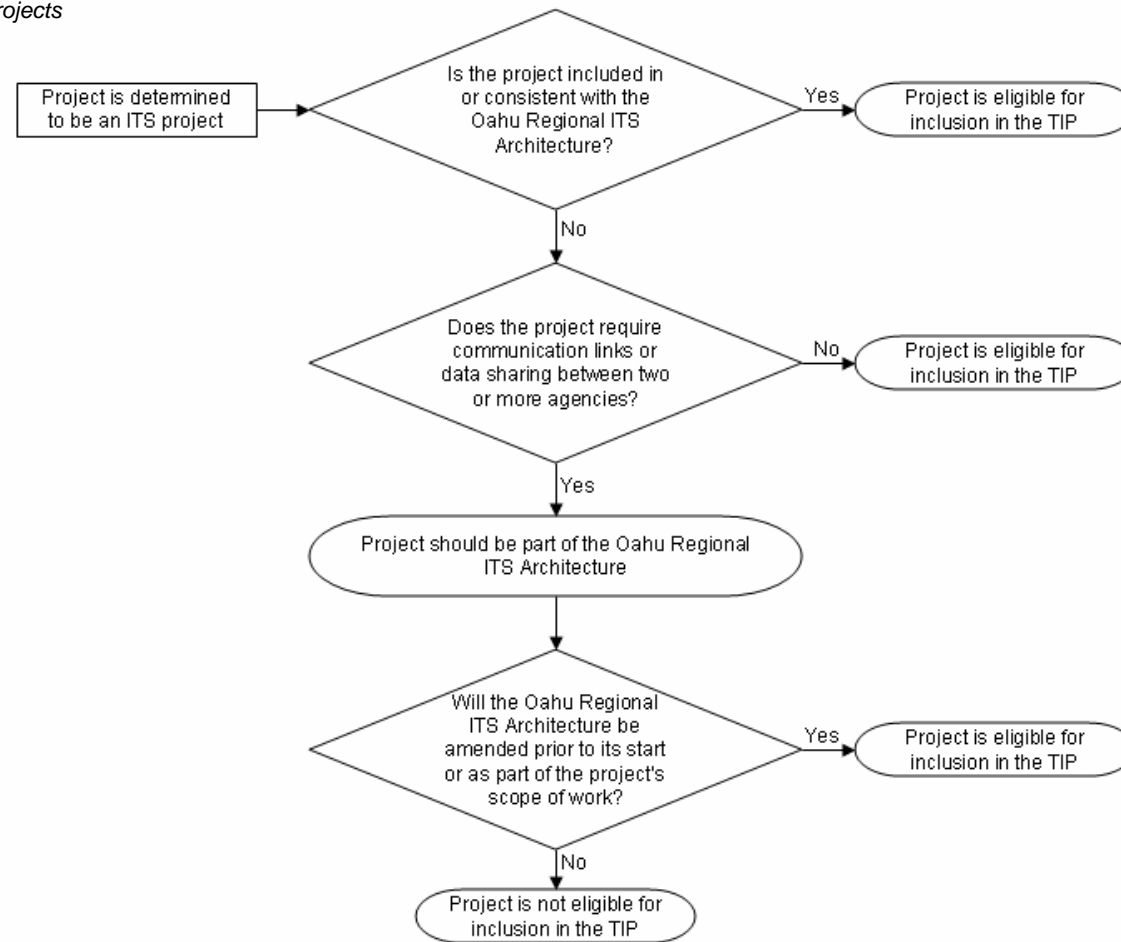
- *Job Access and Reverse Commute Program*
- *Elderly and Persons with Disabilities Vehicle Acquisition Program*
- *New Freedom Program*
- *Ways to Work Program*

Criteria	High	Medium	Low	Yes/No
Coordinated Public Transit-Human Services Transportation Plan	The program is included in the Coordinated Public Transit-Human Services Transportation Plan		The program is not included in the Coordinated Public Transit-Human Services Transportation Plan	
Cost Participation	Private industry funding has been secured or project is 100% federally funded	Private industry funding is anticipated	Does not include other financial involvement (i.e., private industry)	
Project Stage	Phase of the project (planning or design) has already been completed	Phase of the project (planning or design) is almost complete	The project has not yet begun	
Mandated				Required by federal, state, or municipal laws, regulations, or codes?
Transit Friendly				Does the project include improvements to transit facilities such as bus pads and bus bays?

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS

ITS projects, such as:

- *system preservation projects*
- *safety projects*
- *congestion mitigation projects*
- *modernization projects*
- *transit projects*



TRANSIT PROJECTS

Transit-related projects such as:

- *preventive maintenance*
- *bus replacements*
- *intermodal centers*
- *transit centers*
- *bus radios*
- *new transit service*

Criteria ³	Yes/No
Maintain and operate existing fixed route bus and complementary paratransit system	
Completes multi-phase project that has started	
Enhances system performance through implementation of hub-and-spoke system	
Enhances safety/security of passengers and the system and enhances service quality level	
New transit service	
Year 1 local match in budget	
Years 2 , 3 or 4 probable local match in budget	

³ Criteria are in ranked order.

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SYSTEM PRESERVATION PROJECTS		Project Description	Bridge Replacement Program (State)	Bridge Inspection & Appraisal (City)	Pavement Management System (State)	Roadway Pavement Condition Survey (City)	Cost Participation	Project Stage	Gap Closure?	Mandated?	Transit Friendly?	Oahu Regional ITS Architecture Consistency	Addresses SAFETEA-LU Planning Factor(s)?	Local Match Available?	Ready-to-Go?	ORTP Consistency	HSTP Goals and Objectives Code
CITY & COUNTY OF HONOLULU - FHWA																	
OC4.	Bridge Inspection and Appraisal	Inventory, inspect and appraise City bridges, including underwater inspection, surveys, scour survey/evaluation and preparation of plans for bridge repairs.	N/A	H	N/A	L	H	L	Y	Y	N	Y	Y	Y	Y	Proj.36	G101-2, G201-2
OC9.	Seismic Bridge Retrofit	Research various bridge plans and files, do site inspections, conduct seismic evaluations, identify alternate schemes for seismic retrofit. Construct retrofit measures.	N/A	H	N/A	L	L	L	Y	Y	N	Y	Y	Y	Y	Proj.36	G101-2, G201-2
OAHU : STATE - FHWA																	
OS1.	Castle Hills Access Road Drainage Improvements, Phase II	Construct drainage improvements in the vicinity of Pookela Street, Kupohu Street and Pilina Way in Kaneohe.	L	N/A	L	N/A	L	M	N	Y	N	N/A	Y	Y	Y	Proj.35	G101-2, G201-2, G301-2
OS2.	Farrington Highway (Route 93), Bridge Rehabilitation, Ulehawa Stream Bridge	Rehabilitate bridge to meet current design standards. This includes bridge strengthening, widening, improving shoulders, and upgrading railings.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS3.	Farrington Highway (Route 93), Bridge Replacement, Maipalaoa Bridge	Replace the existing bridge with a concrete structure that meets current bridge standards.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401

H-High, M-Medium, L-Low, N/A-Not Applicable, Y-Yes, N-No, Proj.-Project Number, Obj.-Objective Number

Oahu - System Preservation Projects

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SYSTEM PRESERVATION PROJECTS		Project Description	Bridge Replacement Program (State)	Bridge Inspection & Appraisal (City)	Pavement Management System (State)	Roadway Pavement Condition Survey (City)	Cost Participation	Project Stage	Gap Closure?	Mandated?	Transit Friendly?	Oahu Regional ITS Architecture Consistency	Addresses SAFETEA-LU Planning Factor(s)?	Local Match Available?	Ready-to-Go?	ORTP Consistency	HSTP Goals and Objectives Code
OS15.	Interstate Route H-1 and Interstate Route H-2, Destination Sign Upgrade/Replacement	Replace and/or upgrade the existing destination signs and sign support structures on Interstate Routes H-1 and H-2.	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.35	G101-2, G201-2
OS16.	Interstate Route H-1, Bridge Rehabilitation, Kapalama Canal	Rehabilitate existing bridge.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS21.	Interstate Route H-1, Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue	Upgrade/replace existing freeway lighting.	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.35	G101-3, G201-2, G301, G401
OS24.	Interstate Route H-1, Pearl City and Waimalu Viaduct Improvements, Phase 2	Replace, repair, and/or strengthen the Pearl City and Waimalu Viaduct concrete deck and other structural components, including guardrails. Project will be implemented in 5 phases.	H	N/A	L	N/A	L	H	Y	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G302
OS29.	Interstate Route H-3, Seismic Retrofit, Halekou Interchange	Retrofit interchange structure to meet current seismic standards.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2
OS30.	Interstate Route H-3, Seismic Retrofit, Kapaa Quarry, Structure Nos. 1 & 2 (Inbound & Outbound)	Retrofit interchange structure to meet current seismic standards.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2

H-High, M-Medium, L-Low, N/A-Not Applicable, Y-Yes, N-No, Proj.-Project Number, Obj.-Objective Number

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OS31.	Interstate Route H-3, Seismic Retrofit, Mokapu Boulevard (Route 65) Interchange	Retrofit interchange structure to meet current seismic standards.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2
OS32.	Kalaeloa Roadway Improvements, Vicinity of Barber's Point Naval Air Station	Bring roadways up to City standards and turn the roadway over to the City and County of Honolulu. Roadways include Roosevelt Avenue, Enterprise Avenue, and Coral Sea Road.	L	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Obj.6	G101-2, G201-2, G302
OS33.	Kalaniana'ole Highway (Route 72), Bridge Replacement, Inoaole Stream Bridge, Waimanalo	Replace the existing bridge.	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS37.	Kamehameha Highway, Bridge Rehabilitation, Kaipapau Stream Bridge	Rehabilitate the existing bridge.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS38.	Kamehameha Highway, Bridge Rehabilitation, Kawaioloa Stream Bridge	Rehabilitate the existing bridge by widening and strengthening to meet current State standards.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401

H-High, M-Medium, L-Low, N/A-Not Applicable, Y-Yes, N-No, Proj.-Project Number, Obj.-Objective Number

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SYSTEM PRESERVATION PROJECTS		Project Description	Bridge Replacement Program (State)	Bridge Inspection & Appraisal (City)	Pavement Management System (State)	Roadway Pavement Condition Survey (City)	Cost Participation	Project Stage	Gap Closure?	Mandated?	Transit Friendly?	Oahu Regional ITS Architecture Consistency	Addresses SAFETEA-LU Planning Factor(s)?	Local Match Available?	Ready-to-Go?	ORTP Consistency	HSTP Goals and Objectives Code
OS39.	Kamehameha Highway, Bridge Rehabilitation, Laieloa Stream Bridge	Rehabilitate the existing concrete slab bridge on Kamehameha Highway in the vicinity of Laie.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS40.	Kamehameha Highway, Bridge Rehabilitation, Makaua Stream Bridge	Rehabilitate the existing 44-foot long bridge by widening and strengthening to meet current State standards.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS41.	Kamehameha Highway, Bridge Rehabilitation, Waipilopilo Stream Bridge	Rehabilitate the existing concrete T-bridge on Kamehameha Highway in the vicinity of Hauula.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS42.	Kamehameha Highway, Bridge Replacement, Hoolapa Stream (Nanahu) Bridge	Replace the existing bridge.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS43.	Kamehameha Highway, Bridge Replacement, Kaluanui Stream Bridge	Replace the existing bridge.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401

H-High, M-Medium, L-Low, N/A-Not Applicable, Y-Yes, N-No, Proj.-Project Number, Obj.-Objective Number

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OS44.	Kamehameha Highway, Bridge Replacement, Kaunala Stream Bridge	Replace the existing bridge.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS45.	Kamehameha Highway, Bridge Replacement, Kawela Stream Bridge	Replace the existing bridge.	H	N/A	N/A	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS46.	Kamehameha Highway, Bridge Replacement, Lauhulu Stream Bridge	Replace the existing bridge.	H	N/A	N/A	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS47.	Kamehameha Highway, Bridge Replacement, Papau Stream (Waipuhi) Bridge	Replace the existing bridge.	H	N/A	N/A	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS48.	Kamehameha Highway, Bridge Replacement, South Kahana Stream Bridge	Replace the existing bridge.	H	N/A	N/A	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401

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OS49.	Kamehameha Highway, Bridge Replacement, Upper Poamoho Stream Bridge	Replace the existing multi-girder reinforced bridge on Kamehameha Highway in the vicinity of Wahiawa.	H	N/A	N/A	N/A	M	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS50.	Kamehameha Highway, Bridge Replacement, Waiahole Stream Bridge	Replace the existing concrete structure.	H	N/A	N/A	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS51.	Kamehameha Highway, Bridge Replacement, Waikane Stream Bridge	Replace the existing 44-foot long bridge by widening and strengthening to meet current State standards.	H	N/A	N/A	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS52.	Kamehameha Highway, Lighting Improvements, Kawaipuna Street to North Punaluu Bridge	Upgrade/replace roadway lighting from Kawaipuna Street (milepost 20.7) to North Punaluu Bridge (milepost 23.8).	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.35	G101-3, G201-2, G301, G401
OS54.	Kamehameha Highway, Rehabilitation, Cane Haul Road Structure, In-bound, Vicinity of Waipahu	Rehabilitate the existing structure.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401

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OS55.	Kamehameha Highway, Rehabilitation, Cane Haul Road Structure, Out-bound, Vicinity of Waipahu	Rehabilitate the existing structure.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301-2, G401
OS72.	Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa Heights Off-Ramp to the Middle Street Overpass	Upgrade/replace existing freeway lighting on Moanalua Freeway, from the Halawa Heights westbound off-ramp (milepost 1.12) to the Moanalua/H-1 Freeway merge at Middle Street (milepost 4.09).	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.35	G101-3, G201-2, G301, G401
OS73.	Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa to the H-3 Freeway Overpass	Upgrade/replace existing freeway lighting on Moanalua Freeway from the Ewa end of the Moanalua Freeway (milepost 0) to the H-3 Freeway overpass (milepost 0.73).	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.35	G101-3, G201-2, G301, G401
OS74.	Moanalua Freeway (Route H-201), Seismic Retrofit, Puuloa Interchange, Ramp "A"	Retrofit interchange structure to meet current seismic standards.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301
OS75.	Moanalua Freeway (Route H-201), Seismic Retrofit, Puuloa Separation	Retrofit interchange structure to meet current seismic standards.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.36	G101-2, G201-2, G301

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CITY & COUNTY OF HONOLULU - FHWA																
OC2.	Alapai Transportation Management Center	The transportation management center will be a joint communication center to be built behind the Alapai Transit Center. The center will combine transportation management w/ City, State and emergency response agencies. The City's Emergency Op Center will be relocated to the JTMC.	N/A	N/A	N/A	L	M	N/A	N	Y	Y	Y	Y	Y	Proj.1	G101-2, G104, G201-2, G302, G401, G501
OC10.	Traffic Improvements at Various Locations	Provide traffic congestion relief and improve safety at locations such as Dillingham Boulevard and Waiakamilo Road, Haleiwa Road and Kamehameha Highway, Palolo and Nanakuli.	L	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Obj.6	G101-3, G201-2, G301, G401
OC12.	Upgrade Pedestrian Signals at Various Locations	Install and upgrade pedestrian signals island wide to the new countdown pedestrian signals. The project will also upgrade existing pedestrian push buttons to ADA compliant push buttons.	L	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Obj.6	G101-3, G201-2, G301, G401
OAHU : STATE - FHWA																
OS4.	Farrington Highway (Route 93), Intersection Improvements, Haleakala Avenue (Route 8743)	Construct intersection improvements on Farrington Highway, such as a left-turn lane onto Haleakala Avenue, roadway widening, resurfacing, excavation, drainage, traffic signal modifications and underground utilities.	H	H	N/A	M	M	N	N	N	N/A	Y	Y	Y	Obj. 6	G101-4, G201-2, G301-2, G401
OS5.	Farrington Highway (Route 93), Intersection Improvements, Nanakuli Avenue (Route 8744)	Construct intersection improvements on Farrington Highway, such as a left-turn lane onto Nanakuli Avenue, roadway widening, resurfacing, roadway excavation, drainage, traffic signals, and landscaping.	H	H	N/A	L	M	N	N	N	N/A	Y	Y	Y	Obj.6	G101-4, G201-2, G301-2, G401

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OS6.	Farrington Highway (Route 93), Safety Improvements, Vicinity of Leihoku Street to Makau Street	Installation of milled rumble strips on centerline and shoulders; pavement markings, striping and signing.	H	H	N/A	L	M	N	N	N	N/A	Y	Y	Y	Obj.6	G101-3, G201-2, G301-2, G401
OS14.	Guardrail and Shoulder Improvements, Various Locations	Install and upgrade guardrails to bridge end post connections, bridge railing, guardrail end terminals, crash attenuators, miscellaneous drainage, and other appurtenant improvements.	H	H	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.35	G101-2, G201-2, G301-2, G401
OS19.	Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue	Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards.	H	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.35	G101-2, G201-2, G301-2, G401
OS20.	Interstate Route H-1, Guardrail and Shoulder Improvements, Middle Street (Route 7415) to Punchbowl Street (Route 7516)	Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards.	H	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.35	G101-2, G201-2, G301-2, G401
OS28.	Interstate Route H-3, Safety Improvements, Vicinity of Kamehameha Highway Off-Ramp to Kaneohe Marine Corps Base Hawaii	Scope includes but is not limited to installation of milled rumble strips on shoulders, pavement markings and signing.	H	H	N/A	L	L	N	N	N	N/A	Y	Y	Y	Obj.6	G101-3, G201-2, G301-2, G401

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OS34.	Kalanianaʻole Highway (Route 72), Improvements, Olomana Golf Course to Waimanalo Beach Park, Phase I	Construct traffic operational and safety improvements on Kalanianaʻole Highway, from Olomana Golf Course to Poalima Street. Project includes turning lanes, bus pullouts, and lighting improvements.	H	L	N/A	L	M	N	N	Y	N/A	Y	Y	Y	Proj.8	G101-3, G201-2, G301-2, G401
OS35.	Kalanianaʻole Highway (Route 72), Improvements, Olomana Golf Course to Waimanalo Beach Park, Phase II	Construct traffic operational and safety improvements on Kalanianaʻole Highway, from Poalima Street to Aloiloi Street. Project includes turning lanes, bus pullouts, and lighting improvements.	H	L	N/A	L	L	N	N	Y	N/A	Y	Y	Y	Proj.8	G101-3, G201-2, G301-2, G401
OS36.	Kalanianaʻole Highway (Route 72), Improvements, Olomana Golf Course to Waimanalo Beach Park, Phase III	Construct traffic operational and safety improvements on Kalanianaʻole Highway, from Aloiloi Street to Waimanalo Beach Park. Project includes turning lanes, bus pullouts, and lighting improvements.	H	L	N/A	L	L	N	N	Y	N/A	Y	Y	Y	Proj.8	G101-3, G201-2, G301-2, G401
OS56.	Kamehameha Highway, Rockfall Protection, Waimea Bay	Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.4 to milepost 5.52).	L	L	H	L	M	N	N	N	N/A	Y	Y	Y	Proj.5	G101-3, G201-2, G301, G401
OS57.	Kamehameha Highway, Rockfall Protection, Waimea Bay (Sunset Beach Side)	Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.63 to milepost 5.9).	L	L	H	L	M	N	N	N	N/A	Y	Y	Y	Proj.5	G101-3, G201-2, G301, G401

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OS58.	Kamehameha Highway, Safety Improvements, Kahana Valley Road to Kaawa Bridge	Installation of milled rumble strips on centerline and shoulders, check superelevation along entire segment, pavement markings, striping and signing.	H	H	N/A	L	M	N	N	N	N/A	Y	Y	Y	Obj.6	G101-3, G201-2, G301-2, G401
OS59.	Kamehameha Highway, Safety Improvements, Vicinity of Makao Road to the Vicinity of Haleaha Road	Extend paved shoulder 2 feet, extend drainage culverts and headwalls, install milled centerline and shoulder line rumble strips, signing and pavement marking.	H	H	N/A	L	M	N	N	N	N/A	Y	Y	Y	Obj.6	G101-4, G201-2, G301-2, G401
OS60.	Kamehameha Highway, Safety Improvements, Vicinity of Pohuehue Road to Waikane Valley Road	Scope includes but is not limited to installation of milled rumble strips on centerline and shoulders, superelevation assessment (to determine treatment) along entire segment, shoulder widening, drainage improvements, installation of guardrail and end treatments, pavement markings and signing.	H	H	N/A	L	L	N	N	N	N/A	Y	Y	Y	Obj.6	G101-4, G201-2, G301-2, G401
OS61.	Kamehameha Highway, Safety Improvements, Vicinity of Pualalea Street to Malaekahana and Vicinity of Laie-Maloo Bridge to Hauula Bridge	Installation of milled rumble strips on centerline and shoulders, check superelevation along entire segment, pavement markings, striping and signing.	H	H	N/A	L	M	N	N	N	N/A	Y	Y	Y	Obj.6	G101-3, G201-2, G301-2, G401
OS62.	Kamehameha Highway, Safety Improvements, Vicinity of Waikane Valley Road to Kahekili Highway	Installation of milled rumble strips on centerline and shoulders, check superelevation along entire segment, pavement markings, striping and signing.	H	H	N/A	L	M	N	N	N	N/A	Y	Y	Y	Obj.6	G101-3, G201-2, G301-2, G401

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OS63.	Kamehameha Highway, Shoreline Protection, Vicinity of Hauula	Construct shoreline protection measures for areas in Hauula (#14) susceptible to ocean erosion due to high wave action.	L	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Obj.6	G101-2, G201-2, G301
OS64.	Kamehameha Highway, Shoreline Protection, Vicinity of Kaaawa	Construct shoreline protection measures for areas in Kaaawa (#10) susceptible to ocean erosion due to high wave action.	L	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Obj. 6	G101-2, G201-2, G301
OS65.	Kamehameha Highway, Shoreline Protection, Vicinity of Punaluu	Construct shoreline protection measures for areas in Punaluu (#9) susceptible to ocean erosion due to high wave action.	L	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Obj. 6	G101-2, G201-2, G301
OS66.	Kamehameha Highway, Traffic Improvements, Kahaluu to Waimea Bay (Kahekili Highway [Route 83] to Kaalaea Stream)	Construct roadway geometric adjustments to improve safety and construct possible intersection improvements along Kamehameha Highway, from Kahekili Highway to Kaalaea Stream. Replace two bridge structures.	H	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj.36	G101-3, G201-2, G301-2, G401
OS71.	Moanalua Freeway (Route 78) and Interstate Route H-2, Guardrail and Shoulder Improvements	Install and/or upgrade the existing guardrails. Reconstruct and pave road shoulders.	H	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj.35	G101-2, G201-2, G301-2, G401
OS77.	Pali Highway (Route 61), Rockfall Protection Between the Two Tunnels	Reduce possible rockfall and/or landslides along Pali Highway between the two Pali Highway Tunnels.	L	L	H	L	L	N	N	N	N/A	Y	Y	Y	Proj.5	G101-3, G201-2, G301, G401

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OS78.	Pali Highway (Route 61), Rockfall Protection, Kailua Side of Kailua-Bound Tunnels	Reduce possible rockfall and/or landslides along Pali Highway on the Kailua side of the Kailua Tunnels.	L	L	H	L	L	N	N	N	N/A	Y	Y	Y	Proj.5	G101-3, G201-2, G301, G401

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CITY & COUNTY OF HONOLULU - FHWA																		
OC5.	Computerized Traffic Control System	Upgrade and expand fiber optic lines, closed-circuit television (CCTV) cameras, data collection and signal control in the urban center and outlying areas for connectivity to the Honolulu Traffic Control Center.	H	L	N/A	M	L	L	N/A	Y	N	N	Y	Y	Y	Y	Proj.4	G101-2, G104, G201-2, G301-2, G401
OC6.	Kapolei Parkway (Route 8920), Kunehi Street to Kamokila Boulevard	Construct Kapolei Parkway from Kanehi Street to Kamokila Boulevard. Kamokila Boulevard to Kama'aha Avenue will be federally funded. The segment from Kama'aha Avenue to Kunehi Street will be locally funded.	L	N/A	H	H	M	M	N/A	Y	N	Y	N/A	Y	Y	Y	Proj.26	G101-4, G201-2, G301-2, G401
OC11.	Traffic Signals at Various Locations	Install, modify and upgrade traffic signals island wide, including ADA improvements, signs and markings and interties. The project provides for the safe and orderly movements of pedestrians and vehicles at high-risk intersections. The project upgrades existing intersections, adds left turn phases, increases signal visibility and coordination.	H	L	N	M	L	L	Y	N/A	Y	N	Y	Y	Y	Y	Proj.34	G101-4, G201-2, G301-2, G401
CITY & COUNTY OF HONOLULU - FTA																		
OC20.	Transfer to FHWA for Vanpool	Transfer FTA funds to FHWA for HDOT's Vanpool program.	L	L	L	H	L	H	N	N	Y	N	N/A	Y	N/A	Y	Proj.7	G101-4, G201-2, G301-2, G401

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CONGESTION MITIGATION PROJECTS		Project Description	Congestion Management Process	Highway Safety Improvement Program	Travel Time or Delay Analysis	Project Location	Cost Participation	Project Stage	Traffic Signal Warrants	Gap Closure?	Mandated?	Transit Friendly?	Oahu Regional ITS Architecture Consistency	Addresses SAFETEA-LU Planning Factor(s)?	Local Match Available?	Ready-to-Go?	ORTP Consistency	HSTP Goals and Objectives Code
OAHU : STATE - FHWA																		
OS8.	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 1C	The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases.	N/A	L	N/A	H	L	M	N/A	N	N	N	Y	Y	Y	Y	Proj.4	G101-2, G104, G201-2, G301-2, G401
OS9.	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 2A	The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases.	N/A	L	N/A	H	L	L	N/A	N	N	N	Y	Y	Y	Y	Proj.4	G101-2, G104, G201-2, G301-2, G401
OS10.	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 2B	The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases.	N/A	L	N/A	H	L	L	N/A	N	N	N	Y	Y	Y	Y	Proj.4	G101-2, G104, G201-2, G301-2, G401

H-High, M-Medium, L-Low, N/A-Not Applicable, Y-Yes, N-No, Proj.-Project Number, Obj.-Objective Number

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OS11.	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 3A	The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases.	N/A	L	N/A	H	L	L	N/A	N	N	N	Y	Y	Y	Y	Proj.4	G101-2, G104, G201-2, G301-2, G401
OS12.	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), System Manager	The Freeway Management System's System Manager will assist the State with managing and guiding the Intelligent Transportation System (ITS) program. This includes software development, equipment procurement assistance, acceptance testing, performance monitoring, and strategic planning.	N/A	L	N/A	H	L	L	N/A	N	N	N	Y	Y	Y	Y	Proj.4	G101-2, G104, G201-2, G301-2, G401
OS13.	Freeway Service Patrol	Operate roving service patrols. Services include towing of disabled vehicles, removing debris, providing basic fire extinguisher use, deploying traffic control devices, assisting the HPD, HFD, and EMS at crash scenes & other incidents, assisting sick or injured motorists with basic first aid, & notifying 911 of incidents.	N/A	L	N/A	H	L	H	N/A	N	N	N	Y	Y	Y	Y	Proj.4	G101-2, G201-2, G301-2, G401
OS23.	Interstate Route H-1, Lunalilo Street Off-Ramp and On-Ramp	Improve operation and capacity on the westbound H-1 freeway by modifying the weaving movements between the Lunalilo Street On-ramp and the Vineyard Boulevard Off-Ramp by restriping freeway lanes from the Punahou Street On-ramp to the Pali Highway Off-ramp.	N/A	L	N/A	M	L	M	N/A	N	N	N	N/A	Y	Y	Y	Proj.1 6	G101-2, G104, G201-2, G301-2, G401

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OS53.	Kamehameha Highway, Realignment, Vicinity of Kawaihoa Beach	Plan a new highway which would bypass a portion of Kamehameha Highway, on the North Shore. The project proposes to construct a realignment of Kamehameha Highway, from Haleiwa to the vicinity of Waimea Bay, a total distance of approximately 4.2 miles.	N/A	L	N/A	M	L	L	N	N	N	N	N/A	Y	Y	Y	Obj.11	G101-2, G104, G201-2, G301-2, G401
OS80.	Vanpool Program, Oahu	Encourage ridesharing during the peak commuting hours to reduce congestion by providing qualified users with a State-subsidized van.	N/A	L	N/A	H	L	H	N	N	N	N	N/A	Y	Y	Y	Proj.7	G101-4, G201-2, G301-2, G401

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CITY & COUNTY OF HONOLULU - FHWA																	
OC7.	Makakilo Drive (Route 8810) Extension	Construct an extension of Makakilo Drive from Palehua Subdivision to the H-1 Freeway	N/A	N/A	H	M	L	M	Y	N	N	N/A	Y	Y	Y	Proj.29	G101-4, G201-2, G302, G401, G502
OC8.	Salt Lake Boulevard (Route 7311), Widening, Maluna Street to Ala Lilikoi Street	Widen Salt Lake Boulevard from two to six lanes, between Maluna Street and Ala Lilikoi Street.	H	L	M	M	M	L	Y	N	Y	Y	Y	N	N	Obj.11	G101-2, G104, G201-2, G302, G401, G502
OAHU : STATE - FHWA																	
OS7.	Fort Barrette Road (Route 901), Widening, Farrington Highway (Route 9107) to Barber's Point Gate	Widen Fort Barrette Road to four lanes and construct other improvements, including right- and left-turn lanes, sidewalk, bikeway, highway lighting, drainage, traffic signals, landscaping, and other improvements.	N/A	L	H	H	L	M	N	N	Y	N/A	Y	Y	Y	Proj.12	G101-4, G201-2, G302, G401, G502
OS17.	Interstate Route H-1, Eastbound Improvements, Vicinity of Ola Lane to Vineyard Boulevard Off-Ramp	Construct an additional lane on Interstate Rte H-1 in the eastbound direction from the vicinity of Middle Street/Ola Lane to the vicinity of the H-1 Vineyard Boulevard off-ramp.	N/A	L	H	H	L	L	N	N	N	N/A	Y	Y	Y	Proj.15	G101-2, G104, G201-2, G302, G401, G502

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Oahu - Modernization Projects

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OS18.	Interstate Route H-1, Eastbound Improvements, Ward Avenue (Route 7511) On-Ramp to University Interchange	Improve the eastbound traffic flow from Ward Avenue to the University Interchange.	N/A	L	N/A	M	L	L	N	N	N	N/A	Y	Y	Y	Proj.23	G101-2, G104, G201-2, G302, G401, G502
OS22.	Interstate Route H-1, Kapolei Interchange Complex	Phase 2 and Phase 3 will complete the construction of the Wakea Street Separation and its associated ramps. Phase 4 and 5 will complete the ultimate buildout of the Kapolei IC Complex including the completion of Palailai and Makakilo Interchanges.	N/A	L	H	H	M	M	N	N	N	N/A	Y	Y	Y	Proj.14	G101-2, G104, G201-2, G302, G401
OS25.	Interstate Route H-1, PM Contraflow, Westbound, Waiawa Interchange Improvements, Phase I	This is the first increment of the PM contraflow project. Add a westbound lane, for a total of four lanes, through the Waiawa Interchange. This project involves restriping the Interstate H-1 from the Waiawa Interchange to Waikele.	N/A	L	H	H	L	M	Y	N	Y	N/A	Y	Y	Y	Proj.19	G101-2, G104, G201-2, G302, G401, G502
OS26.	Interstate Route H-1, Waiau Interchange to Halawa Interchange, Widening, Eastbound	Widen H-1 Freeway to six lanes from Waiau Interchange to Halawa Interchange in the eastbound direction, and restore current freeway lane width and shoulder standards. Project may be phased due to high cost.	N/A	L	H	H	L	L	N	N	N	N/A	Y	Y	Y	Proj.45	G101-2, G104, G201-2, G302, G401, G502

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OS27.	Interstate Route H-1, Waiawa Interchange, Westbound, Waipahu Off-Ramp Improvements	Widen the westbound Waipahu off-ramp from one to two lanes.	N/A	L	H	H	L	L	N	N	N	N/A	Y	Y	Y	Proj.21	G101-2, G104, G201-2, G302, G401, G502
OS68.	Kamehameha Highway, Widening, Lanikuhana Avenue (Route 7042) to Ka Uka Boulevard (Route 7160)	Widen Kamehameha Highway to four-lanes with shoulders for bike paths and disabled vehicles.	N/A	L	H	H	L	L	Y	N	N	N/A	Y	Y	Y	Proj.25	G101-4, G201-2, G302, G401, G502
OS76.	North-South Road (Kualakai Parkway) (Route 8930), Kapolei Parkway (Route 8920) to Vicinity of the H-1 Freeway, Phase II	Phase IB consisted of constructing the interim roadway from Kapolei Parkway to Farrington Highway. Phase IC involved constructing the roadway from Farrington Highway to the H-1 Freeway, including a full-diamond interchange at the H-1 Freeway. Phase II involves continuation of the build out of North-South Road to six (6) lanes.	N/A	L	H	H	L	H	Y	N	Y	N/A	Y	Y	Y	Proj.28	G101-2, G104, G201-2, G302, G401, G502
OS81.	Vineyard Boulevard (Route 98), Improvements, Vicinity of Queen's Medical Center	Install a right turn lane from Lusitana Street to the Vineyard Boulevard eastbound freeway on-ramp. This project being designed by QMC.	N/A	L	N/A	M	H	M	N	Y	N	N/A	Y	Y	Y	Obj.9	G101-2, G104, G201-2, G302, G401

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ENHANCEMENT PROJECTS		Project Description	Enhancement Program	Non-Enhancement Funding	Cost Participation	Project Stage	Gap Closure?	Mandated?	Transit Friendly?	Oahu Regional ITS Architecture Consistency	Addresses SAFETEA-LU Planning Factor(s)?	Local Match Available?	Ready-to-Go?	ORTP Consistency	HSTP Goals and Objectives Code
CITY & COUNTY OF HONOLULU - FHWA															
OC3.	Bicycle Projects	This is an ongoing island wide program for the implementation of the Oahu Bicycle Master Plan improvements, the development of new projects and the upgrade of existing bicycle facilities.	N	Y	L	L	Y	N	N	N/A	Y	Y	Y	Obj.15	G101-4, G201-2, G301-2, G401, G501
OAHU : STATE - FHWA															
OS67.	Kamehameha Highway, Wetland Enhancement, Vicinity of Ukoa Pond	Enhance wetlands near Ukoa Pond as a mitigation for previous impacts and wetland banking for future use. This is a wetland mitigation project on the North Shore that is related to the construction of the Haleiwa Bypass Road.	N	Y	L	M	N	Y	N	N/A	Y	Y	Y	Obj. 14	G301
OS69.	Leeward Bikeway, Phase I, Waipio Point Access Road to Hawaii Railroad Society Train Station	Improve the bikeway/bike path from the Waipio Point Access Road to the northeast end of the existing West Loch Bikepath and from the southwest end of the existing West Loch bikepath to the Hawaii Railway Society Train Station.	Y	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 2	G101-4, G201-2, G301-2, G401

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Oahu - Enhancement Projects

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ENHANCEMENT PROJECTS		Project Description	Enhancement Program	Non-Enhancement Funding	Cost Participation	Project Stage	Gap Closure?	Mandated?	Transit Friendly?	Oahu Regional ITS Architecture Consistency	Addresses SAFETEA-LU Planning Factor(s)?	Local Match Available?	Ready-to-Go?	ORTP Consistency	HSTP Goals and Objectives Code
OS70.	Leeward Bikeway, Phase II, Hawaii Railroad Society Train Station to Lualualei Naval Road	Improve the bikeway/bike path from the Hawaii Railway Society Train Station to Lualualei Naval Road.	Y	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 2	G101-4, G201-2, G301-2, G401
OS79.	Recreational Trails Program	A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use.	N	Y	L	M	N	N	N	N/A	Y	Y	Y	Obj.14	G101-4, G201-2, G301-2, G401, G501

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Oahu - Enhancement Projects

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HUMAN SERVICES TRANSPORTATION PROGRAMS		Project Description	Human Services Transportation Plan	Cost Participation	Project Stage	Mandated?	Transit Friendly?	Oahu Regional ITS Architecture Consistency	Addresses SAFETEA-LU Planning Factor(s)?	Local Match Available?	Ready-to-Go?	ORTP Consistency	HSTP Goals and Objectives Code
CITY & COUNTY OF HONOLULU - FTA													
OC13.	Agency-Provided Trips	To operate transportation services that would help reduce the number of trips on The Handi-Van and lower operating costs while improving service.	H	L	L	N	N	N/A	Y	Y	Y	Obj.5	G101-4, G201-2, G301-2, G402, G501, G503
OC16.	Local Shuttle Service	To maintain and expand shuttle services provided at Kalaeloa homeless shelter sites and the Campbell Industrial Park to address transportation needs of low income persons.	H	M	L	N	N	N/A	Y	Y	Y	Obj.5	G101-4, G201-2, G301-2, G402, G501, G503
OC18.	Mobility Management Center	To coordinate transit and human service transportation to improve access to transportation for seniors, people with disabilities, and persons with low incomes.	H	L	L	N	N	N/A	Y	Y	Y	Obj.5	G101-4, G201-2, G301-2, G402, G501, G503

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Oahu - Human Services Transportation Programs

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TRANSIT PROJECTS		Project Description	Maintains Existing System	Completes Multi-Phase Project	Enhances Hub-and Spoke System	Enhances Safety and Security	New Transit Service	Local Match In Year 1 Budget	Local Match Probable In Years 2,3 or 4 Budget	Oahu Regional ITS Architecture Consistency	Addresses SAFETEA-LU Planning Factor(s)?	Local Match Available?	Ready-to-Go?	ORTP Consistency	HSTP Goals and Objectives Code
		CITY & COUNTY OF HONOLULU - FHWA													
OC1.	Alapai Transit Center Multi-Use Path	Construct a multi-use path between Alapai Street and Kealamakai Street. This will serve as a connection of the multi-use path from Ewa of Alapai to Hotel Street and will provide a path for pedestrians and bicyclists.	N	Y	N	Y	N	Y	N	N/A	Y	Y	Y	Proj.1	G101-4, G201-2, G301-2, G401
		CITY & COUNTY OF HONOLULU - FTA													
OC14.	Bus and Handi-Van Acquisition Program	Purchase replacement transit buses and handi-van vehicles at estimated vehicle cost.	Y	N/A	N/A	N	N	Y	N/A	N/A	Y	Y	Y	Obj.2	G101-4, G201-2, G301-2, G401, G501
OC15.	Honolulu High-Capacity Transit Corridor Project	Design and construct a fixed guideway system between East Kapolei and Ala Moana Center. The system includes stations and related appurtenances, park-and-ride facilities, a maintenance and storage facility, light metro vehicles and associated core systems.	N/A	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Proj.31	G101-4, G201-2, G301-2, G401, G502

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Oahu - Transit Projects

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OC17.	Middle Street Intermodal Center	Design, construct, inspect, and provide relocation funds for Phase II. Phase II is the completion of the Handi-Van parking lot, transit center platform and bus parking and parking garage.	Y	Y	N/A	N	N	Y	Y	N/A	Y	Y	Y	Proj.33	G101-4, G201-2, G301-2, G401, G501
OC19.	Preventive Maintenance	Preventive maintenance of FTA-funded rolling stock (buses and handi-vans) to include parts, labor, and other related costs.	Y	N/A	N/A	N/A	N/A	Y	Y	Y	Y	Y	Y	Proj.34	G101-4, G201-2, G301-2, G401, G501
OC21.	Transit Safety and Security Projects	Capital projects at various transit locations to improve safety and security.	Y	N	N/A	Y	N	Y	Y	Y	Y	Y	Y	Obj.6	G101-4, G201-2, G301-2, G401
OC22.	West Oahu Bus and Handi-Van Maintenance Facility	Plan, design, and construct a maintenance facility for bus and handi-van operations in West Oahu.	Y	N	N	N	N	Y	N/A	N/A	Y	Y	Y	Proj.34	G101-4, G201-2, G301-2, G401, G501

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OC23.	Windward Transit Center	Plan, design, construct and inspect a transit center in Windward, Oahu.	N/A	N	Y	N	N	N/A	N/A	N/A	Y	N/A	Y	Proj.33	G101-4, G201-2, G301-2, G401

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		Project Description	Bridge Assessment and Replacement Programs Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	Pavement Management Programs Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
HAWAII : STATE - FHWA											
HS3.	Crater Rim Road (NPS)	Rehabilitation and resurfacing of the westerly 5-miles of Crater Rim Road. It will also include rehabilitation or expansion of a number of parking areas within the park.	N	N	L	M	N	N	Y	N	G101-2, G201-2, G301, G401, G502
HS5.	Hawaii Belt Road (Route 19), Bridge Repair and Painting, Umauma Bridge	Rehabilitate existing bridge.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401
HS6.	Hawaii Belt Road (Route 19), Bridge Replacement, Pahoeohoe Stream Bridge	Rehabilitate existing bridge.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
HS16.	Hilo Bayfront Highway (Route 19), Shoreline Protection	Construct groin fields in phases along Hilo Bayfront.	N	N	L	M	N	N	Y	N	G101-2, G201-2, G301
HS19.	Kawaihae Road (Route 19), Waiaka Stream Bridge Replacement and Realignment of Approaches	Replacing the existing Waiaka Stream Bridge, realigning the bridge approaches, reconstructing the Route 19/Route 250 intersection and installing safety improvements.	Y	N	L	L	N	N	Y	N	G101-4, G201-2, G301-2, G401, G502

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		Project Description	Bridge Assessment and Replacement Programs Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	Pavement Management Programs Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
HS29.	Mamalahoa Highway (Route 11), Hilea Bridge Replacement	Replace existing bridge.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
COUNTY OF HAWAII - FHWA											
HC1.	Alii Drive (Route 186) Culvert Replacement	Replacement of an existing culvert with a new bridge and transitional structures at Alii Drive.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
HC5.	Bridge Inspection and Appraisal	Inspection of county-maintained bridges as required by FHWA.	N	N	L	M	N	Y	Y	N	G101-2, G201-2
HC6.	Kaahakini Bridge Rehabilitation	Replacement of an existing bridge including transitional structures.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401
HC7.	Kaiminani (Route 198) Resurfacing (Mamalahoa Highway (Rte 190) to Queen Kaahumanu Highway (Rte19))	Resurfacing approximately 3.6 miles of Kaiminani from the Mamalahoa Hwy to the Queen Kaahumanu Hwy. Work to include road bed reconstruction, shoulder/driveway repairs and drainage improvements.	N	Y	L	L	N	N	Y	N	G101-2, G201-2, G301, G401

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HC8.	Kamehameha Avenue (Route 1910) Resurfacing, Wailoa Bridge to Ponahawai Street	Resurfacing approx. 0.75 miles of Kamehameha Ave. from the end of State Hwy at Wailoa Bridge to Ponahawai St. Work to include road bed reconstruction, sidewalk/driveway repairs, drainage, sidewalk and ADA improvements.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301, G401
HC12.	Reed's Island Bridge Rehabilitation	Replacement of an existing bridge including transitional structures.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		Project Description	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Rockfall Protection Study Yes: Project identified through DOT's Rockfall Protection Study No: Project did not result from DOT's Rockfall Protection Study	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
HAWAII : STATE - FHWA											
HS4.	Guardrail and Shoulder Improvements, Various Locations	Improve guardrail and shoulders.	N	N	L	L	N	N	Y	N	G101-3, G201-2, G301, G401
HS7.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaumoali Bridge Towards Waipunahina Bridge	Improve guardrail and shoulders along Hawaii Belt Road from Kaumoali Bridge towards Waipunahina Bridge.	N	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401
HS8.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kealakaha Bridge Towards Kaula Bridge	Improve guardrail and shoulders from Kealakaha Bridge to Kaula Bridge.	N	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401
HS10.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Papalele Rd towards Kaumoali Bridge	Improve guardrail and shoulders along Hawaii Belt Road from Papalele Road towards Kaumoali Bridge.	N	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401

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HS11.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaala Bridge Towards Kealakaha Bridge	Improve guardrail and shoulders from Kaala Bridge to Kealakaha Bridge.	N	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401
HS12.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Waipunahina Bridge to East Paauilo Bridge	Improve guardrail and shoulders from Waipunahina Bridge to E. Paauilo Bridge.	N	N	L	L	N	N	Y	N	G101-3, G201-2, G301, G401
HS13.	Hawaii Belt Road (Route 19), Rockfall Protection at Various Sections, Phase I (Laupahoehoe Gulch)	Slope protection along Route 19, Hawaii Belt Road, in the vicinity of Laupahoehoe Gulch.	N	Y	L	M	N	N	Y	N	G101-3, G201-2, G301, G401
HS14.	Hawaii Belt Road (Route 19), Rockfall Protection at Various Sections, Phase II (Maulua Gulch)	Slope protection along Route 19, Hawaii Belt Road, in the vicinity of Maulua Gulch.	N	Y	L	L	N	N	Y	N	G101-3, G201-2, G301, G401
HS38.	Hawaii Belt Road (Route 130) Safety Improvements at Kaawalii Gulch	Installation of milled rumble strips on centerline and shoulders, pavement markings, striping and signage.	Y	N	L	H	N	N	Y	N	G101-3, G201-2, G301, G401

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HS39.	Keaau-Pahoa Road (Route 130) Intersection Improvements at Old Government Road	Intersection improvements will be identified and considered by conducting a traffic signal warrant and consulting the HDOT Modern Roundabout Policy Guideline.	Y	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401
HS22.	Keaau-Pahoa Road (Route 130), Intersection Improvements at Paradise Drive, Orchidland Drive, and Ainaloa Blvd	Implement safety improvements at listed intersections.	Y	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401
HS30.	Mamalahoa Highway (Route 11) Drainage Improvements at Kawa	Drainage improvements, including the installation of box culverts and raising of the roadway.	N	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401

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CONGESTION MITIGATION PROJECTS		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects												
	HAWAII : STATE - FHWA											
HS34.	Queen Kaahumanu Highway (Route 19), Intersection Improvements at Kawaihae Road (Route 19)	Improve operation, capacity and safety of Queen Kaahumanu Hwy and Kawaihae Road intersection.	N	Y	L	H	N	N	N	Y	N	G101-4, G201-2, G302, G401, G502
	COUNTY OF HAWAII - FHWA											
HC9.	Kawailani (Rte 2760)/Pohakulani/Ainaola (Rte 2750) & Kawailani (Rte 2760)/Iwalani (Rte 2770) Intersection Improvements, Phase 2	Installation of synchronized traffic signals at the Kawailani/Iwalani and Kawailani/Pohakulani intersections; including land acquisition, realignment of Ainaola Drive, channelization, utility relocation and construction of curbs, gutters, sidewalks and related drainage improvements.	N	N	L	M	Y	N	N	Y	N	G101-4, G201-2, G302, G401, G502

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	HAWAII : STATE - FHWA											
HS1.	Akoni Pule Hwy (RTE 270) Realignment & Widening at Aamakao Gulch	Realign and widen roadway on the mauka side, improve shoulders and rock catchment area.	N	N	L	L	N	N	N	Y	N	G101-4, G201-2, G301-2, G401, G502
HS18.	Kawaihae Road Bypass, Waimea to Kawaihae, Phase 1 (First 5 miles)	Construction of a two-lane alternate route from Waimea to Kawaihae, connecting the proposed Waimea Bypass to Queen Kaahumanu Hwy to improve traffic flow and improve traffic circulation.	Y	N	L	L	N	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
HS20.	Keaau-Pahoa Road (Route 130) Improvements, Keaau to Pahoa, Phase 1	Improve traffic capacity, circulation and safety along Route 130.	Y	N	L	L	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502

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HS24.	Kealakehe Parkway Extension (Route 197), Keanalehu Drive to Kealakaa Street	Extension of Kealakehe Pkwy to match the existing section. Includes pavement markings, signs, drainage, guardrails and other miscellaneous work.	Y	N	L	L	N	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
HS26.	Kuakini Highway (Route 11) Widening, Henry Street (Rte 1830) to Kamehameha III Road (Rte 185), Phase 1	Widen Kuakini Highway from two to four lanes with culverts, traffic signals and utilities. Improve shoulders to accommodate pedestrian and bicycle traffic.	Y	N	L	L	Y	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
HS28.	Kumau Street Improvements, Hilo (Harbors Division)	Construction of a new entrance to Hilo Harbor and the expanded barge terminal area. Roadway connector link improvements (paving, utilities, lighting, roadway and sidewalk improvements) and intersection improvements with Kalanianaʻole Ave.	N	N	L	L	N	Y	N	Y	N	G101-4, G201-2, G301-2, G401

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HS32.	Puainako St (Rte 2000) Widening, Kanoelehua Ave (Rte 11) to Komohana St (Rte 1940), Phase I - Komohana to Kawili (Rte 2770)	Widen and realign Puainako Street from 2 to 4 lanes. Improvements also include installing traffic signals, signs, pavement markings, hwy lighting, guardrails, and sidewalks.	Y	N	L	L	Y	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
HS33.	Puainako St (Rte 2000) Widening, Kanoelehua Ave (Rte 11) to Komohana St (Rte 1940), Phase II - Kawili (Rte 2770) to Kilauea (Rte 1920)	Widen and realign Puainako Street from 2 to 4 lanes. Improvements also include installing traffic signals, signs, pavement markings, hwy lighting, guardrails, and sidewalks.	Y	N	L	L	Y	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
HS35.	Queen Kaahumanu Highway (Route 19) Widening Keahole Airport to Kawaihae Harbor	Conduct planning and environmental study to assess alternatives and impacts to widening Queen Kaahumanu Highway from 2 to 4 lanes from Keahole Airport to Kawaihae Harbor.	Y	N	L	L	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502

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HS36.	Saddle Road Extension	New roadway and/or realignment and extending Saddle Road from the Kona terminus at Mamalahoa Highway to the Queen Kaahumanu Highway.	Y	N	L	L	N	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
HS37.	Saddle Road (Route 200) Improvements, Phase 2D: East Side Grade & Pave, MP 6 to 11; West Side, MP 42 to Mamalahoa Hwy	Widen and/or realign the existing two-lane highway.	Y	N	L	M	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
COUNTY OF HAWAII - FHWA												
HC3.	Alii Highway (Route 1110), Kamehameha III Rd (Route 185) to Queen Kaahumanu Hwy (Route 19)	Ph I, Part 1 will remove vegetation from the entire 4.75-miles. Ph 1, Part 2, in FY 2013, will construct 2.5 miles of 24-ft wide road starting at Kam III Hwy and ending at the Lako St. Extension. Ph II will complete construction from Lako St to Queen K.	Y	N	L	M	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502

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HC10.	Kuakini Highway (Route 1100) Widening, Hualalai Road (Route 1880) to Alii Highway	Widen approx. 1.5 miles of Kuakini Hwy to increase capacity between Hualalai Road and the new Alii Highway.	Y	N	L	L	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
HC11.	Mamalahoa Highway (Route 19) Widening (Mudlane to North Hawaii Community Hospital)	Widen approximately 4.5-miles of Mamalahoa Highway from Mudlane to the north Hawaii Community Hospital to increase vehicular capacity and improve safety by adding turning lanes. Work includes drainage, shoulder and bike lane improvements.	Y	N	L	L	N	N	N	Y	N	G101-4, G201-2, G301-2, G401, G502

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		Project Description	Hawaii Statewide Enhancement Program Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects?	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
HAWAII : STATE - FHWA										
HS2.	Akoni Pule Highway (Route 270), Bicycle Improvements, Mahukona Wharf Access Road to Hawi Road	Improve Akoni-Pule Highway bicycle routes, including signage, from Mahukona Wharf Access Road to Hawi Road.	N	L	L	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502
HS25.	Kuakini Highway (Route 11) Bicycle Improvements, King Kamehameha III Highway (Rte 185) to Mamalahoa Highway (Rte 11)	Improve bicycle routes along Kuakini Highway from King Kamehameha III Highway to Mamalahoa Highway. Clear shoulders, paint stripes, and add signage.	N	L	L	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502
HS31.	National Recreational Trails Program - Hawaii (DLNR)	A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Big Island program.	N	L	L	N	N	Y	N	G101-3, G201, G301-2, G401-2, G502

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COUNTY OF HAWAII - FHWA										
HC2.	Alii Drive (Route 186) Road Improvements Along Oneo Bay, From Hualalai Road (Route 1880) to Walua Road (Route 187), Phases 1 & 2	Provide bicycle, pedestrian, landscaping and scenic view improvements along Alii Drive from Hualalai Road to Walua Road by undergrounding existing overhead utilities.	Y	L	L	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502

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TRANSIT PROJECTS		Project Description	Maintains Existing System Does it maintain and operate existing fixed route bus and complementary paratransit system?	Completes Multi-Phase Project Does it complete a multi-phase project that has started?	Enhances Hub-and-Spoke System Does it enhance system performance through implementation of hub-and-spoke system?	Enhances Safety and Security Does it enhance safety/security of passengers and the system and enhances service quality level?	New Transit Service	Local Match in Year 1 Budget	Local Match Possible in Years 2, 3 or 4 Budget	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service												
	COUNTY OF HAWAII - FTA											
HC13.	Bus and Bus Facility	Purchase buses and operate bus transit facilities.	Y	Y	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401
HC14.	Rural Transportation Program	Operate public transit system.	Y	Y	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		Project Description	Bridge Assessment and Replacement Programs Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	Pavement Management Programs Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
MAUI : STATE - FHWA											
MS5.	Honoapiilani Highway (Route 30), Bridge Replacement, Honolua Bridge	Replacement of a concrete T-beam bridge on Honoapiilani Hwy in the vicinity of Honolua Bay.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401
MS31.	Honoapiilani Highway (Route 30), Shoreline Improvements, Vicinity of Olowalu	Shoreline protection for approximately 1000 feet of Highway on the west side of Hekili Point.	N	N	L	M	N	N	Y	N	G101-2, G201-2, G301
MS12.	Kahului Beach Road (Route 3400), Shoreline Protection, Kahului Bay (#1)	Construct a seawall for about 800 feet of highway outside the harbor that would provide storm wave protection to the highway. Also construct low-profile concrete retaining wall at the waters edge to minimize accumulation of seaweed on the shoreline.	N	N	L	M	N	N	Y	N	G101-2, G201-2, G301
MS15.	North Kihei Road (Route 310), Shoreline Protection, Vicinity of Kealia Pond (#6)	Beach fill with an elevated dune to minimize wave overwash during seasonal high surf.	N	N	L	L	N	N	Y	N	G101-2, G201-2, G301
MS19.	Waiehu Beach Road (Route 3400), Bridge Rehabilitation, Iao Stream Bridge	Rehabilitation of a concrete tee-beam bridge on Waiehu Beach Road in the vicinity of Wailuku.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401

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MOLOKAI											
MS21.	Kamehameha V Highway (Route 450), Bridge Rehabilitation, Kaimiloloa Stream Bridge	Rehabilitation of the existing bridge to meet current bridge standards.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
MS22.	Kamehameha V Highway (Route 450), Bridge Replacement, Makakupaia Stream Bridge	Kamehameha V Highway (Route 450) Puuloa Interchange Ramp "A" Seismic Rehabilitation. Milepost 3.94, Rehabilitate existing 43-foot long bridge by widening and strengthening to meet current State standards.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
MS23.	Kamehameha V Highway (Route 450), Shoreline Protection, Vicinity of Niaupala Fishpond	Construct a revetment for the reconstruction and protection of the highway shoulder.	N	N	L	L	N	N	Y	N	G101-2, G201-2, G301
COUNTY OF MAUI - FHWA											
MC3.	Bridge Inspection and Appraisal	Inspection of county-maintained bridges as required by FHWA.	Y	N	L	M	N	Y	Y	N	G101-2, G201-2
MC4.	Haliimaile Road (Route 371) Resurfacing, Haleakala Highway to Baldwin Avenue	Resurface approximately 3 miles of Haliimaile Road.	N	Y	L	H	N	N	Y	N	G101, G102

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MC5.	Hansen Road Pavement Reconstruction, Hana Highway to Puunene Avenue	Reconstruct pavement on Hansen Road from Puunene Ave to Hana Highway. Improvements to include pavement striping and marking, signage and safety improvements. Approximately 2 miles.	N	Y	L	L	N	N	Y	N	G101-2, G201-2, G301, G401
MC6.	Hina Avenue (Route 3930) Pavement Reconstruction, Wakea Avenue to Ani Street	Reconstruct pavement on Hina Avenue from Wakea Avenue to Ani Street. Approximately 1.02 miles.	N	Y	L	L	N	N	Y	N	G101-2, G201-2, G301, G401
MC7.	Kahawaiokapia Bridge Replacement (Hana Highway - Route 360)	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401
MC8.	Kahekili Highway (Route 3405) Resurfacing, Mokuahu Road to Waiehu Beach Road	Resurface Kahekili Highway from N. Market Street to Waiehu Beach Road. Approximately 1.71 miles.	N	Y	L	H	N	N	Y	N	G101-2, G201-2, G301, G401
MC38.	Kaholopoo Bridge Replacement (Route 360)	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401

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MC9.	Kamehameha Avenue (Route 3940) Pavement Reconstruction, Vicinity of Puunene Avenue to Hina Avenue	Reconstruct pavement on Kamehameha Avenue from Puunene Ave. to Hina Ave. Improvements to include pavement striping and marking, signage and safety improvements. Approximately 0.76 miles.	N	Y	L	L	N	N	Y	N	G101-2, G201-2, G301, G401
MC11.	Kaupakalua Road (Route 365) Resurfacing, Hana Highway to Makawao Avenue	Resurface Kaupakalua Road from Hana Highway to Makawao Ave. Approximately 6.4 miles.	N	Y	L	M	N	N	Y	N	G101-2, G201-2, G301, G401
MC13.	Koukouai Bridge Modifications (Hana Highway - Route 360)	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
MC14.	Kulanihakoi Bridge Replacement (South Kihei Road - Route 3100)	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
MC39.	Lahaina Watershed Flood Control Project, Phase 2	Flood Control project from Lahainaluna Road south two miles along Honoapiilani Highway. Improvements consist of open channels, sediment basins, debris basin and new outlet to the ocean.	N	N	L	H	N	N	Y	N	G101-2, G201-2, G301-2, G401

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MC15.	Lelekea Bridge Replacement (Hana Highway - Route 360)	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
MC18.	Lower Honoapiilani Road (Route 3080) Improvements, Hoohui Road to Napilihau Road	Road widening, curb, gutter, sidewalk/paved shoulder, and drainage improvements. Replace Kahanahui Bridge. Approximately 1.50 miles.	Y	N	L	M	N	N	Y	N	G101-4, G201-2, G301-2, G401
MC21.	Makani Road (Route 3630) Resurfacing, Haleakala Highway to Kalama Intermediate School	Resurface Makani Road from Old Haleakala Hwy to Kalama School. Approximately 2.06 miles.	N	Y	L	H	N	N	Y	N	G101-2, G201-2, G301, G401
MC22.	Makawao Avenue - Makani Road (Route 3630) Improvements, Phase I - Eddie Tam Gymnasium to Kalama Intermediate School	Road widening with curb and gutters, sidewalk, drainage, and resurf/recon pavement. From Eddie Tam Gym to Kalama School.	N	N	L	M	N	N	Y	N	G101-4, G201-2, G301-2, G401, G502
MC28.	Pukalani Street Pavement Reconstruction, Old Haleakala Highway to Iolani Street	Reconstruct pavement on Pukalani Street from Old Haleakala Hwy to Iolani Street. Improvements to include pavement striping and marking, signage and safety improvements. Approximately 0.23 miles.	N	Y	L	L	N	N	Y	N	G101-2, G201-2, G301, G401

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MC32.	Waiko Road Improvements, Kuihelani Highway to Waiale Road	Improve Waiko Road from Honoapiilani Hwy to Kuihelani Hwy, with two travel lanes, paved shoulders and drainage improvements. Approximately 1.25 miles.	N	N	L	L	N	N	Y	N	G101-3, G201-2, G301-2, G401
MC33.	Waiohonu Bridge Replacement (Hana Highway - Route 360)	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		Project Description	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Rockfall Protection Study Yes: Project identified through DOT's Rockfall Protection Study No: Project did not result from DOT's Rockfall Protection Study	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
MAUI : STATE - FHWA											
MS1.	Guardrail and Shoulder Improvement Program at Various Locations, Maui, Parts 1 & 2	Improve guardrails and shoulders at various locations.	N	N	L	L	N	N	Y	N	G101-3, G201-2, G301, G401
MS30.	Honoapiilani Highway (Route 30), Safety Improvements at Kaanapali Parkway and Halelo Street	Install flashing beacon on Honoapiilani Hwy. as approaching Kaanapali northbound. Check for adequate signal signs and lighting. Update traffic signal heads, pavement markings, striping and signing.	Y	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401
MS8.	Honoapiilani Highway (Route 30), Safety Improvements, Vicinty of Kapoli Street to Ukumehameha Beach Park Road	Installation of milled rumble strips on centerline and shoulders, construct shoulder widening and drainage improvements, installation of guardrails and end treatments and upgrade/replace pavement markings and signing.	Y	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401

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MS32.	Kahului Beach Road (Route 3400), Lighting Improvements at Kanaloa Avenue (Route 3420)	Improve lighting along Kahului Beach Road and Kanaloa Avenue.	Y	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401
MS33.	Puunene Avenue (Route 3500), Safety Improvements, Kaahumanu Ave. (Route 32) to Kamehameha Ave. (Route 3940)	Install two-way left turn lanes on Puunene Avenue from Kaahumanu Avenue to Kamehameha Avenue.	Y	N	L	M	N	N	Y	N	G101-4, G201-2, G301, G401, G502

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	MOLOKAI										
MS20.	Guardrail and Shoulder Improvements Program at Various Locations, Molokai, Parts 1, 2 & 3	Improve guardrail and shoulders.	N	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401

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CONGESTION MITIGATION PROJECTS		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
	COUNTY OF MAUI - FHWA											
MC10.	Kamehameha Avenue (Route 3940)Traffic Signals at Kane Street	Traffic signal installation, intersection improvements, curb ramp improvements.	N	N	L	L	Y	N	N	Y	N	G101-4, G201-2, G302, G401, G502
MC17.	Lono Avenue (Route 3950) Traffic Signal Improvements at Papa Avenue (Route 3910)	Traffic signal system, related intersection improvements, utility relocations, curb ramp improvements.	N	N	L	L	Y	N	N	Y	N	G101-4, G201-2, G302, G401, G502
MC25.	Mill Street (Route 3840) Traffic Signal at Imi Kala Street	Traffic signal installation, curb, gutter, sidewalk, curb ramp, drainage improvements. Right-of-way expansion.	N	N	L	L	Y	N	N	Y	N	G101-4, G201-2, G302, G401, G502

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MC27.	Papa Avenue (Route 3910) Traffic Signals at Hina Avenue (Route 3930)	Traffic signal installation, curb, gutter, sidewalk, curb ramp, drainage improvements. Right-of-way expansion.	N	N	L	L	Y	N	N	Y	N	G101-4, G201-2, G302, G401, G502
MC31.	Waiale Road (Route 3180) Traffic Signals at Waiinu Road	Traffic signal installation, curb, gutter, sidewalk, curb ramp, drainage improvements.	N	N	L	L	Y	N	N	Y	N	G101-4, G201-2, G302, G401, G502
MC35.	Wakea Avenue (Rte 3920) Traffic Signals at Hina Avenue (Rte 3930)	Traffic signal installation, curb, gutter, sidewalk, curb ramp, drainage improvements.	N	N	L	L	Y	N	N	Y	N	G101-4, G201-2, G302, G401, G502

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MODERNIZATION PROJECTS		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
	MAUI : STATE - FHWA											
MS4.	Hana Highway (Route 36) Widening, Kaahumanu Avenue (Route 32) to Vicinity of Airport Access Road	Widen Hana Highway.	Y	N	L	M	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
MS7.	Honoapiilani Highway (Route 30) Realignment, Phase 1B2, Hokiokio Place to Relocated Southern Terminus	Continuation of Lahaina Bypass from Hokiokio Plance to Relocated Southern Terminus.	Y	N	L	L	N	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
MS9.	Honoapiilani Highway (Route 30) Widening and/or Realignment, Phase IC, Keawe Street Extension to Kaanapali Connector	Continuation of Lahaina Bypass from Keawe Street Extension to Kaanapali Connector.	Y	N	L	M	N	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502

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MODERNIZATION PROJECTS		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
MS10.	Honoapiilani Highway (Route 30) Widening, Maalaea to Launiupoko	Improvements to Honoapiilani Hwy between Maalaea and Launiupoko to address high ocean surges crossing portions of the hwy, traffic accidents & fire hazards. Improvements may involve widening portions of the existing hwy and/or constructing a new hwy along a different alignment. Planning phase to determine the scope of the improvements is underway.	Y	N	L	L	N	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
MS11.	Kahului Airport Access Road (Route 3800)	Construction for a portion of the new access road to Kahului Airport from the vicinity of Puunene Ave to Hana Hwy. Includes landscaping, drainage, hwy lighting, utilities and other misc improvements.	Y	N	L	M	N	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502

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	Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects											
MS16.	Paia Bypass Road (Paia Alternative Route, Vicinity of Spreckelsville to Vicinity of Hookipa Park)	Plans for alternative traffic improvements in the vicinity of Paia town.	Y	N	L	L	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
MS18.	Puunene Avenue (Rte 3500) Widening, Wakea Avenue (Rte 3920) to Kuihelani Highway (Route 380), MP 0.46 to 1.09	Widen Puunene Ave.	Y	N	L	L	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		Project Description	Hawaii Statewide Enhancement Program Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects?	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
MAUI : STATE - FHWA										
MS2.	Haleakala Crater Road, (Route 378), Bikeway Pull-Out Areas	Improve Haleakala National Park Access Road to accommodate bicyclists.	Y	L	M	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502
MS3.	Hana Highway (Route 36)/ Kaahumanu Ave. (Route 32) Beautification Dairy Road (Route 380) to Nanihoa Overpass	Beautification of the main corridor between Kahului and Wailuku to include landscape and irrigation.	Y	L	M	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502
MS14.	National Recreational Trails Program - Maui (DLNR)	A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Maui program.	N	L	L	N	N	Y	N	G101-3, G201, G301-2, G401-2, G502

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MS17.	Puunene Avenue (Route 3500) Bicycle Improvements, Kaahumanu Avenue (Route 32) to Kuihelani Highway (Route 380)	Create bicycle route/lanes on Puunene Ave. from Kaahumanu Ave. to Kuihelani Hwy, as called for in Bike Plan Hawaii.	N	L	M	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502
COUNTY OF MAUI - FHWA										
MC34.	Waipuilani Bikepath	Construct bikepath on beach reserve, from Kulanihakoi Street to Waipuilani State Park. Approximately 0.5 miles.	Y	L	L	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502

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TRANSIT PROJECTS		Project Description	Maintains Existing System Does it maintain and operate existing fixed route bus and complementary paratransit system?	Completes Multi-Phase Project Does it complete a multi-phase project that has started?	Enhances Hub-and-Spoke System Does it enhance system performance through implementation of hub-and-spoke system?	Enhances Safety and Security Does it enhance safety/security of passengers and the system and enhances service quality level?	New Transit Service	Local Match in Year 1 Budget	Local Match Possible in Years 2, 3 or 4 Budget	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service												
	MAUI : STATE - FTA											
MS24.	Lahaina Small Boat Harbor and Ferry Pier	New ferry pier, sewage pump-out stations, lighting, berthing area, dredging, replacing the existing administration office and ferry ticket booth, resurfacing Wharf Street, new parking stalls and sidewalk widening.	Y	N	Y	Y	Y	Y	N/A	Y	N	G101-3, G201-2, G301-2, G401
MS25.	Improvements at Maalaea Small Boat Harbor, Ferry System Improvements	Repairing existing loading dock and reconstructing the adjacent administrative office building on the South Mole; installing electrical utilities and street lights, water mains and other utilities; repair South Mole roadway and parking areas, new comfort station.	Y	N	Y	Y	N	Y	N/A	Y	N	G101-3, G201-2, G301-2, G401
MS26.	Maalaea Small Boat Harbor Improvements	Planning for improvements to the South Mole to accommodate the increased need to facilitate ferry passenger drop off and loading due to limited existing parking.	Y	N	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401
	MOLOKAI											
MS27.	Kaunakakai Harbor Ferry System Improvements	Construct new restroom/administrative office; sewer pump station and force main to the county sewer system; sewage pump out station; water main and fire hydrants.	Y	N	Y	Y	Y	Y	N/A	Y	N	G101-3, G201-2, G301-2, G401
	LANAI											

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Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service												
MS29.	Manele Small Boat Harbor Ferry Pier	New ferry pier, loading dock and related improvements.	Y	N	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401
	COUNTY OF MAUI - FTA											
MC36.	Bus and Bus Facility	Purchase buses and operate bus transit facilities.	Y	Y	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401
MC37.	Rural Transportation Program	Operate public transit system.	Y	Y	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		Project Description	Bridge Assessment and Replacement Programs Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	Pavement Management Programs Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
KAUAI : STATE - FHWA											
KS2.	Kapule Highway / Rice Street / Waapa (Route 51) Road Improvements and Nawiliwili Bridge Replacement	Strengthen/widen existing Nawiliwili Bridge. Implement drainage improvements and safety improvements including new signing and striping and guardrails. Improve roadway approach to the bridge.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
KS4.	Kaumualii Highway (Route 50), Bridge Rehabilitation, Bridge No. 7E	Repair/rehabilitate bridge 7E on Kaumualii Highway update to current bridge standards.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301, G401
KS5.	Kaumualii Highway (Route 50), Bridge Rehabilitation, Omao Bridge	Rehabilitation of concrete T-girder bridge on Kaumualii Hwy in the vicinity of Omao Road.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401
KS11.	Kuhio Highway (Route 56), Bridge Replacement, Kapaia Bridge	Replacement of a multi-T beam reinforced concrete girder on Kuhio Hwy in the vicinity of Kapaia.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401

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KS13.	Kuhio Highway (Route 560), Bridge Replacements, Waioli, Waipa, and Waikoko Stream Bridges	Replace existing bridges.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
KS21.	Kuhio Highway (Route 560), Shoreline Protection, Vicinity of Hanalei Bay	Construct revetment to protect about 1,600 feet of highway on the extreme west side of Hanalei Bay that is subject to seasonal wave attack.	N	N	L	M	N	N	Y	N	G101-2, G201-2, G301
COUNTY OF KAUAI - FHWA											
KC2.	Bridge Inspection and Appraisal	Inspection of various bridges throughout the County. FHWA Requirement.	N	N	L	M	N	Y	Y	N	G101-2, G201-2
KC3.	Hanapepe Bridge Repairs and Pedestrian Bridge Repairs/Replacement	Repair of cracks and spalls on the bridge girders/soffit/abutments/piers and the repair/replacement of the pedestrian walkway crossing Hanapepe Bridge on Hanapepe Road. The bridge and the pedestrian walkway is about 200 feet long. The walkway is elevated and above roadway pavement.	Y	N	L	M	N	N	Y	N	G101-3, G201-2, G301-2, G401

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KC5.	Kamalu Bridge (Route 581) Erosion Protection Repairs	Repair/Replace damaged erosion control protection at the abutments and piers of Kamalu Bridge.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401
KC6.	Kamalu Road (Route 581) Bridge Replacement	Realignment of Kamalu Road from its intersection with Opaekaa Road to a point approximately 3,305 feet east including installation of new bridge crossing Kalama Stream.	N	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
KC7.	Kapahi Bridge Replacement	Replace the existing bridge with a new H-20 concrete bridge approximately 60 feet long by 35 feet wide including approach ramps, guardrails, pedestrian walkway and utility accommodations.	Y	N	L	M	N	N	Y	N	G101-2, G201-2, G301-2, G401
KC13.	Puhi Road (Route 501) Ultra-Thin Whitetopping (UTW)	Rehabilitate Puhi Road using Ultra-Thin Whitetopping (UTW) and cement treated recycled Base. Puhi Road is a 2-lane major street with 12' lanes. The project will start at the intersection of the Kaumualii Highway - Puhi Road intersection and extend approximately 0.4 miles to the Kaneka St. - Puhi Road intersection.	N	Y	L	M	N	N	Y	N	G101-2, G201-2, G301, G401

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KC14.	Puuopae Bridge Replacement	Replace existing bridge.	Y	N	L	L	N	N	Y	N	G101-2, G201-2, G301-2, G401
KC15.	Resurfacing of Hanapepe Rd (Rte 545), Including Road Pavement Repairs as Necessary	Resurface the entire length (5400 feet) of Hanapepe Road. Full depth reclamation (FDR) technology will be used on this project whenever necessary to match existing adjacent facilities.	N	Y	L	L	N	N	Y	N	G101-2, G201-2, G301, G401

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		Project Description	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Rockfall Protection Study Yes: Project identified through DOT's Rockfall Protection Study No: Project did not result from DOT's Rockfall Protection Study	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
KAUAI : STATE - FHWA											
KS1.	Guardrail and Shoulder Improvements on State Highways, Kauai, Parts 1, 2 & 3	Improve guardrails and shoulders at various locations.	N	N	L	L	N	N	Y	N	G101-3, G201-2, G301, G401
KS9.	Kaumualii Highway (Route 50) Safety Improvements in the Vicinity of Kahili Mountain Park Road to Hanapepe Lookout	Installation of milled rumble strips on centerline and shoulders, construct shoulder widening and drainage improvements, installation of guardrails and end treatments and upgrade/replace pavement markings and signing.	Y	N	L	L	N	N	Y	N	G101-3, G201-2, G301, G401
KS20.	Kuhio Highway (Route 56), Mailihuna Road Intersection Improvements and Kapaa Stream Bridge Rehabilitation	Safety improvements at Mailihuna Road intersection and Kapaa Stream Bridge including guardrail upgrades, wider shoulders for pedestrians and bicycles. The bridge will be strengthened to accommodate present day vehicular modes.	N	N	L	L	N	N	Y	N	G101-3, G201-2, G301, G401

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KS17.	Kuhio Highway (Route 560) Safety Improvements, Hanalei Bridge to Waikoko Bridge	Install rumble strips on centerline and shoulders, roughen roadway surface, construct drainage improvements, installation of guardrails and end treatments and upgrade/replace pavement markings and signing.	Y	N	L	H	N	N	Y	N	G101-3, G201-2, G301, G401
KS22.	Maalo Road (RTE 583), Guardrail and Shoulder Improvements, MP 0 - MP 3.92	Remove existing guardrail, install new guardrail and construct end treatments.	N	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401
COUNTY OF KAUAI - FHWA											

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KC4.	Hardy Street (Route 572) Improvements	Safety imprvmnts including reconstruction & widening of traffic lanes, construction of turning lanes, sidewalks, drainage inlets and culvert extension, replacement & upgrades, revising street parking, utility adjustment, traffic sign & striping, landscaping & other roadway improvements. The project begins at Kuhio Hwy. & ends at the Rice St.- 0.7 mi.	N	N	L	M	N	N	Y	N	G101-3, G201-2, G301, G401

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CONGESTION MITIGATION PROJECTS		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects												
KAUAI : STATE - FHWA												
KS19.	Kuhio Highway (Route 56) Intersection Improvements at Leho Street (N)	Implement intersection improvements on Kuhio Highway at Leho Street to improve safety and operational efficiency.	N	Y	L	L	N	N	N	Y	N	G101-4, G201-2, G302, G401, G502

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MODERNIZATION PROJECTS		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
	KAUAI : STATE - FHWA											
KS6.	Kaumualii Highway (Route 50) Improvements, Anonui St to Kipu Rd, Phase IB	Construction for widening of Kaumualii Highway, Anonui Street to vicinity of Kipu Road, from two to four lanes.	Y	N	L	L	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
KS16.	Kuhio Highway (Route 56) Improvements, Hanamaulu to Kapaa, Phase I & 1A	Design and construct improvement alternative identified in the approved Environmental Impact Statement as the Preferred Alternative.	Y	N	L	L	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502
KS24.	Puhi-Hanamaulu, Alternate Route	Conduct planning/environmental study to assess alternatives and impacts to developing an alternative route from Puhi to Hanamaulu.	Y	N	L	L	N	N	N	Y	Y	G101-4, G201-2, G301-2, G401, G502

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MODERNIZATION PROJECTS		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
	COUNTY OF KAUAI - FHWA											
KC19.	Kauai County Multi-Modal Transportation Plan	A multi-modal land transportation plan for the island of Kauai that considers the communities land transportation needs and priorities in a comprehensive approach that includes transit, bicycle, pedestrian, vehicle and freight modes of transportation. The regional land transportation network to be considered includes the County and State systems.	N	N	L	L	N	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G501-3

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MODERNIZATION PROJECTS												
Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects		Project Description	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
KC18.	Maluhia Road (Route 520) Improvements	Widen Maluhia Road frm the intersection of Ala Kinoiki Road to Kaumualii Hwy. Approx 2.6 miles. 12-ft traffic lanes and 6-ft shoulders including drainage improvements and replacement of an existing bridge. The section of Maluhia Road through the "tree tunnel" cannot be widened w/o disturbing the trees and therefore the development of a northbound or southbound lane outside of the "tunnel" will be developed.	Y	N	L	L	N	N	N	Y	N	G101-4, G201-2, G301-2, G401, G502
KC11.	Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522))	Construct new roadway. The project begins at Koloa Road and the completed section of the Ala Kalanikaumaka intersection, heading northeast and connecting to Maluhia Road at the intersection of Maluhia and Ala Kinoike.	Y	N	L	L	N	Y	N	Y	Y	G101-4, G201-2, G301-2, G401, G502

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ENHANCEMENT PROJECTS										
Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		Project Description	Hawaii Statewide Enhancement Program Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects?	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
KAUAI : STATE - FHWA										
KS23.	National Recreational Trails Program - Kauai (DLNR)	A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Kauai program.	N	L	L	N	N	Y	N	G101-3, G201, G301-2, G401-2, G502
COUNTY OF KAUAI - FHWA										
KC1.	Ahukini To Lydgate Park Bike/Pedestrian Path (Phase IV of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94)	Approximately 7 miles of 12 foot wide and 6 inch thick concrete bike/ped path. The project starts at the Ahukini Landing and ends at the S end of Lydgate Park.	Y	L	L	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502
KC8.	Kuna Bay to Anahola Bike/Pedestrian Path (Phase V of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94)	Approximately 3 miles of 12 foot wide, 6 inch thick concrete bike/ped path. The Project Starts at Kuna Bay (north end of Ph II) and ends at Anahola.	Y	L	L	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		Project Description	Hawaii Statewide Enhancement Program Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects?	Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Gap Closure? Does this project close a gap or connect missing links in a route?	Mandated? Required by federal, state, or municipal laws, regulations or codes?	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportation Plans	HSTP Goals and Objectives Code
KC9.	Lydgate Park to Kapaa Bike/Pedestrian Path (Phase III of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94) Phases B & C	Construct 12 foot wide 6 inch thick concrete bike/ped path. Ph B - includes the N end of Papaloa Rd. and the balance starts at the N side of Waipouli Canal Br., continues along Kuhio Hwy. to Ala, Niulani, Keaka, Moanakai and Lihi Rds. Ph C - starts at the S side of a vacant lot N of Kauai Coast Resort at the Beachboy & continues to the N side of Waipouli Canal at Kuhio Hwy.	Y	L	H	N	Y	Y	N	G101-4, G201-2, G301-2, G401-2, G502
KC10.	Nawiliwili to Ahukini Bike/Pedestrian Path (Phase VI of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94) Phases A & B	Approximately 8 miles of 12 foot wide, 6 inch thick concrete bike/ped path.	Y	L	L	N	N	Y	N	G101-4, G201-2, G301-2, G401-2, G502

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TRANSIT PROJECTS		Project Description	Maintains Existing System Does it maintain and operate existing fixed route bus and complementary paratransit system?	Completes Multi-Phase Project Does it complete a multi-phase project that has started?	Enhances Hub-and-Spoke System Does it enhance system performance through implementation of hub-and-spoke system?	Enhances Safety and Security Does it enhance safety/security of passengers and the system and enhances service quality level?	New Transit Service	Local Match in Year 1 Budget	Local Match Possible in Years 2, 3 or 4 Budget	Addresses at least one SAFETEA-LU Planning Factor?	Listed in Regional Transportational Plans	HSTP Goals and Objectives Code
Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service												
	COUNTY OF KAUAI - FTA											
KC16.	Bus and Bus Facility	Purchase buses and operate bus transit facilities.	Y	Y	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401
KC17.	Rural Transportation Program	Operate public transit system.	Y	Y	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401

VII. Financial Plan

VII. FINANCIAL PLAN

FHWA Funds

The Federal Highway Administration (FHWA) funds are appropriated by Congress. FHWA funding levels are identified in the six-year Transportation Act. Each year, a federal Appropriations Act, more accurately defines the amounts of funds that will be given to each state. There currently is no approved six-year Act. The latest Transportation Act, SAFETEA-LU expired on September 30, 2009. Funding for the 2010 federal fiscal year has been distributed in a piecemeal basis through extensions.

Obligation Limitation

In the Code of Federal Regulations (CFR), 23CFR450.216(m) states that financial constraint of the STIP must be demonstrated. On July 1, 2010, in lieu of a new Transportation Act, FHWA Notice N4510.728 was issued. This notice provided advance notification of Federal-aid highway funds to be apportioned on October 1, 2010 for the first quarter of the 2011 federal fiscal year, ending December 31, 2010. It is understood that the anticipated apportionment amounts are subject to change before issuing the certificate of apportionment on October 1, 2010.

The Notice identified for Hawaii approximately \$43.8 million in funds for the first quarter of FFY 2011. It is assumed that the obligation **limitation** will be steady at about **92%**, therefore, Hawaii can expect to receive approximately \$40.3 million in limitation over the first quarter of FFY 2011. Extending this figure through the four quarters of FFY 2011, it is reasonable to assume that Hawaii will receive approximately \$161 million in limitation in FFY 2011.

On October 1, 2010, another FHWA Notice N4510.730 was released. This notice identified actual apportionments for the first quarter of FFY2011. Obligation Limitation for the first 64 days of FFY 2011 was also released. These numbers from N4510.730 were exactly in line with the anticipated apportionments released in Notice N4510.728.

A revenue growth rate of 1% was used to estimate obligation limitation for 2012 – 2014. This growth rate was based on the growth rate established by SAFETEA-LU apportionment data that was released in 2005.

Any future earmarks are assumed to carry their own limitation and not reduce the regular limitation identified in these calculations.

After applying these assumptions to the future years, the obligation limitations for the 2011-2014 federal fiscal years are as follows:

FFY 2011 - \$161.0 million

FFY 2012 - \$162.6 million

FFY 2013 - \$164.2 million

FFY 2014 - \$165.9 million

The two extra **illustrative** years (2015-2016) will not be endorsed by FHWA or FTA in any way. They are for **informational and planning purposes only**, to provide an idea of what the intermediate future has in store.

Note: Projects (project phases) seeking to advance from the illustrative years (2015-2016) to the approved years (2011-2014) of the STIP will need to proceed through a major amendment revision process. The Illustrative years are not considered part of the official STIP. Financial constraint in the STIP will be strictly maintained from fiscal years 2011-2014.

Funding Category Limits

Funds from one funding category may be transferred (with associated repercussions and limits) to another funding category if one category is “short”. Therefore, the total amount of **Obligation Limitation** is more important as a financial limitation. However, although this provides more immediate flexibility, transferring funds from one category to another, temporarily precludes the ability to apply for certain discretionary funds.

The major categories of funds include:

Congestion Mitigation and Air Quality Improvement Program (CMAQ) – used to mitigate air quality issues. Since Hawaii has no air quality issues, these funds may be used more flexibly though these funds are still mostly programmed to address congestion.

High Priority and Discretionary – funds that are identified specifically for an individual project or effort. These funds cannot be used to fund things outside of the description.

Highway Bridge Program (BR) – funds that are used to maintain/replace bridges (structures of 20 feet or greater regardless of the functional classification of the road that it carries) that carry vehicular traffic throughout the state.

Highway Safety Improvement Program (HSIP) – funds used to specifically address safety issues on highways. Projects must be identified through the Highway Safety Improvement Program to be eligible for these funds.

Interstate Maintenance (IM) – funds to improve and maintain the Interstate System on Oahu.

National Highway System (NHS) – used for improving and maintaining roads designated on the National Highway System.

Surface Transportation Program (STP) Flexible – practically any highway project that is federal-aid eligible may use these funds.

Transportation Enhancement (TE) Program – these funds can be used to program activities or projects that add community or environmental value to any active or complete transportation project and are over and above what is required for normal environmental

mitigation for transportation improvements. Projects must be identified in the TE Program to be eligible for these funds.

Financial Analysis

The financially constrained 2011-2014 (+2) STIP programs the following amounts of federal funds:

FFY 2011 – \$162.5 million

FFY 2012 – \$163.3 million

FFY 2013 – \$165.2 million

FFY 2014 – \$165.9 million

The submitted FHWA STIP for fiscal years 2011-2014 (+2) surpasses the obligation limitation limits by:

FFY 2011 – \$1.5 million

FFY 2012 – \$700,000

FFY 2013 – \$1 million

FFY 2014 – \$0

Total shortfall - \$3.2 million

To account for this financial shortfall in FFYs 2011-2014, there are FHWA funds available **outside** of the regular obligation limitation. They carry their own limitation. The funds are identified as Equity Bonus Exempt and Equity Bonus Special Limitation funds. These funds are flexible. As of September 30, 2010, the Federal Management Information System (FMIS) report that identifies federal aid funding levels identified a total of ~ \$10.8 million exempt and special limitation funds that **already exist** in the HDOT federal-aid accounts.

The future of the Federal Highway Trust Fund is still uncertain. Future legislation for new methods of tax collection such as Vehicle Miles Traveled (VMT) could help to shore up the Fund. Until that time, recognizing that the financial assumptions used in this plan have the potential to be different than actual funding levels, HDOT is prepared to revise the STIP accordingly through its STIP revision process. Cooperating agencies and the public have already been notified of the possible reductions of future funds through our various coordination and public meetings.

FTA Funds

FTA funds are also determined in the transportation act. The majority of FTA funds identified in the STIP are program related, though some funds are identified for specific projects in anticipation of future grant approvals.

The OahuMPO TIP Report provides a discussion on the funding levels for FTA funds for Oahu. See Section 7.1.2 FTA Program in the 11-14 TIP report (p. 16).

http://www.oahumpo.org/tip_docs/TIP11-14/FFYs11-14_TIP.pdf

FTA funds for the Counties of Hawaii, Maui and Kauai are from **FTA Section 5311** non-urbanized area formula program funds, **FTA Section 5309** funds. These funds mainly operate and maintain the rural transit (bus systems on Hawaii, Maui and Kauai and ferry systems in Maui County) systems on the neighbor islands.

Other FTA funds programmed in the STIP include FTA Section 5310, FTA Section 5316 (JARC) and FTA Section 5317 (New Freedom) funds.

FTA Section 5310 funds provide transportation assistance to meet the special needs of the elderly and disabled where mass transit is unavailable.

FTA Section 5316 (non-urban JARC) formula grant program aims to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized and non-urban areas to suburban employment opportunities.

FTA Section 5317 (non-urban New Freedom) formula program funds are available for capital and operating expenses that support new public transportation services beyond those required by ADA and new public transportation alternatives beyond those required by ADA designed to assist individuals with disabilities with accessing transportation services.

The FTA numbers reflected in the neighbor island programs are based on the latest information of FTA funding levels for FFYs 2010 and information from FTA's website.

http://www.fta.dot.gov/index_4696.html#Transit_Funding_Information

Using an assumed modest revenue growth rate, these funding levels were then projected to the FFY 2011-2014 (+2) STIP. Historically the change in funding from year to year has averaged 5-6% annually. However, due to fluctuations between program funding and based on the current state of the economy, a conservative assumption of 3% has been utilized across all Federal Transit Administration programs. **The FTA program will be revised as necessary as more accurate numbers are clarified.**

These funds get distributed through a grant application process.

Local Funds

All projects included in the STIP have a committed local match or expectations thereof at the time of obligation. Local funds are required to match all federal funds. Local funds usually consist of state, county and private funds.

State

The State imposes taxes, fees and charges relating to the operation and use of motor vehicles on the public highways of the State. These funds are deposited into the State Highway Fund, established under Section 248-8, Hawaii Revised Statutes (HRS). Moneys deposited in the State Highway Fund are used for land acquisition, planning, design, construction, repair and maintenance of the State Highway System.

The current taxes, fees and charges deposited to the State Highway Fund consist of:

1. Highway Fuel Taxes
2. Vehicle Registration and Licensing Fees
3. Vehicle Weight Tax
4. Motor Vehicle Rental and Tour Vehicle Surcharge Taxes

Other miscellaneous sources of revenues include interest earnings on moneys previously credited to the State Highways Fund, vehicle weight tax penalties, certain rental income from State Highway System properties, passenger motor vehicle inspection charges, overweight permits, sales of surplus lands, commercial license fees and other miscellaneous revenues.

Every other fiscal year, HDOT prepares for Governor's approval on operating and capital improvements program for the next two fiscal years, describing HDOT's program that period. After Governor's review and approval, it is submitted to the Legislature as a part of the Administration's biennium budget. The Legislature reviews the biennium budget in detail and authorizes all or a portion of the biennium budget and the individual capital improvements projects.

Authorization of the operating and capital improvements budget by the Legislature as part of the biennium budget includes the appropriation of moneys from designated sources. These appropriations authorize the funding for the local match for the state federal-aid projects in the STIP.

Subsequently, in the first year of a biennium budget, the HDOT may revise the second year of that biennium budget for presentation to the Governor for approval and to the Legislature for supplemental authorization.

Annual State Funding Levels

Annual state funding levels of the programs that are commonly used to match federal funds are approximately as follows:

Capitol Improvement Projects - \$45 million

Special Maintenance Projects - \$53 million

Operation and Maintenance - \$12 million

Total annual state resources ~ \$110 million

State jurisdiction projects statewide encompass approximately 70% of the projects programmed in the STIP. On average, that's approximately \$120 million in regular federal aid that require a state match. Assuming the majority of these projects are 80/20 match, the state would need \$30 million. Based on the above averages, the state can afford the required match and be able to adjust to significant levels of cash flow that may be required to go forward with multiple advance construction obligations each year.

The state is exploring the implementation of its own VMT tax to replace the traditional fuel tax by the gallon to ensure that existing funding levels can be maintained. Also, the State is exploring raising existing fuel and other vehicle taxes (via the Highway Modernization Plan) to help further supplement state funding levels, not only to ensure the state match of federal funds, but to significantly expand its existing highway program to help catch up on the growing list of highway needs.

County

Each county programs funds from existing revenue sources for county projects. The counties exercise independent authority under the Hawaii State Constitution to assess, levy and collect real property taxes. The counties also receive its share of the gas tax. The percentage and distributions differ slightly in each county. The Hawaii Revised Statutes authorizes the counties to fix the fees and charges for all public services not otherwise provided for by the State and to issue general obligation bonds to finance its public improvement projects. County funds are appropriated through each county's council.

Private Funding

The need to find alternative and innovative funding sources has lead to the development of developer impact fees to mitigate traffic caused by developments and discussions on other public-private partnerships such as toll roads. Sometimes instead of public money, this private funding is used to provide the match or soft match to federal funds.

Annual Financial Plans for Major Projects

Title 23 United States Code Section 106 requires recipients of Federal financial assistance for projects to develop an annual Financial Plan for those projects that fall into either of the following two tiers:

- Projects with an estimated total project cost of \$500 million or more (Major Projects – 23 USC 106(h)); or
- Projects with an estimated total project cost between \$100 million and \$500 million (Major Projects Other – 23 USC 106(i)).

At the FHWA Hawaii Division Administrator's discretion, projects within the State of Hawaii that fall in the range of \$90-\$100 million may also be required to prepare a Financial Plan.

Projects meeting these thresholds shall have Financial Plans and Annual Updates prepared by the Project Owner. The Project Owner can determine the effective date of the Annual Update submission. It could be on the anniversary of the initial financial plan or coincide with the State's fiscal year.

The FHWA Hawaii Division may provide assistance in developing Financial Plans and obtaining a Financial Plan template for Major Projects. For more information about Major Project requirements and Major Project financial plans, see the following FHWA websites:

- <http://www.fhwa.dot.gov/programadmin/mega/>; and
- <http://www.fhwa.dot.gov/programadmin/mega/fplans.cfm>.

Advance Construction

Some projects in the STIP are currently programmed using this innovative financing technique. Advance construction is a technique that allows a project to be initiated using non-federal funds while preserving eligibility for future federal funds. An advantage of advance construction authorization instead of deferring to a later year is that the project cost is locked and will remain largely unaffected by inflation forces.

Advance construction authorization means that FHWA has determined that the project technically qualifies for federal aid, but no federal funds or not enough federal funds are available to fully fund the project in the year that it's ready. In the 2011-2014 STIP, only State jurisdiction projects are programmed with advance construction.

Programming advance construction also provides some flexibility in financial constraint of the STIP. A project programmed for advance construction can also be fully funded if extra obligation limitation suddenly becomes available.

After an advance construction project is authorized, the non-federal aid funds are reimbursed in the appropriate future federal fiscal year. The key is that there should be enough local funding to cover any invoices and **cash flow requirements** before full federal funding is available in the future year. **Timing of the project obligation** is critical to the exact financial requirements of a project using advance construction to proceed. The less time between advance construction authorization and when the advance construction reimbursement is available, the less local money that will be needed up front.

To help alleviate the strain on local money sources, the majority of larger (\$10 million +) projects that are programmed with advance construction are planned for **partial advance construction**. This means that instead of only local funds used up front, a partial federal portion is authorized to assist with the required cash flow for the project. Then a partial advance construction reimbursement is authorized in the future year.

VIII. Financially Constrained 2011-2014 (+2) STIP

Print out on legal sized paper from STIP website

<http://hawaii.gov/dot/highways/STIP/fy2011-2014.htm>

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Project Criteria Color Key: GREEN = SYSTEM PRESERVATION PURPLE = SAFETY IMPROVEMENTS BROWN = CONGESTION MITIGATION PINK = MODERNIZATION ORANGE = ENHANCEMENT BLUE = HUMAN SERVICES TRANSPORTATION PROGRAM TURQUOISE = TRANSIT

PROJECT		PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS
			TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
STATEWIDE - FHWA																					
S1. Bikeway Improvements at Various Locations, Statewide	DES											300	240	60				300	240	60	STP FLEXIBLE
	ROW											50	40	10				50	40	10	
	CON														2,000	1,600	400				
	Estimated Total Project Cost - \$2,700,000 -- Implementation of State bike projects identified on Bike Plans.																				
S2. Bridge Inspection and Appraisal	PLN		3,000	2,400	600	3,000	2,400	600	3,000	2,400	600	3,000	2,400	600	3,000	2,400	600	3,000	2,400	600	BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$18,000,000 -- Inventory, inspect and appraise state bridges. Includes underwater inspection, scour analyses, surveys and preparation of plans for bridge repairs, retrofits and replacements.																					
S3. Construction Career Days Workforce Development Program	PLN		30	30	0	30	30	0	30	30	0	30	30	0	30	30	0	30	30	0	STP FLEXIBLE
Estimated Total Project Cost - \$180,000 -- Supplement the Construction Career Days Workforce Development Program																					
S4. Highway Research and Development Program	PLN		500	400	100	500	400	100	500	400	100	500	400	100	500	400	100	500	400	100	STP FLEXIBLE
Estimated Total Project Cost - \$3,000,000 -- Supplement the Statewide Planning and Research Program																					
S5. Highway Safety Improvement Program (HSIP), Non - Infrastructure Funding Program	PLN/DES		500	400	100	500	400	100	500	400	100	500	400	100	500	400	100	500	400	100	HSIP
Estimated Total Project Cost - \$3,000,000 -- Implement non-infrastructure scope of HSIP including safety education programs and PSAs.																					
S6. Highway Shoreline Protection, Statewide	DES																	500	400	100	STP FLEXIBLE
Estimated Total Project Cost - \$3,000,000 -- Funding to implement shoreline protection projects as identified in the State's shoreline protection plan.																					
S7. Hawaii Statewide ITS Architectural Plan	PLN					1,000	800	200													STP FLEXIBLE
Estimated Total Project Cost - \$1,000,000 -- Develop ITS Architecture Plan for Non-Metro areas of the State (neighbor islands).																					
S8. Pedestrian Facilities and ADA Compliance at Various Locations	DES CON					200	160	40				2,000	1,600	400	200	160	40	2,000	1,600	400	STP FLEXIBLE
Estimated Total Project Cost - \$4,600,000 -- Address ADA compliance needs, statewide.																					
S9. Public Lands Highways Discretionary Projects	DES/CON		5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	PUBLIC LANDS DISCRETIONARY
Estimated Total Project Cost - \$30,000,000 -- Federal grant program. Projects that are adjacent to or provide access to federal lands are eligible to apply for these funds.																					
S10. Safe Routes to School (SR2S) Program	Pln/Des Pn/Ds/Co		300	300	0				300	300	0				300	300	0				SAFE ROUTES TO SCHOOL
Estimated Total Project Cost - \$3,000,000 -- Implement the Safe Routes to School Program to promote walking and biking as a safe and viable transportation alternative, especially in the vicinity of schools.																					
S11. SNIPP - Statewide Noxious Invasive Pest Program	OPR					2,180	1,744	436	3,030	2,424	606	3,151	2,521	630	3,277	2,622	655	3,409	2,727	682	STP FLEXIBLE
Estimated Total Project Cost - \$15,000,000 -- Operation of the Statewide Noxious Invasive Pest Program.																					
S12. Statewide Countown Pedestrian Signal Head Upgrade, Phase 2	CON					3,500	2,800	700													STP FLEXIBLE
Estimated Total Project Cost - \$4,000,000 -- Implement pedestrian signal head upgrade with countdown head.																					
S13. Statewide Highway Lighting and Traffic Signal Upgrade Program	CON		5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	STP FLEXIBLE
Estimated Total Project Cost - \$30,000,000 -- System maintenance of highway lighting and traffic signals.																					
S14. Statewide Pavement and Bridge Preservation Program	CON		5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	STP FLEXIBLE
Estimated Total Project Cost - \$30,000,000 -- System maintenance of highway pavements to extend the life of existing pavements to prevent the shorter term need for full reconstruction. Also to include bridge preservation work to extend the life of existing bridge structures without having to fully reconstruct the structure.																					
S15. Statewide Signing, Striping and Pavement Marking Program	CON		5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	LOCAL
Estimated Total Project Cost - \$30,000,000 -- System maintenance to upkeep traffic control devices such as highway signing and striping.																					
S16. Technology Transfer and Technical Assistance Program	PLN		500	400	100	500	400	100	500	400	100	500	400	100	500	400	100	500	400	100	STP FLEXIBLE
Estimated Total Project Cost - \$3,000,000 -- Conduct training and technology transfer activities for government and private transportation personnel.																					
S17. Traffic Counting Stations, Various Locations	DES CON		375	300	75				3,500	2,800	700										STP FLEXIBLE
Estimated Total Project Cost - \$3,900,000 -- Construction of statewide traffic counting stations for traffic data gathering and planning purposes.																					
S18. Van Pool Program	CON		200	190	10	200	190	10	200	190	10	200	190	10	200	190	10	200	190	10	CMAQ
Estimated Total Project Cost - \$1,200,000 -- Van Pool program funding, statewide																					
STATEWIDE - FHWA TOTAL			25,405	9,420	15,985	32,310	15,024	17,286	33,560	15,944	17,616	29,131	12,481	16,650	32,307	14,942	17,365	29,889	13,087	16,802	

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)		
STATEWIDE - FTA																					
S19.	Rural Transportation Assistance Program (RTAP)	PLN	100	100	0	103	103	0	107	107	0	111	111	0	115	115	0	119	119	0	FTA SECTION 5311 (b)(3)
Estimated Total Project Cost - \$655,000 -- FTA Section 5311(b)(2) Rural Transportation Assistance Program (RTAP).																					
S20.	State Administration	PLN	305	305	0	315	315	0	324	324	0	334	334	0	344	344	0	355	355	0	FTA SECTION 5311
Estimated Total Project Cost - \$1,980,000 -- FTA Section 5311 Nonurbanized Area Formula Program.																					
S21.	Transportation Assistance for Elderly and Disabled	EQP	888	710	178	916	732	184	943	754	189	972	777	195	1,000	800	200	1,030	824	206	FTA SECTION 5310
Estimated Total Project Cost - \$5,750,000 -- The FTA Section 5310 program provides assistance for the purpose of providing transportation services in meeting the special needs of elderly and disabled persons where mass transportation services are unavailable, insufficient or inappropriate.																					
S22.	JARC (non-urban)	EQP/OPR	188	150	38	194	155	39	200	160	40	206	165	41	213	170	43	219	175	44	FTA SECTION 5316 (JARC)
Estimated Total Project Cost - \$1,220,000 -- Job Access and Reverse Commute Program (Section 5316). The JARC formula grant program aims to improve access to transportation services to employment & employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas & nonurbanized areas to suburban employment opportunities. Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to & from jobs and activities related to their employment and to support reverse commute projects.																					
S23.	New Freedom (non-urban)	EQP/OPR	104	83	21	108	86	22	111	89	22	115	92	23	119	95	24	123	98	25	FTA SECTION 5317 (New Freedom)
Estimated Total Project Cost - \$658,000 -- New Freedom Program (Section 5317). The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. New Freedom program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services.																					
S24.	Statewide Planning	PLN	131	105	26	135	108	27	139	111	28	143	114	29	147	117	30	152	121	31	FTA SECTION 5304
Estimated Total Project Cost - \$847,000 -- FTA Statewide Planning funds is a broad area that includes formula and discretionary funding under a variety of programs by awarding grants to eligible recipients. These programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions statewide. An example of this includes but is not limited to Statewide Planning under Section 5304. Funds may be utilized towards projects that: support economic vitality; increase transportation system safety and; increase security, accessibility and mobility of people and for freight; protect and enhance the environment; promote energy conservation; enhance the integration and connectivity of various modes; promote system efficiencies; and system preservation. To be eligible for funding under these programs, projects and strategies must come from the applicable transportation planning process.																					
STATEWIDE - FTA TOTAL			1,716	1,453	263	1,771	1,499	272	1,824	1,545	279	1,881	1,593	288	1,938	1,641	297	1,998	1,692	306	

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			TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)		
OAHU : STATE - FHWA																						
OS1.	Castle Hills Access Road Drainage Improvements, Phase II	ROW/CON	3,000	2,500	500																STP FLEXIBLE	
<i>Estimated Total Project Cost - \$15,500,000 -- Construct drainage improvements in the vicinity of Pookela Street, Kupohu Street and Pilina Way in Kaneohe.</i>																						
OS2.	Farrington Highway (Route 93), Bridge Rehabilitation	ROW				510	408	102													BRIDGE ON-SYSTEM	
	Ulehawa Stream Bridge	CON															10,000	8,000	2,000		BRIDGE ON-SYSTEM	
<i>Estimated Total Project Cost - \$13,000,000 -- Rehabilitate bridge to meet current design standards. This includes bridge strengthening, widening, improving shoulders, and upgrading railings.</i>																						
OS3.	Farrington Highway (Route 93), Bridge Replacement	CON													14,000	5,200	8,800				BRIDGE ON-SYSTEM	
	Maipalaoa Bridge	ADVCON																0	6,000	(6,000)	BRIDGE ON-SYSTEM	
<i>Estimated Total Project Cost - \$16,000,000 -- Replace the existing bridge with a concrete structure that meets current bridge standards.</i>																						
OS4.	Farrington Highway (Route 93) Intersection Improvements	CON	4,500	3,600	900																HSIP	
	at Haleakala Avenue (Route 8743)	CON	1,000	800	200																EARMARK - HIGH PRIORITY	
<i>Estimated Total Project Cost - \$5,600,000 -- Construct intersection improvements on Farrington Highway, such as a left-turn lane onto Haleakala Avenue, roadway widening, resurfacing, excavation, drainage, traffic signal modifications and underground utilities.</i>																						
OS5.	Farrington Highway (Route 93) Intersection Improvements	CON	5,500	4,400	1,100																HSIP	
	at Nanakuli Avenue (Route 8744)																					
<i>Estimated Total Project Cost - \$5,600,000 -- Construct intersection improvements on Farrington Highway, such as a left-turn lane onto Nanakuli Avenue, roadway widening, resurfacing, roadway excavation, drainage, traffic signals, and landscaping.</i>																						
OS6.	Farrington Highway (Route 93) Safety Improvements in the	CON	1,960	1,764	196																HSIP	
	Vicinity of Leihoku Street to Makau Street																					
<i>Estimated Total Project Cost - \$2,390,000 -- Installation of milled rumble strips on centerline and shoulders; pavement markings, striping and signing.</i>																						
OS7.	Fort Barrette Road (Route 901) Widening,	CON										22,000	0	22,000							LOCAL	
	Farrington Highway (Route 9107) to Barber's Point Gate	ADVCON													0	17,600	(17,600)				STP FLEXIBLE	
<i>Estimated Total Project Cost - \$23,500,000 -- Widen Fort Barrette Road to four lanes and construct other improvements, including right- and left-turn lanes, sidewalk, bikeway, highway lighting, drainage, traffic signals, landscaping, and other improvements.</i>																						
OS8.	Freeway Management System,																					
	Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78),																					
	Phase 1C																					
	Part 1	CON	7,000	5,600	1,400																NHS	
	Part 2	CON							3,500	2,800	700										NHS	
<i>Estimated Total Project Cost - \$58,500,000 -- The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases.</i>																						
OS9.	Freeway Management System,																					
	Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78),																					
	Phase 2A	DES				1,900	1,520	380													INTERSTATE MAINTENANCE	
	Part 1	CON										5,000	4,000	1,000							INTERSTATE MAINTENANCE	
	Part 2	CON													5,000	4,000	1,000				INTERSTATE MAINTENANCE	
<i>Estimated Total Project Cost - \$58,500,000 -- The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases.</i>																						
OS10.	Freeway Management System,	DES					1,900	1,520	380												INTERSTATE MAINTENANCE	
	Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78),	CON																10,000	8,000	2,000	INTERSTATE MAINTENANCE	
	Phase 2B																					
<i>Estimated Total Project Cost - \$58,500,000 -- The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases.</i>																						
OS11.	Freeway Management System,	DES													2,000	1,600	400				INTERSTATE MAINTENANCE	
	Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78),																					
	Phase 3A																					
<i>Estimated Total Project Cost - \$58,500,000 -- The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases.</i>																						
OS12.	Freeway Management System,	DES	1,622	1,298	324																NHS	
	Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78),																					
	System Manager																					
<i>Estimated Total Project Cost - \$58,500,000 -- The Freeway Management System's System Manager will assist the State with managing and guiding the Intelligent Transportation System (ITS) program. This includes software development, equipment procurement assistance, acceptance testing, performance monitoring, and strategic planning.</i>																						
OS13.	Freeway Service Patrol	CON	2,000	1,800	200	2,000	1,800	200	2,000	1,800	200	2,000	1,800	200	2,000	1,800	200	2,000	1,800	200	NHS	
<i>Estimated Total Project Cost - \$16,000,000 -- Operate roving service patrols. Services include towing of disabled vehicles, removing debris, providing basic fire extinguisher use, deploying traffic control devices, assisting the HPD, HFD, and EMS at crash scenes & other incidents, assisting sick or injured motorists with basic first aid, & notifying 911 of incidents.</i>																						

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OS14. Guardrail and Shoulder Improvements, Various Locations																				
Phase 1 - Various locations on Interstate Route H-1	CON							2,100	1,890	210										HSIP
Phase 2	DES													250	200	50				INTERSTATE MAINTENANCE
	CON																3,000	2,400	600	INTERSTATE MAINTENANCE
Phase 3	DES																250	200	50	INTERSTATE MAINTENANCE
Estimated Total Project Cost - \$5,850,000 -- Install and upgrade guardrails to bridge end post connections, bridge railing, guardrail end terminals, crash attenuators, miscellaneous drainage, and other appurtenant improvements.																				
OS15. Interstate Routes H-1 and H-2, Destination Sign Upgrade/Replacement,																				
Phase I	CON				2,808	2,246	562													NHS
Phase II	CON																2,704	2,434	270	NHS
Estimated Total Project Cost - \$6,200,000 -- Replace and/or upgrade the existing destination signs and sign support structures on Interstate Routes H-1 and H-2.																				
OS16. Interstate Route H-1, Bridge Rehabilitation, Kapalama Canal	DES	775	620	155																BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$3,000,000 -- Rehabilitate existing bridge.																				
OS17. Interstate Route H-1, Eastbound Improvements, Vicinity of Ola Lane to Vineyard Blvd Off-Ramp	ROW	10,000	9,000	1,000																NHS
	DES/CON	93,500	11,000	82,500																NHS
	ADVCON				0	45,000	(45,000)	0	28,150	(28,150)										NHS
Estimated Total Project Cost - \$104,000,000 -- Construct an additional lane on Interstate Rte H-1 in the eastbound direction from the vicinity of Middle Street/Ola Lane to the vicinity of the H-1 Vineyard Boulevard off-ramp.																				
OS18. Interstate Route H-1, Eastbound Improvements, Ward Avenue (Route 7511) On-Ramp to University Interchange	DES							884	707	177										INTERSTATE MAINTENANCE
Estimated Total Project Cost - \$17,000,000 -- Improve the eastbound traffic flow from Ward Avenue to the University Interchange.																				
OS19. Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue	CON										6,000	5,400	600							INTERSTATE MAINTENANCE
Estimated Total Project Cost - \$6,500,000 -- Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards.																				
OS20. Interstate Route H-1, Guardrail and Shoulder Improvements, Middle Street (Route 7415) to Punchbowl Street (Route 7516)	CON										5,200	4,680	520							INTERSTATE MAINTENANCE
Estimated Total Project Cost - \$5,200,000 -- Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards.																				
OS21. Interstate Route H-1, Highway Lighting Improvements, Kaimakani OP to Gulick Avenue																				
Phase 1	CON							6,600	5,280	1,320										INTERSTATE MAINTENANCE
Phase 2	CON																6,240	4,992	1,248	INTERSTATE MAINTENANCE
Estimated Total Project Cost - \$13,500,000 -- Upgrade/replace existing freeway lighting.																				
OS22. Interstate Route H-1, Kapolei Interchange Complex																				
Phase 2	CON	1,000	900	100																INTERSTATE MAINT. DISCR
	CON	5,200	0	5,200																LOCAL
	ADVCON				0	4,680	(4,680)													NHS
Phase 3	CON							16,200	14,580	1,620										NHS
	CON							3,800	3,400	400										INTERSTATE MAINT. DISCR
Phase 4	DES							520	468	52										NHS
	ROW							208	187	21										NHS
Phase 5	DES							500	450	50										NHS
	ROW							200	180	20										NHS
Estimated Total Project Cost - \$30,000,000 -- Phase 2 and Phase 3 will complete the construction of the Wakea Street Separation and its associated ramps. Phase 4 and 5 will complete the ultimate buildout of the Kapolei IC Complex including the completion of Palalalai and Makakilo Interchanges.																				
OS23. Interstate Route H-1, Lunalilo Street Off-Ramp and On-Ramp	DES/CON	5,000	4,500	500																INTERSTATE MAINTENANCE
Estimated Total Project Cost - \$6,000,000 -- Improve operation and capacity on the westbound H-1 freeway by modifying the weaving movements between the Lunalilo Street On-ramp and the Vineyard Boulevard Off-Ramp by restriping freeway lanes from the Punahou Street On-ramp to the Pali Highway Off-ramp.																				
OS24. Interstate Route H-1, Pearl City and Waimalu Viaduct Improvements, Phase 2	CON										40,000	18,000	22,000							INTERSTATE MAINTENANCE
	ADVCON														18,000	(18,000)				INTERSTATE MAINTENANCE
Estimated Total Project Cost - \$100,000,000 -- Replace, repair, and/or strengthen the Pearl City and Waimalu Viaduct concrete deck and other structural components, including guardrails. Project will be implemented in 5 phases.																				

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OS25. Interstate Route H-1, PM Contraflow, Westbound Waiawa IC Improvements (four WB through lanes), Phase I	CON				15,000	13,500	1,500													INTERSTATE MAINTENANCE
<i>Estimated Total Project Cost - \$165,000,000 -- This is the first increment of the PM contraflow project. Add a westbound lane, for a total of four lanes, through the Waiawa Interchange. This project involves restriping the Interstate H-1 from the Waiawa Interchange to Waikale.</i>																				
OS26. Interstate Route H-1, Waiawa Interchange to Halawa Interchange Widening, Eastbound	DES																4,326	3,461	865	NHS
<i>Estimated Total Project Cost - \$100,000,000 -- Widen H-1 Freeway to six lanes from Waiawa Interchange to Halawa Interchange in the eastbound direction, and restore current freeway lane width and shoulder standards. Project may be phased due to high cost.</i>																				
OS27. Interstate Route H-1, Waiawa Interchange, Westbound, Waipahu Off-Ramp Improvements	DES													3,300	2,970	330				NHS
<i>Estimated Total Project Cost - \$24,000,000 -- Widen the westbound Waipahu off-ramp from one to two lanes.</i>																				
OS28. Interstate Route H-3, Safety Improvements in the Vicinity of Kamehameha Hwy Off-Ramp to Kaneohe Marine Corps Base HI	DES	150	135	15																HSIP
	CON							1,000	900	100										HSIP
<i>Estimated Total Project Cost - \$1,150,000 -- Scope includes but is not limited to installation of milled rumble strips on shoulders, pavement markings and signing.</i>																				
OS29. Interstate Route H-3, Seismic Retrofit, Halekou Interchange	DES										1,000	800	200							BRIDGE ON-SYSTEM
<i>Estimated Total Project Cost - \$3,500,000 -- Retrofit interchange structure to meet current seismic standards.</i>																				
OS30. Interstate Route H-3, Seismic Retrofit, Kapaa Quarry, Structure Nos. 1 & 2 (Inbound & Outbound)	DES																600	480	120	BRIDGE ON-SYSTEM
<i>Estimated Total Project Cost - \$3,500,000 -- Retrofit interchange structure to meet current seismic standards.</i>																				
OS31. Interstate Route H-3, Seismic Retrofit, Mokapu Blvd Interchange	CON													3,000	2,400	600				BRIDGE ON-SYSTEM
<i>Estimated Total Project Cost - \$3,500,000 -- Retrofit interchange structure to meet current seismic standards.</i>																				
OS32. Kalaeloa Roadway Improvements, Vicinity of Barber's Point Naval Air Station	DES																1,014	811	203	STP FLEXIBLE
<i>Estimated Total Project Cost - \$55,000,000 -- Bring roadways up to City standards and turn the roadway over to the City and County of Honolulu. Roadways include Roosevelt Avenue, Enterprise Avenue, and Coral Sea Road.</i>																				
OS33. Kalaniana'ole Highway (Route 72) Bridge Replacement Inaoale Stream Bridge, Waimanalo	CON										9,000	7,200	1,800							STP FLEXIBLE
<i>Estimated Total Project Cost - \$10,500,000 -- Replace the existing bridge.</i>																				
OS34. Kalaniana'ole Highway (Route 72) Improvements, Olomana Golf Course to Waimanalo Beach Park Phase I, Olomana Golf Course to Poalima Street	CON							13,000	5,400	7,600										NHS
	ADVCON											5,000	(5,000)							NHS
<i>Estimated Total Project Cost - \$41,030,000 -- Construct traffic operational and safety improvements on Kalaniana'ole Highway, from Olomana Golf Course to Poalima Street. Project includes turning lanes, bus pullouts, and lighting improvements.</i>																				
OS35. Kalaniana'ole Highway (Route 72) Improvements, Olomana Golf Course to Waimanalo Beach Park Phase II, Poalima Street to Aloiloi Street	DES										900	720	180							NHS
<i>Estimated Total Project Cost - \$41,030,000 -- Construct traffic operational and safety improvements on Kalaniana'ole Highway, from Poalima Street to Aloiloi Street. Project includes turning lanes, bus pullouts, and lighting improvements.</i>																				
OS36. Kalaniana'ole Highway (Route 72) Improvements, Olomana Golf Course to Waimanalo Beach Park Phase III, Aloiloi Street to Waimanalo Beach Park	DES																800	640	160	NHS
<i>Estimated Total Project Cost - \$41,030,000 -- Construct traffic operational and safety improvements on Kalaniana'ole Highway, from Aloiloi Street to Waimanalo Beach Park. Project includes turning lanes, bus pullouts, and lighting improvements.</i>																				
OS37. Kamehameha Highway (Route 83), Bridge Rehabilitation Kaipapau Stream Bridge	CON	13,800	11,040	2,760																BRIDGE ON-SYSTEM
<i>Estimated Total Project Cost - \$21,000,000 -- Rehabilitate the existing bridge.</i>																				
OS38. Kamehameha Highway (Route 83), Bridge Rehabilitation Kawailoa Stream Bridge	DES	920	736	184																BRIDGE ON-SYSTEM
	PREROW							50	40	10										BRIDGE ON-SYSTEM
	ROW													800	640	160				BRIDGE ON-SYSTEM
	CON																3,401	2,721	680	BRIDGE ON-SYSTEM
<i>Estimated Total Project Cost - \$6,000,000 -- Rehabilitate the existing bridge by widening and strengthening to meet current State standards.</i>																				

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PROJECT	PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS
		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
OS39. Kamehameha Highway (Route 83), Bridge Rehabilitation Laieloa Stream Bridge	ROW	175	140	35																BRIDGE ON-SYSTEM
	CON				2,600	2,080	520													BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$3,700,000 -- Rehabilitate the existing concrete slab bridge on Kamehameha Highway in the vicinity of Laie.																				
OS40. Kamehameha Highway (Route 83), Bridge Rehabilitation Makaua Stream Bridge	ROW				250	200	50													BRIDGE ON-SYSTEM
	CON																4,600	3,680	920	BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$5,500,000 -- Rehabilitate the existing 44-foot long bridge by widening and strengthening to meet current State standards.																				
OS41. Kamehameha Highway (Route 83), Bridge Rehabilitation Waipilopilo Stream Bridge	CON																3,120	2,496	624	BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$4,000,000 -- Rehabilitate the existing concrete T-bridge on Kamehameha Highway in the vicinity of Hauula.																				
OS42. Kamehameha Highway (Route 83), Bridge Replacement Hoolapa Stream (Nanahu) Bridge	DES																780	624	156	BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$3,000,000 -- Replace the existing bridge.																				
OS43. Kamehameha Highway (Route 83), Bridge Replacement Kaluauui Stream Bridge	PREROW				50	40	10													BRIDGE ON-SYSTEM
	ROW										600	480	120							BRIDGE ON-SYSTEM
	CON																9,200	7,360	1,840	BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$10,504,000 -- Replace the existing bridge.																				
OS44. Kamehameha Highway (Route 83), Bridge Replacement Kaunala Bridge	DES																710	568	142	BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$7,300,000 -- Replace the existing bridge.																				
OS45. Kamehameha Highway (Route 83), Bridge Replacement Kawela Stream Bridge	CON										9,000	7,200	1,800							BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$9,000,000 -- Replace the existing bridge.																				
OS46. Kamehameha Highway (Route 83), Bridge Replacement Lauhulu Stream Bridge	DES																830	664	166	BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$10,000,000 -- Replace the existing bridge.																				
OS47. Kamehameha Highway (Route 83), Bridge Replacement Papau Stream (Waipuhi) Bridge	DES																750	600	150	BRIDGE ON-SYSTEM
	ROW																			
Estimated Total Project Cost - \$7,000,000 -- Replace the existing bridge.																				
OS48. Kamehameha Highway (Route 83), Bridge Replacement South Kahana Stream	ROW	975	780	195																BRIDGE ON-SYSTEM
	CON													10,800	8,640	2,160				BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$13,000,000 -- Replace the existing bridge.																				
OS49. Kamehameha Highway (Route 99), Bridge Replacement Upper Poamoho Stream Bridge	ROW	1,000	800	200																EARMARK-HIGH PRIORITY
	CON										16,000	6,800	9,200							BRIDGE ON-SYSTEM
	ADVCON														6,000	(6,000)				BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$23,000,000 -- Replace the existing multi-girder reinforced bridge on Kamehameha Highway in the vicinity of Wahiawa.																				
OS50. Kamehameha Highway (Route 83), Bridge Replacement Waiahole Bridge	CON													11,000	8,800	2,200				BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$11,500,000 -- Replace the existing concrete structure.																				
OS51. Kamehameha Highway (Route 83), Bridge Replacement Waikane Stream Bridge	ROW				250	200	50													BRIDGE ON-SYSTEM
	CON																2,850	2,280	570	BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$10,200,000 -- Replace the existing 44-foot long bridge by widening and strengthening to meet current State standards.																				
OS52. Kamehameha Highway (Route 83), Hwy Lighting Improvements, MP 20.7 to MP 23.8 (Kawaipuna St. to N. Punaluu Bridge)	CON							3,400	2,720	680										NHS
Estimated Total Project Cost - \$3,800,000 -- Upgrade/replace roadway lighting from Kawaipuna Street (milepost 20.7) to North Punaluu Bridge (milepost 23.8).																				

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
OS53. Kamehameha Highway (Route 83), Realignment, Vicinity of Kawaihoa Beach	DES																2,840	2,272	568	NHS
<i>Estimated Total Project Cost - \$38,000,000 -- Plan a new highway which would bypass a portion of Kamehameha Highway, on the North Shore. The project proposes to construct a realignment of Kamehameha Highway, from Haleiwa to the vicinity of Waimea Bay, a total distance of approximately 4.2 miles.</i>																				
OS54. Kamehameha Highway (Route 99), In-bound Cane Haul Road Structure Rehabilitation, Vicinity of Waipahu	CON																3,936	3,149	787	BRIDGE ON-SYSTEM
<i>Estimated Total Project Cost - \$5,000,000 -- Rehabilitate the existing structure.</i>																				
OS55. Kamehameha Highway (Route 99), Out-bound Cane Haul Road Structure Rehabilitation, Vicinity of Waipahu	CON																3,936	3,149	787	BRIDGE ON-SYSTEM
<i>Estimated Total Project Cost - \$5,000,000 -- Rehabilitate the existing structure.</i>																				
OS56. Kamehameha Highway (Route 83), Rockfall Protection at Waimea Bay, MP 5.4 to MP 5.52	PREROW				50	40	10													NHS
	ROW							450	360	90										NHS
	CON													9,500	7,600	1,900				NHS
<i>Estimated Total Project Cost - \$11,100,000 -- Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.4 to milepost 5.52).</i>																				
OS57. Kamehameha Highway (Route 83), Rockfall Protection at Waimea Bay, MP 5.63 to MP 5.9 (Sunset Beach Side)	CON																7,500	6,000	1,500	NHS
<i>Estimated Total Project Cost - \$8,000,000 -- Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.63 to milepost 5.9).</i>																				
OS58. Kamehameha Highway (Route 83), Safety Improvements, Kahana Valley Road to Kaaawa Bridge	CON	1,300	1,170	130																HSIP
<i>Estimated Total Project Cost - \$1,400,000 -- Installation of milled rumble strips on centerline and shoulders, check superelevation along entire segment, pavement markings, striping and signing.</i>																				
OS59. Kamehameha Highway (Route 83), Safety Improvements Vic. Of Makao Road to Vic. Of Haleaha Road	CON				1,200	1,080	120													HSIP
<i>Estimated Total Project Cost - \$1,500,000 -- Extend paved shoulder 2 feet, extend drainage culverts and headwalls, install milled centerline and shoulder line rumble strips, signing and pavement marking.</i>																				
OS60. Kamehameha Highway (Route 83), Safety Improvements Vic. Of Pohuehue Road to Waikane Valley Road	DES	200	180	20																HSIP
	CON										1,000	900	100							HSIP
<i>Estimated Total Project Cost - \$1,200,000 -- Scope includes but is not limited to installation of milled rumble strips on centerline and shoulders, superelevation assessment (to determine treatment) along entire segment, shoulder widening, drainage improvements, installation of guardrail and end treatments, pavement markings and signing.</i>																				
OS61. Kamehameha Highway (Route 83), Safety Improvements, Vicinity of Pualalea St. - Malaekahana & Vic. Of Laie-Maloo Br. to Hauula Br.	CON	1,460	1,314	146																HSIP
<i>Estimated Total Project Cost - \$1,600,000 -- Installation of milled rumble strips on centerline and shoulders, check superelevation along entire segment, pavement markings, striping and signing.</i>																				
OS62. Kamehameha Highway (Route 83), Safety Improvements Vic. Of Waikane Valley Road to Kahekili Highway (Route 83)	CON	1,574	1,417	157																HSIP
<i>Estimated Total Project Cost - \$2,000,000 -- Installation of milled rumble strips on centerline and shoulders, check superelevation along entire segment, pavement markings, striping and signing.</i>																				
OS63. Kamehameha Highway (Route 83), Shoreline Protection Vicinity of Hauula (#14)	DES	500	0	500																LOCAL
	CON																5,600	4,480	1,120	NHS
<i>Estimated Total Project Cost - \$6,100,000 -- Construct shoreline protection measures for areas in Hauula (#14) susceptible to ocean erosion due to high wave action.</i>																				
OS64. Kamehameha Highway (Route 83), Shoreline Protection Vicinity of Kaaawa (#10)	DES	840	0	840																LOCAL
	CON																10,400	8,320	2,080	NHS
<i>Estimated Total Project Cost - \$11,300,000 -- Construct shoreline protection measures for areas in Kaaawa (#10) susceptible to ocean erosion due to high wave action.</i>																				
OS65. Kamehameha Highway (Route 83) Shoreline Protection, Vicinity of Punaluu (#9)	CON	6,000	4,800	1,200																NHS
<i>Estimated Total Project Cost - \$7,000,000 -- Construct shoreline protection measures for areas in Punaluu (#9) susceptible to ocean erosion due to high wave action.</i>																				
OS66. Kamehameha Highway (Route 83) Traffic Improvements, Kahaluu - Waimea Bay (Kahekili Hwy (Route 83) - Kaalaea Stream)	DES																1,040	832	208	NHS
<i>Estimated Total Project Cost - \$15,000,000 -- Construct roadway geometric adjustments to improve safety and construct possible intersection improvements along Kamehameha Highway, from Kahekili Highway to Kaalaea Stream. Replace two bridge structures.</i>																				
OS67. Kamehameha Highway (Route 83) Wetland Enhancement, Vicinity of Ukoa Pond	CON										6,000	4,800	1,200							NHS
<i>Estimated Total Project Cost - \$6,500,000 -- Enhance wetlands near Ukoa Pond as a mitigation for previous impacts and wetland banking for future use. This is a wetland mitigation project on the North Shore that is related to the construction of the Haleiwa Bypass Road.</i>																				

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OS68. Kamehameha Highway (Route 99) Widening, Lanikuhana Ave. to Ka Uka Blvd Phase 1	DES																4,300	3,440	860	NHS
Estimated Total Project Cost - \$130,000,000 -- Widen Kamehameha Highway to four-lanes with shoulders for bike paths and disabled vehicles.																				
OS69. Leeward Bikeway, Phase I, Waipio Pt. Access Rd. to Hawaiian Railway Society Train Station	CON	4,160	3,328	832																STP ENHANCEMENT
Estimated Total Project Cost - \$16,160,000 -- Improve the bikeway/bike path from the Waipio Point Access Road to the northeast end of the existing West Loch Bikeway and from the southwest end of the existing West Loch bikeway to the Hawaii Railway Society Train Station																				
OS70. Leeward Bikeway, Phase II, Hawaiian Railway Society Train Station to Luualalei Naval Road	DES	2,500	2,000	500																STP ENHANCEMENT
	PREROW							100	80	20										STP ENHANCEMENT
	ROW										2,650	2,120	530							STP ENHANCEMENT
	CON																3,718	2,974	744	STP ENHANCEMENT
Estimated Total Project Cost - \$15,800,000 -- Improve the bikeway/bike path from the Hawaii Railway Society Train Station to Luualalei Naval Road.																				
OS71. Moanalua Freeway (Route 78) and Interstate Route H-2 Guardrail and Shoulder Improvements	CON										5,720	5,148	572							NHS
Estimated Total Project Cost - \$5,800,000 -- Install and/or upgrade the existing guardrails. Reconstruct and pave road shoulders.																				
OS72. Moanalua Freeway (Route H-201), Highway Lighting Improvements MP 1.12 to MP 4.09 (Halawa Hts. Off-Ramp to Middle St. Overpass)	CON							5,616	4,493	1,123										NHS
Estimated Total Project Cost - \$7,700,000 -- Upgrade/replace existing freeway lighting on Moanalua Freeway, from the Halawa Heights westbound off-ramp (milepost 1.12) to the Moanalua/H-1 Freeway merge at Middle Street (milepost 4.09).																				
OS73. Moanalua Freeway (Route H-201), Highway Lighting Improvements MP 0 to MP 0.73 (Halawa to H-3 Fwy Overpass)	CON							2,250	1,800	450										NHS
Estimated Total Project Cost - \$7,700,000 -- Upgrade/replace existing freeway lighting on Moanalua Freeway from the Ewa end of the Moanalua Freeway (milepost 0) to the H-3 Freeway overpass (milepost 0.73).																				
OS74. Moanalua Freeway (Route H-201) Seismic Retrofit, Puuloa Interchange, Ramp "A"	CON													3,800	3,040	760				BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$4,700,000 -- Retrofit interchange structure to meet current seismic standards.																				
OS75. Moanalua Freeway (Route H-201) Seismic Retrofit, Puuloa Separation	CON													6,200	4,960	1,240				BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$7,300,000 -- Retrofit interchange structure to meet current seismic standards.																				
OS76. North-South Road (Route 8930), Kapolei Parkway to Vicinity of H-1 Freeway, Phase II	DES																700	560	140	STP FLEXIBLE
Estimated Total Project Cost - \$200,000,000 -- Phase IB consisted of constructing the interim roadway from Kapolei Parkway to Farrington Highway. Phase IC involved constructing the roadway from Farrington Highway to the H-1 Freeway, including a full-diamond interchange at the H-1 Freeway. Phase II involves continuation of the build out of North-South Road to six (6) lanes.																				
OS77. Pali Highway (Route 61) , Rockfall Protection Between the Two Tunnels	PLN/DES																1,300	1,040	260	NHS
Estimated Total Project Cost - \$12,000,000 -- Reduce possible rockfall and/or landslides along Pali Highway between the two Pali Highway Tunnels.																				
OS78. Pali Highway (Route 61), Rockfall Protection, Kailua Side of Kailua-Bound Tunnels	PLN/DES													1,800	1,440	360				NHS
Estimated Total Project Cost - \$26,800,000 -- Reduce possible rockfall and/or landslides along Pali Highway on the Kailua side of the Kailua Tunnels.																				
OS79. Recreational Trails Program - Oahu	CON	359	287	72	359	287	72	359	287	72	359	287	72	359	287	72	359	287	72	NATIONAL RECREATIONAL TRAILS (DLNR)
Estimated Total Project Cost - \$2,154,000 -- A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use.																				
OS80. Vanpool Program, Oahu	OPR	980	980	0	838	838	0	685	685	0	521	521	0	345	345	0	156	156	0	CMAQ
	OPR	1,920	1,920	0	2,062	2,062	0	2,215	2,215	0	2,379	2,379	0	2,555	2,555	0	2,744	2,744	0	FHWA fund Transfer from FTA, Sec. 5307
Estimated Total Project Cost - \$26,100,000 -- Encourage ridesharing during the peak commuting hours to reduce congestion by providing qualified users with a State-subsidized van.																				
OS81. Vineyard Blvd (Route 98) Improvements, Vicinity of Queen's Medical Center	DES	30	0	30																LOCAL
	CON	11,000	0	11,000																LOCAL
Estimated Total Project Cost - \$12,000,000 -- Install a right turn lane from Lusitana Street to the Vineyard Boulevard eastbound freeway on-ramp. This project being designed by QMC.																				
OAHU : STATE - FHWA TOTAL		191,900	78,809	113,091	29,877	75,981	(46,104)	67,537	80,392	(12,855)	135,329	78,235	57,094	76,709	98,077	(21,368)	115,704	99,614	16,090	

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OAHU : STATE - FTA																				
OAHU : STATE - FTA TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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			TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)		
CITY & COUNTY OF HONOLULU - FHWA																						
OC1.	Alapai Transit Center Multi-Use Path	CON	810	600	210																STP FLEXIBLE	
Estimated Total Project Cost - \$810,000 -- Construct a multi-use path between Alapai Street and Kealamakai Street. This will serve as a connection of the multi-use path from Ewa of Alapai to Hotel Street and will provide a path for pedestrians and bicyclists.																						
OC2.	Alapai Transportation Management Center	DES	3,702	2,672	1,030	3,610	2,880	730	1,000	0	1,000	1,000	0	1,000	5,692	0	5,692	2,049	0	2,049	STP FLEXIBLE	
		CON	13,375	0	13,375	21,188	6,480	14,708	20,827	8,480	12,347	21,187	7,120	14,067	23,601	10,760	12,841	23,600	10,760	12,840	STP FLEXIBLE	
Estimated Total Project Cost - \$140,831,000 -- The transportation management center will be a joint communication center to be built behind the Alapai Transit Center. The center will combine transportation management w/ City, State and emergency response agencies. The City's Emergency Op Center will be relocated to the JTMC.																						
OC3.	Bicycle Projects	ROW	1	0	1																LOCAL	
	Kalaheo Avenue	PLAN	1	0	1																LOCAL	
		DES	148	0	148																STP FLEXIBLE	
		CON	2106	1556	550																STP FLEXIBLE	
	University Ave, Varsity Place, Makakilo Loop, Hamakua Drive	ROW				1	0	1													LOCAL	
	Maile to Waianae (valley route) and Young Street	PLAN				100	0	100													LOCAL	
		DES				1000	800	200													STP FLEXIBLE	
		CON				600	0	600													STP FLEXIBLE	
	University Avenue and Varsity Place. Dole Street	ROW							1	0	1										LOCAL	
		PLAN							100	0	100										LOCAL	
		DES							200	160	40										STP FLEXIBLE	
		CON							1550	1200	350										STP FLEXIBLE	
	Hamakua Drive and Young Street	ROW										1	0	1							LOCAL	
		PLAN										100	0	100							LOCAL	
		DES										300	0	300							STP FLEXIBLE	
		CON										2400	1880	520							STP FLEXIBLE	
	Maile to Waianae (vally route). Laie Loop	ROW													1	0	1				LOCAL	
		PLAN													100	0	100				LOCAL	
		DES													50	40	10				STP FLEXIBLE	
		CON													2600	2040	560				STP FLEXIBLE	
	Makakilo Look and Dole Street	ROW																1	0	1	LOCAL	
		PLAN																100	0	100	LOCAL	
		DES																300	0	300	STP FLEXIBLE	
		CON																2350	1840	510	STP FLEXIBLE	
Estimated Total Project Cost - \$14,111,000 -- This is an ongoing islandwide program for the implementation of the Oahu Bicycle Master Plan improvements, the development of new projects and the upgrade of existing bicycle facilities.																						
OC4.	Bridge Inspection and Appraisal	DES	900	720	180	900	720	180	1,000	800	200	1,000	800	200	1,000	800	200	1,000	800	200	BRIDGE OFF-SYSTEM	
Estimated Total Project Cost - \$5,800,000 -- Inventory, inspect and appraise City bridges, including underwater inspection, surveys, scour survey/evaluation and preparation of plans for bridge repairs.																						
OC5.	Computerized Traffic Control System																					
	Phase 13: Mililani Mauka Area	EQP	1	0	1																LOCAL	
		DES	300	240	60																STP FLEXIBLE	
		CON	3,180	2,400	780																STP FLEXIBLE	
	Phase 14: Mililani Town - Part 1	EQP				1	0	1													LOCAL	
		DES				375	300	75													STP FLEXIBLE	
	Phase 15: Mililani Town - Part 2 & Expand fiber to Wahiawa	EQP							1	0	1										LOCAL	
		DES							375	300	75										STP FLEXIBLE	
		CON							3,180	2,400	780										STP FLEXIBLE	
	Phase 16: Wahiawa Town Area	EQP										1	0	1							LOCAL	
		DES										380	300	80							STP FLEXIBLE	
	Phase 17: Makakilo Area & Extend fiber towards Nanakuli	EQP													1	0	1				LOCAL	
		DES													380	300	80				STP FLEXIBLE	
		CON													3,230	2,400	830				STP FLEXIBLE	
	Phase 18: Undetermined at this time	EQP																1	0	1	LOCAL	
		DES																380	300	80	STP FLEXIBLE	
		CON																3,230	2,400	830	STP FLEXIBLE	
Estimated Total Project Cost - \$15,016,000 -- Upgrade and expand fiber optic lines, closed-circuit television (CCTV) cameras, data collection and signal control in the urban center and outlying areas for connectivity to the Honolulu Traffic Control Center.																						

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PROJECT	PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS
		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
OC6. Kapolei Parkway (Route 8920) Kunehi Street to Kamokila Blvd.	DES	1	0	1																LOCAL
	CON	4,400	0	4,400	3,530	2,640	890													STP FLEXIBLE
	CON	14,149	7,754	6,395																STP FLEXIBLE
		Estimated Total Project Cost - \$22,080,000 -- Construct Kapolei Parkway from Kanehi Street to Kamokila Boulevard. Kamokila Boulevard to Kama'aha Avenue will be federally funded. The segment from Kama'aha Avenue to Kunehi Street will be locally funded.																		
OC7. Makakilo Drive (Route 8810) Extension Phase 1	CON										22,550	0	22,550							LOCAL
	Phase 2	CON															47,410	37,928	9,482	STP FLEXIBLE
		Estimated Total Project Cost - \$85,500,000 -- Construct an extension of Makakilo Drive from Palehua Subdivision to the H-1 Freeway																		
	CON										22,000	0	22,000	22,000	17,600	4,400	22,000	17,600	4,400	STP FLEXIBLE
OC8. Salt Lake Blvd (7311) Route Widening Maluna Street to Ala Liliko'i Street	CON																			
		Estimated Total Project Cost - \$66,000,000 -- Widen Salt Lake Boulevard from two to six lanes, between Maluna Street and Ala Liliko'i Street.																		
	CON																			
OC9. Seismic Bridge Retrofit	DES				600	480	120										600	480	120	BRIDGE OFF-SYSTEM
	CON										1,500	1,200	300							BRIDGE OFF-SYSTEM
		Estimated Total Project Cost - \$2,700,000 -- Research various bridge plans and files, do site inspections, conduct seismic evaluations, identify alternate schemes for seismic retrofit. Construct retrofit measures.																		
OC10. Traffic Improvements at Various Locations Phase 1	ROW	1	0	1																LOCAL
	PLN	1	0	1																LOCAL
	DES	447	0	447																LOCAL
	CON	1,548	998	550																STP FLEXIBLE
	EQUIP	1	0	1																LOCAL
	Phase 2	ROW			50	0	50													LOCAL
		PLN			50	0	50													LOCAL
		DES			400	0	400													LOCAL
		CON			970	0	970													LOCAL
	Phase 3	ROW						50	0	50										LOCAL
		PLN						50	0	50										LOCAL
		DES						400	0	400										LOCAL
		CON						1,930	960	970										STP FLEXIBLE
	Phase 4	ROW						50	0	50										LOCAL
		PLN						50	0	50										LOCAL
		DES						400	0	400										LOCAL
		CON						970	0	970										LOCAL
	Phase 5	ROW									50	0	50							LOCAL
		PLN									50	0	50							LOCAL
		DES									400	0	400							LOCAL
		CON									1,930	960	970							STP FLEXIBLE
	Phase 6	ROW															50	0	50	LOCAL
		PLN															50	0	50	LOCAL
		DES															400	0	400	LOCAL
		CON															1,930	960	970	STP FLEXIBLE
		Estimated Total Project Cost - \$12,288,000 -- Provide traffic congestion relief and improve safety at locations such as Dillingham Boulevard and Waiakamilo Road, Haleiwa Road and Kamehameha Highway, Palolo and Nanakuli.																		

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)		
OC11. Traffic Signals at Various Locations Phase 13	CON	3,145	2,500	645																STP FLEXIBLE	
	EQUIP	1	0	1																LOCAL	
	Phase 14	PLN	1	0	1															LOCAL	
		DES	250	200	50															STP FLEXIBLE	
	CON				3,145	2,500	645													STP FLEXIBLE	
	EQP				1	0	1													LOCAL	
	Phase 15	PLN				1	0	1												LOCAL	
		DES				250	200	50												STP FLEXIBLE	
	CON							3,126	2,500	626										STP FLEXIBLE	
	EQP							1	0	1										LOCAL	
	Phase 16	PLN							1	0	1										LOCAL
		DES							250	200	50										STP FLEXIBLE
	CON										3,126	2,500	626							STP FLEXIBLE	
	EQP										1	0	1							LOCAL	
	Phase 17	PLN										1	0	1							LOCAL
		DES										250	200	50							STP FLEXIBLE
	CON														3,126	2,500	626			STP FLEXIBLE	
	EQP														1	0	1			LOCAL	
	Phase 18	PLN													1	0	1				LOCAL
		DES													250	200	50				STP FLEXIBLE
CON																3,126	2,500	626	STP FLEXIBLE		
EQP																			LOCAL		
Phase 19	PLN																1	0	1	LOCAL	
	DES																250	200	50	STP FLEXIBLE	
Estimated Total Project Cost - \$20,306,000 -- Install, modify and upgrade traffic signals island wide, including ADA improvements, signs and markings and interties. The project provides for the safe and orderly movements of pedestrians and vehicles at high-risk intersections. The project upgrades existing intersections, adds left turn phases, increases signal visibility and coordination.																					
OC12. Upgrade Pedestrian Signals at Various Locations, East Honolulu, Pearl City, Ewa and Windward areas	DES	30	0	30	30	0	30	10	0	10										LOCAL	
	CON	480	360	120	400	0	400	100	0	100										STP FLEXIBLE	
Estimated Total Project Cost - \$1,050,000 -- Install and upgrade pedestrian signals island wide to the new countdown pedestrian signals. The project will also upgrade existing pedestrian push buttons to ADA compliant push buttons.																					
OAHU : C&C OF HONOLULU - FHWA TOTAL			48,979	20,000	28,979	37,202	17,000	20,202	34,152	17,000	17,152	77,267	14,000	63,267	64,463	37,600	26,863	108,829	75,768	33,061	

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
CITY & COUNTY OF HONOLULU - FTA																				
OC13. Agency Provided Trips																				
	OPR	147	73	74	155	77	78	163	81	82	171	85	86	179	89	90	187	93	94	FTA \$5316 JARC Urb
	OPR	378	189	189	397	198	199	417	208	209	437	218	219	457	228	229	477	238	239	FTA \$5317 NF Urb
Estimated Total Project Cost - \$4,293,000 -- To operate transportation services that would help reduce the number of trips on The Handi-Van and lower operating costs while improving service.																				
OC14. Bus and Handi-Van Acquisition Program																				
	FY2011: 5 Low Floor Handi-Van	EQP	591	376	215															FTA \$5307/\$5340
	FY2011: 30 High Floor Handi-Van	EQP	3,550	2,258	1,292															FTA \$5307/\$5340
FY2011: 10 40' clean diesel buses	EQP	3,960	2,519	1,441																FTA \$5307/\$5340
FY2011: 10 45' clean diesel buses	EQP	4,639	2,834	1,805																FTA \$5307/\$5340
FY2011: 3 40' clean diesel buses	EQP	1,593	1,157	436																FTA \$5309 B&BF
FY2011: 8 40' clean diesel buses	EQP	3,300	2,138	1,162																FTA \$5309 FGM
FY2012: 16 Low Floor Handi-Van	EQP				1,760	0	1,760													LOCAL
FY2012: 14 High Floor Handi-Van	EQP				2,940	0	2,940													LOCAL
FY2012: 13 40' clean diesel buses	EQP				6,045	0	6,045													LOCAL
FY2012: 8 45' clean diesel buses	EQP				4,746	0	4,746													LOCAL
FY2012: 3 40' clean diesel buses	EQP				2,635	2,168	467													FTA \$5309 FGM
FY2013: 25 Low Floor Handi-Van	EQP							3,005	0	3,005										LOCAL
FY2013: 5 High Floor Handi-Van	EQP							1,060	0	1,060										LOCAL
FY2013: 9 40' clean diesel buses	EQP							4,293	0	4,293										LOCAL
FY2013: 9 60' clean diesel buses	EQP							7,452	0	7,452										LOCAL
FY2013: 3 40' clean diesel buses	EQP							2,812	2,183	629										FTA \$5309 FGM
FY2014: 5 Low Floor Handi-Van	EQP										645	0	645							LOCAL
FY2014: 20 High Floor Handi-Van	EQP										4,398	0	4,398							LOCAL
FY2014: 1 30' clean diesel buses	EQP										426	0	426							LOCAL
FY2014: 21 40' clean diesel buses	EQP										10,236	0	10,236							LOCAL
FY2014: 1 45' clean diesel buses	EQP										621	0	621							LOCAL
FY2014: 5 40' clean diesel buses	EQP										2,793	2,198	595							FTA \$5309 FGM
FY2015: 18 Low Floor Handi-Van	EQP													2,394	0	2,394				LOCAL
FY2015: 12 High Floor Handi-Van	EQP													2,739	0	2,739				LOCAL
FY2015: 9 40' clean diesel buses	EQP													4,583	0	4,583				LOCAL
FY2015: 11 45' clean diesel buses	EQP													6,897	0	6,897				LOCAL
FY2015: 6 40' clean diesel buses	EQP													3,001	2,214	787				FTA \$5309 FGM
FY2016: 14 Low Floor Handi-Van	EQP																1,918	0	1,918	LOCAL
FY2016: 16 High Floor Handi-Van	EQP																3,776	0	3,776	LOCAL
FY2016: 9 30' clean diesel buses	EQP																3,969	0	3,969	LOCAL
FY2016: 8 40' clean diesel buses	EQP																4,120	0	4,120	LOCAL
FY2016: 5 45' clean diesel buses	EQP																3,240	0	3,240	LOCAL
FY2016: 6 40' clean diesel buses	EQUIP																3,094	2,229	865	FTA \$5309 FGM
INSPECTION	INSP	104	0	104	111	0	111	115	0	115	119	0	119	123	0	123	120	0	120	LOCAL
Estimated Total Project Cost - \$113,923,000 -- Purchase replacement transit buses and handi-van vehicles at estimated vehicle cost.																				
OC15. Honolulu High Capacity Transit Corridor Project (HHCTCP)		485,000	80,000	405,000	626,970	200,000	426,970	993,800	250,000	743,800	888,801	250,000	638,801	643,976	200,000	443,976	382,884	200,000	182,884	FTA \$5309 NS
					94,030	30,000	64,030	123,200	31,000	92,200	110,199	31,000	79,199	103,024	32,000	71,024	63,116	33,000	30,116	FTA \$5307/\$5340
Estimated Total Project Cost - \$5,163,495,000 -- Design and construct a fixed guideway system between East Kapolei and Ala Moana Center. The system includes stations and related appurtenances, park-and-ride facilities, a maintenance and storage facility, light metro vehicles and associated core systems.																				
a. Total estimated HHCTCP cost (YOE\$000) = \$5,163,495 (excluding Unallocated Contingency amount of \$184,186); ROW = \$125,075; PROF SVCS = \$933,589; CON = \$3,360,070; EQUIP = \$450,907; FINANCE CHARGES = \$290,294; RELOC = \$3,560																				
b. The estimated total project cost reflects escalation calculated by FTA's Project Management Oversight Consultant.																				
c. Estimated local share of total estimated costs (excluding Unallocated Contingency) is approximately \$3,372,675 (YOE\$000).																				
d. "PROF SVCS" = Professional Services and includes all services in FTA Standard Cost Category (SCC) 80: Professional, technical and management services related to the design and construction of the Project during the preliminary engineering, final design and construction phases. Includes environmental work, design, engineering, and architectural services, auditing, legal services, administration and management by agency staff or outside consultants; professional liability insurance and other non-construction insurance; professional services related to real estate and vehicles.																				
OC16. Local Shuttle Service																				
	OPER	152	76	76	160	80	80	168	84	84	176	88	88	192	96	96	208	104	104	FTA Section 5316 JARCUrb
Estimated Total Project Cost - \$894,000 -- To maintain and expand shuttle services provided at Kalaeloa homeless shelter sites and the Campbell Industrial Park to address transportation needs of low income persons.																				

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
OC17. Middle Street Intermodal Center	PLN							1	0	1	1	0	1							LOCAL
	DES	300	0	300	2,500	0	2,500	200		200	200		200							LOCAL
	CON				1,810	1,327	483	29,322	23,458	5,864	29,336	23,469	5,867							FTA \$5309 B&BF
	EQUIP							1	0	1	1	0	1							LOCAL
Estimated Total Project Cost - \$63,672,000 -- Design, construct, inspect, and provide relocation funds for Phase II. Phase II is the completion of the Handi-Van parking lot, transit center platform and bus parking and parking garage.																				
OC18. Mobility Management Center	OPR	93	74	19	93	74	19	132	106	26	132	106	26	132	106	26	132	106	26	FTA Section 5307JARC-SmUrb
	OPR	248	198	50	249	199	50	121	71	50	355	284	71	355	284	71	355	284	71	FTA Section 5316 JARCurb
	OPR	77	62	15	78	63	15	70	56	14	70	56	14	70	56	14	70	56	14	FTA Section 5307 NF-SmUrb
	OPR	16	13	3	16	13	3	23	19	4	23	19	4	23	19	4	23	19	4	FTA Section 5317 NF-Urb
	EQUIP	50	40	10	64	51	13	7	5	2	7	5	2	7	5	2	7	5	2	FTA Section 5316 JARC-Urb
	EQUIP	50	40	10	64	51	13	6	5	1	6	5	1	6	5	1	6	5	1	FTA Section 5317 NF-Urb
Estimated Total Project Cost - \$3,319,000 -- To coordinate transit and human service transportation to improve access to transportation for seniors, people with disabilities, and persons with low incomes.																				
OC19. Preventive Maintenance	OPR	41,423	21,000	20,423	43,080	0	43,080	44,803	0	44,803	46,595	0	46,595	48,459	0	48,459	50,397	0	50,397	FTA \$5307/\$5340
Estimated Total Project Cost - \$274,757,000 -- Preventive maintenance of FTA-funded rolling stock (buses and handi-vans) to include parts, labor, and other related costs.																				
OC20. Transfer to FHWA for Vanpool	OPR	1,870	1,870	0	1,945	1,945	0	2,023	2,023	0	2,103	2,103	0	2,187	2,187	0	2,275	2,275	0	FTA \$5307/\$5340
Estimated Total Project Cost - \$12,403,000 -- Transfer FTA funds to FHWA for HDOT's Vanpool program.																				
OC21. Transit Safety and Security Projects	PLN	1	0	1																LOCAL
	DES	1	0	1																LOCAL
	EQUIP	455	365	90																FTA \$5307/\$5340
	OPER																			FTA
Estimated Total Project Cost - \$457,000 -- Capital projects at various transit locations to improve safety and security.																				
OC22. West Oahu Bus and Handi-Van Maintenance Facility	PLN				1		1	1	0	1	1	0	1	1	0	1	1	0	1	LOCAL
	ROW				500	0	500	1,000	0	1,000	1	0	1	1	0	1				LOCAL
	DES				1,850	0	1,850	4,200	0	4,200	8,000	0	8,000	1	0	1				LOCAL
	CON																			
	EQUIP										1	0	1	21,500	17,200	4,300	34,500	27,600	6,900	FTA \$5309 B&BF
	RELOC																			
	EQUIP							1,000	0	1,000	1	0	1	1	0	1	1	0	1	LOCAL
Estimated Total Project Cost - \$72,562,000 -- Plan, design, and construct a maintenance facility for bus and handi-van operations in West Oahu.																				
OC23. Windward Transit Center	PLN				1	0	1	1	0	1	1	0	1							LOCAL
	ROW				1	0	1	1	0	1	1	0	1							LOCAL
	DES				300	0	300	200	0	200	200	0	200							LOCAL
	CON							3,000	0	3,000	0	0	0							LOCAL
	INSP							150	0	150	1	0	1							LOCAL
	EQUIP							1	0	1	1	0	1							LOCAL
Estimated Total Project Cost - \$3,859,000 -- Plan, design, construct and inspect a transit center in Windward, Oahu.																				
OAHU : C&C OF HONOLULU - FTA TOTAL		547,998	115,282	432,716	792,501	236,246	556,255	1,222,748	309,299	913,449	1,106,059	309,636	796,423	840,308	254,489	585,819	554,876	266,014	288,862	

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			TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
HAWAII : STATE - FHWA																					
HS1. Akoni Pule Hwy (RTE 270) Realignment & Widening at Aamakao Gulch	CON										7,280	0	7,280							STP FLEXIBLE	
	ADVCON													0	5,824	(5,824)					
	Estimated Total Project Cost - \$8,500,000 -- Realign and widen roadway on the mauka side, improve shoulders and rock catchment area.																				
HS2. Akoni Pule Highway (Route 270), Bicycle Improvements, Mahukona Wharf Access Road to Hawi Road	DES							250	200	50										STP FLEXIBLE	
	Estimated Total Project Cost - \$2,000,000 -- Improve Akoni-Pule Highway bicycle routes, including signage, from Mahukona Wharf Access Road to Hawi Road.																				
HS3. Crater Rim Road (NPS)	CON	7,500	7,500	0																FED. LANDS HWY	
	Estimated Total Project Cost - \$8,500,000 -- Rehabilitation and resurfacing of the westerly 5-miles of Crater Rim Road. It will also include rehabilitation or expansion of a number of parking areas within the park.																				
HS4. Guardrail and Shoulder Improvements, Various Locations	DES										1,000	800	200							STP FLEXIBLE	
	CON																1,400	0	1,400		
	Estimated Total Project Cost - \$2,400,000 -- Improve guardrail and shoulders.																				
HS5. Hawaii Belt Road (Route 19), Bridge Repair and Painting, Umauma Bridge	CON	16,640	3,312	13,328																BRIDGE ON-SYSTEM	
	ADVCON				0	5,000	(5,000)	0	5,000	(5,000)											
	Estimated Total Project Cost - \$19,600,000 -- Rehabilitate existing bridge.																				
HS6. Hawaii Belt Road (Route 19), Bridge Replacement, Pahoehoe Stream Bridge	DES				775	620	155													BRIDGE ON-SYSTEM	
	ROW																				
	CON										1,090	872	218								
	ADVCON													10,300	0	10,300					
																		0	8,240	(8,240)	
Estimated Total Project Cost - \$11,700,000 -- Replace existing bridge.																					
HS7. Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaumoali Bridge Towards Waipunahina Bridge	CON				1,575	1,260	315													NHS	
	Estimated Total Project Cost - \$1,800,000 -- Improve guardrail and shoulders along Hawaii Belt Road from Kaumoali Bridge towards Waipunahina Bridge.																				
HS8. Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kealakaha Bridge Towards Kaula Bridge	CON							1,400	1,120	280										NHS	
	Estimated Total Project Cost - \$1,800,000 -- Improve guardrail and shoulders from Kealakaha Bridge to Kaula Bridge																				
HS10. Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Papalele Rd towards Kaumoali Bridge	CON	1,514	1,211	303																NHS	
	Estimated Total Project Cost - \$1,800,000 -- Improve guardrail and shoulders along Hawaii Belt Road from Papalele Road towards Kaumoali Bridge.																				
HS11. Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaala Bridge Towards Kealakaha Bridge	CON													1,456	0	1,456				NHS	
	ADVCON																0	1,165	(1,165)		
	Estimated Total Project Cost - \$1,800,000 -- Improve guardrail and shoulders from Kaala Bridge to Kealakaha Bridge.																				
HS12. Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Waipunahina Bridge to East Paaulo Bridge	DES				112	90	22													NHS	
	CON										1,600	0	1,600								
	ADVCON													0	1,280	(1,280)					
Estimated Total Project Cost - \$1,700,000 -- Improve guardrail and shoulders from Waipunahina Bridge to E. Paaulo Bridge.																					
HS13. Hawaii Belt Road (Route 19), Rockfall Protection at Various Sections, Phase I (Laupahoehoe Gulch)	CON	16,000	2,800	13,200																NHS	
	ADVCON				0	6,500	(6,500)	0	3,500	(3,500)											
	Estimated Total Project Cost - \$19,000,000 -- Slope protection along Route 19, Hawaii Belt Road, in the vicinity of Laupahoehoe Gulch.																				
HS14. Hawaii Belt Road (Route 19), Rockfall Protection at Various Sections, Phase II (Maulua Gulch)	DES				600	480	120													NHS	
	Estimated Total Project Cost - \$17,000,000 -- Slope protection along Route 19, Hawaii Belt Road, in the vicinity of Maulua Gulch.																				

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PROJECT	PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS
		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
HS38. Hawaii Belt Road (Route 130) Safety Improvements at Kaawali Gulch	CON	310	279	31																HSIP
<i>Estimated Total Project Cost - \$400,000 -- Installation of milled rumble strips on centerline and shoulders, pavement markings, striping and signage.</i>																				
HS16. Hilo Bayfront Highway (Route 19), Shoreline Protection	CON										3,380	0	3,380							STP FLEXIBLE
	ADVCON													0	2,700	(2,700)				
<i>Estimated Total Project Cost - \$3,900,000 -- Construct groin fields in phases along Hilo Bayfront.</i>																				
HS18. Kawaihae Road Bypass, Waimea to Kawaihae, Phase 1 (First 5 miles)	DES	3,000	2,400	600																NHS
	PREROW							100	80	20										
<i>Estimated Total Project Cost - \$80,000,000 -- Construction of a two-lane alternate route from Waimea to Kawaihae, connecting the proposed Waimea Bypass to Queen Kaahumanu Hwy to improve traffic flow and improve traffic circulation.</i>																				
HS19. Kawaihae Road (Route 19), Waiaka Stream Bridge Replacement and Realignment of Approaches	DES	1,100	880	220																BRIDGE ON-SYSTEM
	PREROW				50	40	10													
	ROW							2,000	1,600	400										
	CON										10,000	0	10,000							
	ADVCON													0	8,000	(8,000)				
<i>Estimated Total Project Cost - \$14,000,000 -- Replacing the existing Waiaka Stream Bridge, realigning the bridge approaches, reconstructing the Route 19/Route 250 intersection and installing safety improvements.</i>																				
HS20. Keaau-Pahoa Road (Route 130) Improvements, Keaau to Pahoa	DES				3,000	2,400	600													STP FLEXIBLE
	PREROW							100	80	20										
	ROW							1,800	1,440	360										
<i>Estimated Total Project Cost - \$35,000,000 -- Improve traffic capacity, circulation and safety along Route 130.</i>																				
HS39. Keaau-Pahoa Road (Route 130) Intersection Improvements at Old Government Road	CON				2,000	1,800	200													HSIP
<i>Estimated Total Project Cost - \$2,500,000 -- Intersection improvements will be identified and considered by conducting a traffic signal warrant and consulting the HDOT Modern Roundabout Policy Guideline.</i>																				
HS22. Keaau-Pahoa Road (Route 130), Intersection Improvements at Paradise Drive, Orchidland Drive, and Ainaloa Blvd	CON	2,500	2,250	250																HSIP
<i>Estimated Total Project Cost - \$3,000,000 -- Implement safety improvements at listed intersections.</i>																				
HS24. Kealahke Parkway Extension (Route 197), Keanalehu Drive to Kealakaa Street	DES							757	605	152										STP FLEXIBLE
	PREROW										50	40	10	1,080	864	216				
	ROW																			
<i>Estimated Total Project Cost - \$7,000,000 -- Extension of Kealahke Pkwy to match the existing section. Includes pavement markings, signs, drainage, guardrails and other miscellaneous work.</i>																				
HS25. Kuakini Highway (Route 11) Bicycle Improvements, King Kamehameha III Highway (Rte 185) to Mamalahoa Highway (Rte 11)	CON										520	416	104							STP FLEXIBLE
<i>Estimated Total Project Cost - \$700,000 -- Improve bicycle routes along Kuakini Highway from King Kamehameha III Highway to Mamalahoa Highway. Clear shoulders, paint stripes, and add signage.</i>																				

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PROJECT	PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS
		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
HS26. Kuakini Highway (Route 11) Widening, Henry Street (Rte 1830) to Kamehameha III Road (Rte 185), Phase 1	DES																1,560	1,248	312	STP FLEXIBLE
Estimated Total Project Cost - \$27,000,000 -- Widen Kuakini Highway from two to four lanes with culverts, traffic signals and utilities. Improve shoulders to accommodate pedestrian and bicycle traffic.																				
HS28. Kumau Street Improvements, Hilo (Harbors Division)	CON										2,500	0	2,500							STP FLEXIBLE
	ADVCON													0	2,000	(2,000)				
Estimated Total Project Cost - \$3,000,000 -- Construction of a new entrance to Hilo Harbor and the expanded barge terminal area. Roadway connector link improvements (paving, utilities, lighting, roadway and sidewalk improvements) and intersection improvements with Kalaniana'ole Ave.																				
HS29. Mamalahoa Highway (Route 11), Hilea Bridge Replacement	DES										780	624	156							BRIDGE ON-SYSTEM
	ROW																420	336	84	
Estimated Total Project Cost - \$8,500,000 -- Replace existing bridge.																				
HS30. Mamalahoa Highway (Route 11) Drainage Improvements at Kawa	CON	5,400	4,320	1,080																STP FLEXIBLE
Estimated Total Project Cost - \$6,000,000 -- Drainage improvements, including the installation of box culverts and raising of the roadway.																				
HS31. National Recreational Trails Program - Hawaii (DLNR)	CON	374	299	75	374	299	75	374	299	75	374	299	75	374	299	75	374	299	75	NATIONAL RECREATIONAL TRAILS (DLNR)
Estimated Total Project Cost - \$2,240,000 -- A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Big Island program.																				
HS32. Puainako St (Rte 2000) Widening, Kanoelehua Ave (Rte 11) to Komohana St (Rte 1940), Phase I - Komohana to Kawili (Rte 2770)	PREROW							50	40	10										STP FLEXIBLE
	ROW										1,000	800	200							EARMARK-HIGH PRIORITY
	ROW										5,100	4,080	1,020							STP FLEXIBLE
Estimated Total Project Cost - \$28,000,000 -- Widen and realign Puainako Street from 2 to 4 lanes. Improvements also include installing traffic signals, signs, pavement markings, hwy lighting, guardrails, and sidewalks.																				
HS33. Puainako St (Rte 2000) Widening, Kanoelehua Ave (Rte 11) to Komohana St (Rte 1940), Phase II - Kawili (Rte 2770) to Kilauea (Rte 1920)	DES										1,600	1,280	320							STP FLEXIBLE
	PREROW													50	40	10				
Estimated Total Project Cost - \$37,000,000 -- Widen and realign Puainako Street from 2 to 4 lanes. Improvements also include installing traffic signals, signs, pavement markings, hwy lighting, guardrails, and sidewalks.																				
HS34. Queen Kaahumanu Highway (Route 19), Intersection Improvements at Kawaihae Road (Route 19)	CON				1,100	990	110													HSIP
	ROW	156	140	16																
Estimated Total Project Cost - \$1,500,000 -- Improve operation, capacity and safety of Queen Kaahumanu Hwy and Kawaihae Road intersection.																				
HS35. Queen Kaahumanu Highway (Route 19) Widening Keahole Airport to Kawaihae Harbor	PLN							4,300	3,440	860										NHS
Estimated Total Project Cost - \$150,000,000 (needs to be phased) -- Conduct planning and environmental study to assess alternatives and impacts to widening Queen Kaahumanu Highway from 2 to 4 lanes from Keahole Airport to Kawaihae Harbor.																				
HS36. Saddle Road Extension	DES										9,000	7,200	1,800							STP FLEXIBLE
	PREROW																100	80	20	
Estimated Total Project Cost - \$180,000,000 (needs to be phased) -- New roadway and/or realignment and extending Saddle Road from the Kona terminus at Mamalahoa Highway to the Queen Kaahumanu Highway.																				
HS37. SADDLE ROAD (Route 200) IMPROVEMENTS																				
Saddle Road Improvements, Phase 2D: East Side Grade & Pave MP 6 to 11	ROW	4,000	4,000	0																EARMARK - HIGH PRIORITY
	CON							50,000	50,000	0										
Saddle Road Improvements, West Side MP 42 to Mamalahoa Hwy Phase 1 Phase 2 Phase 3 Phase 4																				EARMARK - HIGH PRIORITY
	CON				20,000	20,000	0													
	CON							20,000	20,000	0										
	CON										20,000	20,000	0							
	CON													15,000	15,000	0				
	CON																			
Estimated Total Project Cost - \$250,000,000 -- Widen and/or realign the existing two-lane highway.																				
HAWAII : STATE - FHWA TOTAL		58,494	29,391	29,103	29,586	39,479	(9,893)	79,331	85,964	(6,633)	67,074	37,851	29,223	28,260	36,007	(7,747)	3,854	11,368	(7,514)	

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
COUNTY OF HAWAII - FHWA																				
HC1. Alii Drive (Route 186) Culvert Replacement	CON				10,000	8,000	2,000													STP FLEXIBLE
Estimated Total Project Cost - \$11,000,000 -- Replacement of an existing culvert with a new bridge and transitional structures at Alii Drive.																				
HC2. Alii Drive (Route 186) Road Improvements Along Oneo Bay, From Hualalai Road (Route 1880) to Walua Road (Route 187) Phase 1	DES	50	40	10																STP ENHANCEMENT
	ROW				500	400	100													
	CON													5,600	4,480	1,120				
Phase 2	DES							50	40	10										
	CON																5,400	4,320	1,080	
Estimated Total Project Cost - \$11,600,000 -- Provide bicycle, pedestrian, landscaping and scenic view improvements along Alii Drive from Hualalai Road to Walua Road by undergrounding existing overhead utilities.																				
HC3. Alii Highway (Route 1110), Kamehameha III Rd (Route 185) to Queen Kaahumanu Hwy (Route 19) Phase 1 - Part 1	CON	2,000	1,600	400																STP FLEXIBLE
Estimated Total Project Cost - \$105,000,000 -- Ph I, Part 1 will remove vegetation from the entire 4.75-miles. Ph I, Part 2, in FY 2013, will construct 2.5 miles of 24-ft wide road starting at Kamehameha III Hwy and ending at the Lako St. Extension. Ph II will complete construction from Lako St to Queen Kaahumanu Hwy.																				
HC5. Bridge Inspection and Appraisal	PLN	100	80	20	100	80	20	100	80	20	100	80	20	100	80	20	100	80	20	BRIDGE OFF-SYSTEM
Estimated Total Project Cost - \$600,000 -- Inspection of county-maintained bridges as required by FHWA.																				
HC6. Kaahakini Bridge Rehabilitation	CON	2,000	1,600	400																BRIDGE OFF-SYSTEM
Estimated Total Project Cost - \$2,300,000 -- Rehabilitation of an existing bridge including transitional structures.																				
HC7. Kaiminani (Route 198) Resurfacing (Mamalahoa Highway (Rte 190) to Queen Kaahumanu Highway (Rte19))	DES	10	8	2																STP FLEXIBLE
	CON	6,000	4,800	1,200																
Estimated Total Project Cost - \$6,500,000 -- Resurfacing approximately 3.6 miles of Kaiminani from the Mamalahoa Hwy to the Queen Kaahumanu Hwy. Work to include road bed reconstruction, shoulder/driveway repairs and drainage improvements.																				
HC8. Kamehameha Avenue (Route 1910) Resurfacing, Wailoa Bridge to Ponahawai Street	DES	10	8	2																STP FLEXIBLE
	CON							9,250	7,400	1,850										
Estimated Total Project Cost - \$10,000,000 -- Resurfacing approx. 0.75 miles of Kamehameha Ave. from the end of State Hwy at Wailoa Bridge to Ponahawai St. Work to include road bed reconstruction, sidewalk/driveway repairs, drainage, sidewalk and ADA improvements.																				
HC9. Kawaiiani (Rte 2760)/Pohakulani/Ainaola (Rte 2750) & Kawaiiani (Rte 2760)/Iwalani (Rte 2770) Intersection Improvements Phase 2	DES	10	8	2																STP FLEXIBLE
	CON										16,800	13,440	3,360							
Estimated Total Project Cost - \$18,000,000 -- Installation of synchronized traffic signals at the Kawaiiani/Iwalani and Kawaiiani/Pohakulani intersections; including land acquisition, realignment of Ainaola Drive, channelization, utility relocation and construction of curbs, gutters, sidewalks and related drainage improvements.																				
HC10. Kuakini Highway (Route 1100) Widening, Hualalai Road (Route 1880) to Alii Highway	DES	50	40	10																STP FLEXIBLE
	CON							7,000	5,600	1,400										
Estimated Total Project Cost - \$8,000,000 -- Widen approx. 1.5 miles of Kuakini Hwy to increase capacity between Hualalai Road and the new Alii Highway.																				
HC11. Mamalahoa Highway (Route 19) Widening (Mudlane to North Hawaii Community Hospital)	PLN	10	8	2																STP FLEXIBLE
	DES				10	8	2													
	ROW													1,080	864	216				
Estimated Total Project Cost - \$34,000,000 -- Widen approximately 4.5-miles of Mamalahoa Highway from Mudlane to the north Hawaii Community Hospital to increase vehicular capacity and improve safety by adding turning lanes. Work includes drainage, shoulder and bike lane improvements.																				
HC12. Reed's Island Bridge Rehabilitation	CON	5,000	4,000	1,000																BRIDGE OFF-SYSTEM
Estimated Total Project Cost - \$5,500,000 -- Rehabilitation of an existing bridge including transitional structures.																				
HAWAII : COUNTY OF HAWAII - FHWA TOTAL		15,240	12,192	3,048	10,610	8,488	2,122	16,400	13,120	3,280	16,900	13,520	3,380	6,780	5,424	1,356	5,500	4,400	1,100	

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
COUNTY OF HAWAII - FTA																				
HC13. Bus and Bus Facility	EQP/OPR	819	655	164	844	675	169	869	695	174	894	715	179	919	735	184	944	755	189	FTA SECTION 5309 (Rural Bus Prgm)
Estimated Total Project Cost - \$5,300,000 -- Purchase buses and operate bus transit facilities.																				
HC14. Rural Transportation Program	EQP/OPR	844	675	169	869	695	174	894	715	179	919	735	184	944	755	189	969	775	194	FTA SECTION 5311
Estimated Total Project Cost - \$5,440,000 -- Operate public transit system.																				
HAWAII : COUNTY OF HAWAII - FTA TOTAL		1,663	1,330	333	1,713	1,370	343	1,763	1,410	353	1,813	1,450	363	1,863	1,490	373	1,913	1,530	383	

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)		
MAUI : STATE - FHWA																					
MS1. Guardrail and Shoulder Improvement Program at Various Locations, Maui Part 1 Part 2																				STP FLEXIBLE	
	CON							1,400	1,120	280											
	CON													1,000	800	200					
	Estimated Total Project Cost - \$2,750,000 -- Improve guardrails and shoulders at various locations.																				
MS2. Haleakala Crater Road, (Route 378), Bikeway Pull-Out Areas	CON	312	250	62																STP ENHANCEMENT	
	Estimated Total Project Cost - \$400,000 -- Improve Haleakala National Park Access Road to accommodate bicyclists.																				
MS3. Hana Highway (Route 36)/ Kaahumanu Ave. (Route 32) Beautification Dairy Road (Route 380) to Naniloa Overpass	CON				1,066	853	213													STP ENHANCEMENT	
	Estimated Total Project Cost - \$1,200,000 -- Beautification of the main corridor between Kahului and Wailuku to include landscape and irrigation.																				
MS4. Hana Highway (Route 36) Widening, Kaahumanu Avenue (Route 32) to Vicinity of Airport Access Road	ROW	104	83	21																NHS	
	CON										6,240	0	6,240								
	ADVCON													0	4,992	(4,992)					
	Estimated Total Project Cost - \$7,000,000 -- Widen Hana Highway.																				
MS5. Honoapiilani Highway (Route 30), Bridge Replacement, Honolulu Bridge	ROW	747	598	149																BRIDGE ON-SYSTEM	
	CON										5,000	4,000	1,000								
Estimated Total Project Cost - \$6,250,000 -- Replacement of a concrete T-beam bridge on Honoapiilani Hwy in the vicinity of Honolulu Bay.																					
MS7. Honoapiilani Highway (Route 30) Realignment, Phase 1B2, Hokiokio Place to Relocated Southern Terminus	DES										2,000	1,600	400							NHS	
	Estimated Total Project Cost - \$49,000,000 -- Continuation of Lahaina Bypass from Hokiokio Place to Relocated Southern Terminus.																				
MS30. Honoapiilani Highway (Route 30), Safety Improvements at Kaanapali Parkway and Halelo Street	CON	210	189	21																HSIP	
Estimated Total Project Cost - \$250,000 -- Install flashing beacon on Honoapiilani Hwy as approaching Kaanapali northbound. Check for adequate signal signs and lighting. Update traffic signal heads, pavement markings, striping and signing.																					
MS8. Honoapiilani Highway (Route 30) Safety Improvements, Vicinity of Kapoli Street to Ukumehameha Beach Park Road	CON				2,920	2,628	292													HSIP	
Estimated Total Project Cost - \$3,300,000 -- Installation of milled rumble strips on centerline and shoulders, construct shoulder widening and drainage improvements, installation of guardrails and end treatments and upgrade/replace pavement markings and signing.																					
MS31. Honoapiilani Highway (Route 30), Shoreline Improvements, Vicinity of Olowalu	CON	2,080	1,664	416																NHS	
Estimated Total Project Cost - \$2,400,000 -- Shoreline protection for approximately 1000 feet of Honoapiilani Highway on the west side of Hekili Point.																					
MS9. Honoapiilani Highway (Route 30) Widening and/or Realignment, Phase IC, Keawe Street Extension to north of Kaanapali Connector	DES	500	400	100																NHS	
	PREROW							50	40	10											
Estimated Total Project Cost - \$78,000,000 -- Continuation of Lahaina Bypass from Keawe Street Extension to Kaanapali Connector.																					
MS10. Honoapiilani Highway (Route 30) Widening, Maalaea to Launiupoko	DES																4,160	3,328	832	NHS	
	PREROW																100	80	20		
Estimated Total Project Cost - \$45,000,000 -- Improvements to Honoapiilani Hwy between Maalaea and Launiupoko to address high ocean surges crossing portions of the hwy, traffic accidents & fire hazards. Improvements may involve widening portions of the existing hwy and/or constructing a new hwy along a different alignment. Planning phase to determine the scope of the improvements is underway.																					
MS11. Kahului Airport Access Road (Route 3800)	ROW	400	320	80																EARMARK - HIGH PRIORITY NHS	
	CON							30,000	11,000	19,000											
	ADVCON										0	6,500	(6,500)	0	6,500	(6,500)					
Estimated Total Project Cost - \$33,000,000 -- Construction for a portion of the new access road to Kahului Airport from the vicinity of Puunene Ave to Hana Hwy. Includes landscaping, drainage, hwy lighting, utilities and other misc improvements.																					
MS32. Kahului Beach Road (Route 3400), Lighting Improvements at Kanaloa Avenue (Route 3420)	CON	520	468	52																HSIP	
Estimated Total Project Cost - \$750,000 -- Improve lighting along Kahului Beach Road and Kanaloa Avenue.																					

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PROJECT	PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS
		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
MS12. Kahului Beach Road (Route 3400), Shoreline Protection Kahului Bay (#1)	CON				4,325	3,460	865													STP FLEXIBLE
Estimated Total Project Cost - \$5,000,000 -- Construct a seawall for about 800 feet of highway outside the harbor that would provide storm wave protection to the highway. Also construct low-profile concrete retaining wall at the waters edge to minimize accumulation of seaweed on the shoreline.																				
MS14. National Recreational Trails Program - Maui (DLNR)	CON	449	359	90	449	359	90	449	359	90	449	359	90	449	359	90	449	359	90	NATIONAL RECREATIONAL TRAILS (DLNR)
Estimated Total Project Cost - \$2,700,000 -- A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Maui program																				
MS15. North Kihei Road (Route 310), Shoreline Protection, Vicinity of Kealia Pond (#6)	CON							5,300	0	5,300										STP FLEXIBLE
MS16. Paia Bypass Road (Paia Alternative Route, Vicinity of Spreckelsville to Vicinity of Hookipa Park)	ADVCON										0	4,240	(4,240)							
	DES																			
	PREROW							3,245	2,596	649										STP FLEXIBLE
MS17. Puunene Avenue (Route 3500) Bicycle Improvements, Kaahumanu Avenue (Route 32) to Kuihelani Highway (Route 380)	ROW										100	80	20							
	CON																3,200	2,560	640	
Estimated Total Project Cost - \$90,000,000 -- Plans for alternative traffic improvements in the vicinity of Paia town.																				
MS33. Puunene Avenue (Route 3500) Safety Improvements, Kaahumanu Ave. (Route 32) to Kamehameha Ave. (Route 3940)	CON	520	468	52																STP FLEXIBLE
Estimated Total Project Cost - \$2,000,000 -- Create bicycle route/lanes on Puunene Ave. from Kaahumanu Ave. to Kuihelani Hwy, as called for in Bike Plan Hawaii.																				
MS18. Puunene Avenue (Rte 3500) Widening, Kamehameha Avenue (Rte 3940) to Kuihelani Highway (Route 380)	CON										4,500	3,600	900							STP FLEXIBLE
MS19. Waiehu Beach Road (Route 3400), Bridge Rehabilitation Iao Stream Bridge	ROW	30	24	6																
	CON																			
Estimated Total Project Cost - \$5,000,000 -- Widen Puunene Ave.																				
MS19. Waiehu Beach Road (Route 3400), Bridge Rehabilitation Iao Stream Bridge	CON	6,500	5,200	1,300																BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$7,200,000 -- Rehabilitation of a concrete tee-beam bridge on Waiehu Beach Road in the vicinity of Wailuku.																				
MOLOKAI																				
MS20. Guardrail and Shoulder Improvements Program at Various Locations, Molokai																				STP FLEXIBLE
Part 1	CON	750	600	150																
	CON							750	600	150										
	CON													750	600	150				
Estimated Total Project Cost - \$2,500,000 -- Improve guardrails and shoulders at various locations.																				
MS21. Kamehameha V Highway (Route 450), Bridge Rehabilitation Kaimioloa Stream Bridge	DES																865	692	173	BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$6,000,000 -- Rehabilitation of the existing bridge to meet current bridge standards.																				
MS22. Kamehameha V Highway (Route 450), Bridge Replacement Makakupaia Stream Bridge	CON				3,817	3,054	763													BRIDGE ON-SYSTEM
Estimated Total Project Cost - \$5,000,000 -- Kamehameha V Highway (Route 450) Puuloa Interchange Ramp "A" Seismic Rehabilitation. Milepost 3.94. Rehabilitate existing 43-foot long bridge by widening and strengthening to meet current State standards.																				
MS23. Kamehameha V Highway (Route 450), Shoreline Protection, Vicinity of Niaupala Fishpond	CON													1,400	1,120	280				STP FLEXIBLE
Estimated Total Project Cost - \$2,000,000 -- Construct a revetment for the reconstruction and protection of the highway shoulder.																				
MAUI : STATE - FHWA TOTAL		13,122	10,623	2,499	14,137	11,602	2,535	41,194	15,715	25,479	18,289	20,379	(2,090)	3,599	14,371	(10,772)	8,774	7,019	1,755	

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
MAUI : STATE - FTA																				
MS24.	Lahaina Small Boat Harbor and Ferry Pier	CON	3,875	3,100	775															FTA SECTION 5309
Estimated Total Project Cost - \$5,000,000 -- New ferry pier, sewage pump-out stations, lighting, berthing area, dredging, replacing the existing administration office and ferry ticket booth, resurfacing Wharf Street, new parking stalls and sidewalk widening.																				
MS25.	Improvements at Maalaea Small Boat Harbor, Ferry System Improvements	CON	10,068	8,055	2,013															FTA SECTION 5309
Estimated Total Project Cost - \$12,000,000 -- Repairing existing loading dock and reconstructing the adjacent administrative office building on the South Mole; installing electrical utilities and street lights, water mains and other utilities; repair South Mole roadway and parking areas, new comfort station.																				
MS26.	Maalaea Small Boat Harbor Improvements	DES	1,250	1,000	250															FTA SECTION 5309
		CON				10,000	8,000	2,000												FTA SECTION 5309
Estimated Total Project Cost - \$12,000,000 -- Planning for improvements to the South Mole to accommodate the increased need to facilitate ferry passenger drop off and loading due to limited existing parking.																				
MOLOKAI																				
MS27.	Kaunakakai Harbor Ferry System Improvements	CON	1,500	1,200	300															FTA SECTION 5309
Estimated Total Project Cost - \$2,000,000 -- Construct new restroom/administrative office; sewer pump station and force main to the county sewer system; sewage pump out station; water main and fire hydrants.																				
LANAI																				
MS29.	Manele Small Boat Harbor Ferry Pier	DES	938	750	188															FTA SECTION 5309
		CON	10,000	8,000	2,000	2,813	2,250	563												FTA SECTION 5309
Estimated Total Project Cost - \$15,000,000 -- New ferry pier, loading dock and related improvements.																				
MAUI : STATE - FTA TOTAL			27,631	22,105	5,526	12,813	10,250	2,563	0	0	0	0	0	0	0	0	0	0	0	

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			TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
COUNTY OF MAUI - FHWA																					
MC3.	Bridge Inspection and Appraisal	PLN	300	240	60				300	240	60				300	240	60				BRIDGE OFF-SYSTEM
Estimated Total Project Cost - \$900,000 -- Inspection of county-maintained bridges as required by FHWA.																					
MC4.	Haliimaile Road (Route 371) Resurfacing, Haleakala Highway to Baldwin Avenue	CON	2,100	1,680	420															STP FLEXIBLE	
Estimated Total Project Cost - \$2,500,000 -- Resurface approximately 3 miles of Haliimaile Road.																					
MC5.	Hansen Road Pavement Reconstruction, Hana Highway to Puunene Avenue	DES				500	0	500												LOCAL	
		ROW				200	0	200												LOCAL	
		CON												3,536	2,496	1,040				STP FLEXIBLE	
Estimated Total Project Cost - \$4,300,000 -- Reconstruct pavement on Hansen Road from Puunene Ave to Hana Highway. Improvements to include pavement striping and marking, signage and safety improvements. Approximately 2 miles.																					
MC6.	Hina Avenue (Route 3930) Pavement Reconstruction, Wakea Avenue to Ani Street	DES				200	0	200												LOCAL	
		CON												1,040	832	208				STP FLEXIBLE	
Estimated Total Project Cost - \$1,300,000 -- Reconstruct pavement on Hina Avenue from Wakea Avenue to Ani Street. Approximately 1.02 miles.																					
MC7.	Kahawaiokapia Bridge Replacement (Hana Highway - Route 360)	CON				4,100	2,800	1,300												BRIDGE OFF-SYSTEM	
Estimated Total Project Cost - \$4,500,000 -- Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.																					
MC8.	Kahekili Highway (Route 3405) Resurfacing, Mokuhanu Road to Waiehu Beach Road	CON	4,000	3,200	800															STP FLEXIBLE	
Estimated Total Project Cost - \$4,500,000 -- Resurface Kahekili Highway from N. Market Street to Waiehu Beach Road. Approximately 1.71 miles.																					
MC38.	Kaholopoo Bridge Replacement (Route 360)	CON	4,200	3,360	840															BRIDGE OFF-SYSTEM	
Estimated Total Project Cost - \$4,600,000 -- Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.																					
MC9.	Kamehameha Avenue (Route 3940) Pavement Reconstruction, Vicinity of Puunene Avenue to Hina Avenue	DES				500	0	500												LOCAL	
		CON												3,120	2,496	624				STP FLEXIBLE	
Estimated Total Project Cost - \$3,700,000 -- Reconstruct pavement on Kamehameha Avenue from Puunene Ave. to Hina Ave. Improvements to include pavement striping and marking, signage and safety improvements. Approximately 0.76 miles.																					
MC10.	Kamehameha Avenue (Route 3940)Traffic Signals at Kane Street	DES				250	0	250												LOCAL	
		CON							1,250	1,000	250									STP FLEXIBLE	
Estimated Total Project Cost - \$1,500,000 -- Traffic signal installation, intersection improvements, curb ramp improvements.																					
MC11.	Kaupakalua Road (Route 365) Resurfacing, Hana Highway to Makawao Avenue	CON				3,950	3,160	790												STP FLEXIBLE	
Estimated Total Project Cost - \$4,500,000 -- Resurface Kaupakalua Road from Hana Highway to Makawao Ave. Approximately 6.4 miles.																					
MC13.	Koukouai Bridge Modifications (Hana Highway - Route 360)	DES				100	0	100												LOCAL	
		CON							5,720	4,160	1,560									BRIDGE OFF-SYSTEM	
Estimated Total Project Cost - \$6,000,000 -- Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.																					
MC14.	Kulanihakai Bridge Replacement (South Kihei Road - Route 3100)	DES	500	0	500															LOCAL	
		ROW	200	0	200															LOCAL	
		CON										4,160	2,912	1,248						BRIDGE OFF-SYSTEM	
Estimated Total Project Cost - \$4,900,000 -- Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.																					

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
MC39. Lahaina Watershed Flood Control Project, Phase 2	CON	3,968	3,968	0																EARMARK (Section 117) NRCS (defer to 2011 interagency agreement needed)
	CON	2,032	2,032	0																
	Estimated Total Project Cost - \$6,600,000 -- Flood Control project from Lahainaluna Road south two miles along Honoapiilani Highway. Improvements consist of open channels, sediment basins, debris basin and new outlet to the ocean.																			
MC15. Lelekea Bridge Replacement (Hana Highway - Route 360)	DES				500	0	500													LOCAL BRIDGE OFF-SYSTEM
	CON													3,744	2,496	1,248				
	Estimated Total Project Cost - \$4,300,000 -- Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.																			
MC17. Lono Avenue (Route 3950) Traffic Signal Improvements at Papa Avenue (Route 3910)	CON				2,400	1,920	480													STP FLEXIBLE
	Estimated Total Project Cost - \$2,700,000 -- Traffic signal system, related intersection improvements, utility relocations, curb ramp improvements.																			
MC18. Lower Honoapiilani Road (Route 3080) Improvements, Hoohui Road to Napilihau Road	ROW				1,000	0	1,000													LOCAL STP FLEXIBLE
	CON							9,900	6,900	3,000										
	Estimated Total Project Cost - \$12,000,000 -- Road widening, curb, gutter, sidewalk/paved shoulder, and drainage improvements. Replace Kahanahui Bridge. Approximately 1.50 miles.																			
MC21. Makani Road (Route 3630) Resurfacing, Haleakala Highway to Kalama Intermediate School	CON	2,000	1,600	400																STP FLEXIBLE
	Estimated Total Project Cost - \$2,400,000 -- Resurface Makani Road from Old Haleakala Hwy to Kalama School. Approximately 2.06 miles.																			
MC22. Makawao Avenue - Makani Road (Route 3630) Improvements Phase I - Eddie Tam Gymnasium to Kalama Intermediate School	ROW	1,000	0	1,000																LOCAL STP FLEXIBLE
	CON										11,960	8,320	3,640							
	Estimated Total Project Cost - \$15,000,000 -- Road widening with curb and gutters, sidewalk, drainage, and resurf/recon pavement. From Eddie Tam Gym to Kalama School.																			
MC25. Mill Street (Route 3840) Traffic Signal at Imi Kala Street	DES							200	0	200										LOCAL LOCAL STP FLEXIBLE
	ROW										500	0	500							
	CON																730	584	146	
	Estimated Total Project Cost - \$1,500,000 -- Traffic signal installation, curb, gutter, sidewalk, curb ramp, drainage improvements. Right-of-way expansion.																			
MC27. Papa Avenue (Route 3910) Traffic Signals at Hina Avenue (Route 3930)	DES				200	0	200													LOCAL STP FLEXIBLE
	CON													860	688	172				
	Estimated Total Project Cost - \$1,100,000 -- Traffic signal installation, curb, gutter, sidewalk, curb ramp, drainage improvements. Right-of-way expansion.																			
MC28. Pukalani Street Pavement Reconstruction, Old Haleakala Highway to Iolani Street	DES				200	0	200													LOCAL STP FLEXIBLE
	CON				500	400	100													
	Estimated Total Project Cost - \$700,000 -- Reconstruct pavement on Pukalani Street from Old Haleakala Hwy to Iolani Street. Improvements to include pavement striping and marking, signage and safety improvements. Approximately 0.23 miles.																			
MC31. Waiale Road (Route 3180) Traffic Signals at Waiinu Road	DES				150	0	150													LOCAL STP FLEXIBLE
	CON													780	624	156				
	Estimated Total Project Cost - \$1,000,000 -- Traffic signal installation, curb, gutter, sidewalk, curb ramp, drainage improvements.																			
MC32. Waiko Road Improvements, Kuihelani Highway to Waiale Road	DES				500	0	500													LOCAL STP FLEXIBLE
	CON										3,640	2,500	1,140							
	Estimated Total Project Cost - \$4,200,000 -- Improve Waiko Road from Honoapiilani Hwy to Kuihelani Hwy, with two travel lanes, paved shoulders and drainage improvements. Approximately 1.25 miles.																			
MC33. Waiohonu Bridge Replacement (Hana Highway - Route 360)	DES	50	0	50																LOCAL BRIDGE OFF-SYSTEM
	CON	4,100	2,800	1,300																
	Estimated Total Project Cost - \$4,500,000 -- Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.																			
MC34. Waipuilani Bikepath	DES	300	0	300																STP ENHANCEMENT STP ENHANCEMENT
	CON													1,600	1,280	320				
	Estimated Total Project Cost - \$2,000,000 -- Construct bikepath on beach reserve, from Kulanihakoi Street to Waipuilani State Park. Approximately 0.5 miles.																			
MC35. Wakea Avenue (Rte 3920) Traffic Signals at Hina Avenue (Rte 3930)	DES				200	0	200													LOCAL STP FLEXIBLE
	CON										728	582	146							
	Estimated Total Project Cost - \$1,000,000 -- Traffic signal installation, curb, gutter, sidewalk, curb ramp, drainage improvements.																			
MAUI : COUNTY OF MAUI - FHWA TOTAL		24,750	18,880	5,870	15,450	8,280	7,170	17,370	12,300	5,070	20,988	14,314	6,674	14,980	11,152	3,828	730	584	146	

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
<u>COUNTY OF MAUI - FTA</u>																				
MC36. Bus and Bus Facility	EQP/OPR	819	655	164	844	675	169	869	695	174	894	715	179	919	735	184	944	755	189	FTA SECTION 5309 (Rural Bus Prgm)
<i>Estimated Total Project Cost - \$5,300,000 -- Purchase buses and operate bus transit facilities.</i>																				
MC37. Rural Transportation Program	OPR	844	675	169	869	695	174	894	715	179	919	735	184	944	755	189	969	775	194	FTA SECTION 5311
<i>Estimated Total Project Cost - \$5,440,000 -- Operate public transit system.</i>																				
MAUI : COUNTY OF MAUI - FTA TOTAL		1,663	1,330	333	1,713	1,370	343	1,763	1,410	353	1,813	1,450	363	1,863	1,490	373	1,913	1,530	383	

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			TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
KAUAI : STATE - FHWA																					
KS1.	Guardrail and Shoulder Improvements on State Highways, Kauai																				STP FLEXIBLE
	Part 1	DES	100	80	20																
		CON				1,000	800	200													
	Part 2	DES							100	80	20										
		CON										1,000	800	200							
	Part 3	DES													100	80	20				
		CON																1,000	800	200	
Estimated Total Project Cost - \$3,300,000 -- Improve guardrails and shoulders at various locations.																					
KS2.	Kapule Highway / Rice Street / Waapa (Route 51) Road Improvements and Nawiliwili Bridge Replacement	DES				757	606	151													BRIDGE ON-SYSTEM
		PREROW							110	88	22										
		ROW										787	630	157							
		CON													3,775	0	3,775				
		ADVCON																0	3,020	(3,020)	
Estimated Total Project Cost - \$5,440,000 -- Strengthen/widen existing Nawiliwili Bridge. Implement drainage improvements and safety improvements including new signing and striping and guardrails. Improve roadway approach to the bridge.																					
KS4.	Kaunualii Highway (Route 50), Bridge Rehabilitation Bridge No. 7E	DES										530	424	106							BRIDGE ON-SYSTEM
		ROW													65	52	13				
Estimated Total Project Cost - \$6,600,000 -- Repair/rehabilitate bridge 7E on Kaunualii Highway update to current bridge standards.																					
KS5.	Kaunualii Highway (Route 50), Bridge Rehabilitation Omao Bridge	ROW				100	80	20													BRIDGE ON-SYSTEM
		CON										7,070	0	7,070							
		ADVCON													0	5,656	(5,656)				
Estimated Total Project Cost - \$8,000,000 -- Rehabilitation of concrete T-girder bridge on Kaunualii Hwy in the vicinity of Omao Road.																					
KS6.	Kaunualii Highway (Route 50) Improvements, Anonui St to Kipu Rd Phase IB	CON										17,000	3,600	13,400							STP FLEXIBLE
		ADVCON													0	10,000	(10,000)				
Estimated Total Project Cost - \$20,000,000 -- Construction for widening of Kaunualii Highway, Anonui Street to vicinity of Kipu Road, from two to four lanes.																					
KS9.	Kaunualii Highway (Route 50) Safety Improvements in the Vicinity of Kahili Mountain Park Road to Hanapepe Lookout	CON				3,600	3,240	360													HSIP
Estimated Total Project Cost - \$4,000,000 -- Installation of milled rumble strips on centerline and shoulders, construct shoulder widening and drainage improvements, installation of guardrails and end treatments and upgrade/replace pavement markings and signing.																					
KS11.	Kuhio Highway (Route 56), Bridge Replacement Kapaia Bridge	ROW				730	584	146													BRIDGE ON-SYSTEM
		CON				9,360	2,000	7,360													
		ADVCON							0	5,488	(5,488)										
Estimated Total Project Cost - \$11,100,000 -- Replacement of a multi-T beam reinforced concrete girder on Kuhio Hwy in the vicinity of Kapaia.																					

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PROJECT	PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS	
		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)		
KS13. Kuhio Highway (Route 560), Bridge Replacements Waioli, Waipa, and Waikoko Stream Bridges	DES				1,969	1,575	394													BRIDGE ON-SYSTEM	
	PREROW				112	90	22														
	ROW							562	450	112											
	CON										8,197	0	8,197								
	ADVCON													0	3,558	(3,558)	0	3,000	(3,000)		
Estimated Total Project Cost - \$11,000,000 -- Replace existing bridges.																					
KS16. Kuhio Highway (Route 56) Improvements, Hanamaulu to Kapaa, Phase I	DES							2,000	1,600	400										EARMARK-HIGH PRIORITY NHS	
	DES							5,000	4,000	1,000											
	PREROW										100	80	20								
Estimated Total Project Cost - \$48,000,000 -- Design and construct improvement alternative identified in the approved Environmental Impact Statement as the Preferred Alternative.																					
KS17. Kuhio Highway (Route 560) Safety Improvements Hanalei Bridge to Waikoko Bridge	CON	1,460	1,314	146																HSIP - HRRR	
Estimated Total Project Cost - \$1,750,000 -- Install rumble strips on centerline and shoulders, roughen roadway surface, construct drainage improvements, installation of guardrails and end treatments and upgrade/replace pavement arklings and signing.																					
KS19. Kuhio Highway (Route 56) Intersection Improvements at Leho Street (N)	DES	50	45	5																HSIP	
	CON				400	360	40														
Estimated Total Project Cost - \$450,000 -- Implement intersection improvements on Kuhio Highway at Leho Street to improve safety and operational effeciency.																					
KS20. Kuhio Highway (Route 56), Maalihuna Road Intersection Improvements and Kapaa Stream Bridge Rehabilitation	DES							1,040	832	208										BRIDGE-ON SYSTEM	
	ROW										500	400	100								
Estimated Total Project Cost - \$11,500,000 -- Safety improvements at Maalihuna Road intersection and Kapaa Stream Bridge including guardrail upgrades, wider shoulders for pedestrians and bicycles. The bridge will be strengthened to accommodate present day vehicular modes.																					
KS21. Kuhio Highway (Route 560), Shoreline Protection, Vicinity of Hanalei Bay	CON													2,500	0	2,500				STP FLEXIBLE	
	ADVCON																0	2,000	(2,000)		
Estimated Total Project Cost - \$3,000,000 -- Construct revetment to protect about 1,600 feet of highway on the extreme west side of Hanalei Bay that is subject to seasonal wave attack.																					
KS22. Maalo Road (RTE 583), Guardrail and Shoulder Improvements MP 0 - MP 3.92	CON	1,082	866	216																STP FLEXIBLE	
Estimated Total Project Cost - \$1,400,000 -- Remove existing guardrail, install new guardrail and construct end treatments.																					
KS23. National Recreational Trails Program - Kauai (DLNR)	CON	314	251	63	314	251	63	314	251	63	314	251	63	314	251	63	314	251	63	NATIONAL RECREATIONAL TRAILS (DLNR)	
Estimated Total Project Cost - \$1,900,000 -- A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Kauai program.																					
KS24. Puhi-Hanamaulu, Alternate Route	PLN										4,000	3,200	800							STP FLEXIBLE	
Estimated Total Project Cost - \$90,000,000 -- Conduct planning/environmental study to assess alternatives and impacts to developing an alternative route from Puhi to Hanamaulu.																					
KAUAI : STATE - FHWA TOTAL			3,006	2,556	450	18,342	9,586	8,756	9,126	12,789	(3,663)	39,498	9,385	30,113	6,754	19,597	(12,843)	1,314	9,071	(7,757)	

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PROJECT		PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS
			TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
COUNTY OF KAUAI - FHWA																					
KC1.	Ahukini To Lydgate Park Bike/Pedestrian Path (Phase IV of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94)	DES	1,000	1,000	0																STP ENHANCEMENT
		ROW									7,280	7,280	0								
		Estimated Total Project Cost - \$21,000,000 -- Approximately 7 miles of 12 foot wide and 6 inch thick concrete bike/ped path. The project starts at the Ahukini Landing and ends at the S end of Lydgate Park.																			
KC2.	Bridge Inspection and Appraisal	PLN/DES	125	100	25				125	100	25										BRIDGE OFF-SYSTEM
		Estimated Total Project Cost - \$250,000 -- Inspection of various bridges throughout the County. FHWA Requirement.																			
KC3.	Hanapepe Bridge Repairs and Pedestrian Bridge Repairs/Replacement	DES/CON	475	380	95																BRIDGE OFF-SYSTEM
		Estimated Total Project Cost - \$525,000 -- Repair of cracks and spalls on the bridge girders/soffit/abutments/piers and the repair/replacement of the pedestrian walkway crossing Hanapepe Bridge on Hanapepe Road. The bridge and the pedestrian walkway is about 200 feet long. The walkway is elevated and above roadway pavement.																			
KC4.	Hardy Street (Route 572) Improvements	DES/CON	4,500	3,600	900																STP FLEXIBLE
		Estimated Total Project Cost - \$4,500,000 -- Safety imprvmts including reconstruction & widening of traffic lanes, construction of turning lanes, sidewalks, drainage inlets and culvert extension, replacement & upgrades, revising street parking, utility adjustment, traffic sign & striping, landscaping & other roadway improvements. The project begins at Kuhio Hwy. & ends at the Rice St.- 0.7 mi.																			
KC5.	Kamalu Bridge (Route 581) Erosion Protection Repairs	CON	300	240	60																BRIDGE OFF-SYSTEM
		Estimated Total Project Cost - \$400,000 -- Repair/Replace damaged erosion control protection at the abutments and piers of Kamalu Bridge.																			
KC6.	Kamalu Road (Route 581) Bridge Replacement	PLN										200	160	40							BRIDGE OFF-SYSTEM
		DES													400	320	80				
		Estimated Total Project Cost - \$2,600,000 -- Realignment of Kamalu Road from its intersection with Opaekaa Road to a point approximately 3,305 feet east including installation of new bridge crossing Kalama Stream.																			
KC7.	Kapahi Bridge Replacement	CON				5,000	4,000	1,000													BRIDGE OFF-SYSTEM
		Estimated Total Project Cost - \$5,500,000 -- Replace the existing bridge with a new H-20 concrete bridge approximately 60 feet long by 35 feet wide including approach ramps, guardrails, pedestrian walkway and utility accommodations.																			
KC19.	Kauai County Multi-Modal Transportation Plan	PLN	400	400	0																EARMARK (SECTION 117)
		Estimated Total Project Cost - \$400,000 -- A multi-modal land transportation plan for the island of Kauai that considers the communities land transportation needs and priorities in a comprehensive approach that includes transit, bicycle, pedestrian, vehicle and freight modes of transportation. The regional land transportation network to be considered includes the County and State systems.																			
KC8.	Kuna Bay to Anahola Bike/Pedestrian Path (Phase V of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94)	DES								300	300	0									STP ENHANCEMENT
		Estimated Total Project Cost - \$7,000,000 -- Approximately 3 miles of 12 foot wide, 6 inch thick concrete bike/ped path. The Project Starts at Kuna Bay (north end of Ph II) and ends at Anahola.																			
KC9.	Lydgate Park to Kapaa Bike/Pedestrian Path (Phase III of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94) Phase B Phase C																				STP ENHANCEMENT
		CON				6,700	6,700	0													
		PLN	20	20	0																
		DES	100	100	0																
		ROW	250	250	0																
		CON							1,560	1,560	0										
		Estimated Total Project Cost - \$9,000,000 -- Construct 12 foot wide 6 inch thick concrete bike/ped path. Ph B - includes the N end of Papaloa Rd. and the balance starts at the N side of Waipouli Canal Br., continues along Kuhio Hwy. to Ala, Niulani, Keaka, Moanakai and Lihi Rds. Ph C - starts at the S side of a vacant lot N of Kauai Coast Resort at the Beachboy & continues to the N side of Waipouli Canal at Kuhio Hwy.																			
KC18.	Maluhia Road (Route 520) Improvements	PLN	40	32	8																STP FLEXIBLE
		DES							500	400	100										
		ROW													80	64	16				
		CON																7,650	6,120	1,530	
		Estimated Total Project Cost - \$8,300,000 -- Widen Maluhia Road from the intersection of Ala Kinoiki Road to Kaunualii Hwy. Approx. 2.6 miles. 12-ft traffic lanes and 6-ft shoulders including drainage improvements and replacement of an existing bridge. The section of Maluhia Road through the "tree tunnel" cannot be widened w/o disturbing the trees and therefore the development of a northbound or southbound lane outside of the "tunnel" will be developed.																			
KC10.	Nawiliwili to Ahukini Bike/Pedestrian Path (Phase VI of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94) Phase A Phase B																				STP ENHANCEMENT
		DES	750	750	0																
		DES							1,000	1,000	0										
		Estimated Total Project Cost - \$7,000,000 -- Approximately 8 miles of 12 foot wide, 6 inch thick concrete bike/ped path.																			

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PROJECT	PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS
		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
KC11. <div></div> Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522))	DES	2,000	1,600	400																STP FLEXIBLE
<i>Estimated Total Project Cost - \$83,000,000 -- Construct new roadway. The project begins at Koloa Road and the completed section of the Ala Kalanikaumaka intersection, heading northeast and connecting to Maluhia Road at the intersection of Maluhia and Ala Kinoike.</i>																				
KC13. <div></div> Puhi Road (Route 501) Ultra-Thin Whitetopping (UTW)	CON				1,170	936	234													STP FLEXIBLE
<i>Estimated Total Project Cost - \$1,300,000 -- Rehabilitate Puhi Road using Ultra-Thin Whitetopping (UTW) and cement treated recycled Base. Puhi Road is a 2-lane major street with 12' lanes. The project will start at the intersection of the Kaunualii Highway - Puhi Road intersection and extend approximately 0.4 miles to the Kaneke St. - Puhi Road intersection.</i>																				
KC14. <div></div> Puuopae Bridge Replacement	DES							600	480	120										BRIDGE OFF-SYSTEM
	CON										5,000	4,000	1,000							
<i>Estimated Total Project Cost - \$5,600,000 -- Replace existing bridge.</i>																				
KC15. <div></div> Resurfacing of Hanapepe Rd (Rte 545), Including Road Pavement Repairs as Necessary	DES	160	128	32																STP FLEXIBLE
<i>Estimated Total Project Cost - \$1,200,000 -- Resurface the entire length (5400 feet) of Hanapepe Road. Full depth reclaimation (FDR) technology will be used on this project whenever necessary to match existing adjacent facilities.</i>																				
KAUAI : COUNTY OF KAUAI - FHWA TOTAL		10,120	8,600	1,520	12,870	11,636	1,234	3,785	3,540	245	12,780	11,740	1,040	480	384	96	7,650	6,120	1,530	

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
COUNTY OF KAUAI - FTA																				
KC16. Bus and Bus Facility	EQP/OPR	819	655	164	844	675	169	869	695	174	894	715	179	919	735	184	944	755	189	FTA SECTION 5309 (Rural Bus Prgm)
Estimated Total Project Cost -- \$5,300,000 -- Purchase buses and operate bus transit facilities.																				
KC17. Rural Transportation Program	OPR	717	574	143	739	591	148	760	608	152	781	625	156	803	642	161	824	659	165	FTA SECTION 5311
	EQP	127	101	26	130	104	26	134	107	27	138	110	28	141	113	28	145	116	29	FTA SECTION 5311
Estimated Total Project Cost -- \$5,400,000 -- Operate public transit system.																				
KAUAI : COUNTY OF KAUAI - FTA TOTAL		1,663	1,330	333	1,713	1,370	343	1,763	1,410	353	1,813	1,450	363	1,863	1,490	373	1,913	1,530	383	

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		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
FTA SUMMARY																				
STATEWIDE		1,716	1,453	263	1,771	1,499	272	1,824	1,545	279	1,881	1,593	288	1,938	1,641	297	1,998	1,692	306	
OAHU, STATE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
C&C OF HONOLULU		547,998	115,282	432,716	792,501	236,246	556,255	1,222,748	309,299	913,449	1,106,059	309,636	796,423	840,308	254,489	585,819	554,876	266,014	288,862	
COUNTY OF HAWAII		1,663	1,330	333	1,713	1,370	343	1,763	1,410	353	1,813	1,450	363	1,863	1,490	373	1,913	1,530	383	
MAUI, STATE		27,631	22,105	5,526	12,813	10,250	2,563	0	0	0	0	0	0	0	0	0	0	0	0	
COUNTY OF MAUI		1,663	1,330	333	1,713	1,370	343	1,763	1,410	353	1,813	1,450	363	1,863	1,490	373	1,913	1,530	383	
COUNTY OF KAUAI		1,663	1,330	333	1,713	1,370	343	1,763	1,410	353	1,813	1,450	363	1,863	1,490	373	1,913	1,530	383	
FTA TOTAL		582,334	142,830	439,504	812,224	252,105	560,119	1,229,862	315,074	914,787	1,113,379	315,579	797,800	847,835	260,600	587,235	562,613	272,295	290,317	

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FHWA SUMMARY																				
STATEWIDE		25,405	9,420	15,985	32,310	15,024	17,286	33,560	15,944	17,616	29,131	12,481	16,650	32,307	14,942	17,365	29,889	13,087	16,802	
Oahu - State		191,900	78,809	113,091	29,877	75,981	(46,104)	67,537	80,392	(12,855)	135,329	78,235	57,094	76,709	98,077	(21,368)	115,704	99,614	16,090	
City and County of Honolulu		48,979	20,000	28,979	37,202	17,000	20,202	34,152	17,000	17,152	77,267	14,000	63,267	64,463	37,600	26,863	108,829	75,768	33,061	
ISLAND OF OAHU		240,879	98,809	142,070	67,079	92,981	(25,902)	101,689	97,392	4,297	212,596	92,235	120,361	141,172	135,677	5,495	224,533	175,382	49,151	
Hawaii - State		58,494	29,391	29,103	29,586	39,479	(9,893)	79,331	85,964	(6,633)	67,074	37,851	29,223	28,260	36,007	(7,747)	3,854	11,368	(7,514)	
County of Hawaii		15,240	12,192	3,048	10,610	8,488	2,122	16,400	13,120	3,280	16,900	13,520	3,380	6,780	5,424	1,356	5,500	4,400	1,100	
ISLAND OF HAWAII		73,734	41,583	32,151	40,196	47,967	(7,771)	95,731	99,084	(3,353)	83,974	51,371	32,603	35,040	41,431	(6,391)	9,354	15,768	(6,414)	
Maui - State		13,122	10,623	2,499	14,137	11,602	2,535	41,194	15,715	25,479	18,289	20,379	(2,090)	3,599	14,371	(10,772)	8,774	7,019	1,755	
County of Maui		24,750	18,880	5,870	15,450	8,280	7,170	17,370	12,300	5,070	20,988	14,314	6,674	14,980	11,152	3,828	730	584	146	
ISLAND OF MAUI		37,872	29,503	8,369	29,587	19,882	9,705	58,564	28,015	30,549	39,277	34,693	4,584	18,579	25,523	(6,944)	9,504	7,603	1,901	
Kauai - State		3,006	2,556	450	18,342	9,586	8,756	9,126	12,789	(3,663)	39,498	9,385	30,113	6,754	19,597	(12,843)	1,314	9,071	(7,757)	
County of Kauai		10,120	8,600	1,520	12,870	11,636	1,234	3,785	3,540	245	12,780	11,740	1,040	480	384	96	7,650	6,120	1,530	
ISLAND OF KAUAI		13,126	11,156	1,970	31,212	21,222	9,990	12,911	16,329	(3,418)	52,278	21,125	31,153	7,234	19,981	(12,747)	8,964	15,191	(6,227)	
FHWA TOTAL		391,016	190,471	200,545	200,384	197,076	3,308	302,455	256,764	45,691	417,256	211,905	205,351	234,332	237,554	(3,222)	282,244	227,031	55,213	

DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2011 THRU FFY 2014 (FFY 2015-2016 Informative Only)
Revision Effective Date: September 1, 2010

Project Criteria Color Key: GREEN = SYSTEM PRESERVATION PURPLE = SAFETY IMPROVEMENTS BROWN = CONGESTION MITIGATION PINK = MODERNIZATION ORANGE = ENHANCEMENT BLUE = HUMAN SERVICES TRANSPORTATION PROGRAM TURQUOISE = TRANSIT

PROJECT	PHASE	FFY2011 (Oct 1, 10 - Sep 30, 11)			FFY2012 (Oct 1, 11 - Sep 30, 12)			FFY2013 (Oct 1, 12 - Sep 30, 13)			FFY2014 (Oct 1, 13 - Sep 30, 14)			FFY2015 (Oct 1, 14 - Sep 30, 15)			FFY2016 (Oct 1, 15 - Sep 30, 16)			FUND CATEGORY & REMARKS
		TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	
FUNDING CATEGORY SUMMARY																				
IM (Interstate Maintenance)			4,500			15,020			7,507			32,080			23,800			15,592		
NHS (National Highway System)			42,056			62,096			86,568			25,648			26,582			39,292		
BRIDGE OFF-SYSTEM			13,520			8,080			5,860			9,152			3,936			1,360		
BRIDGE ON-SYSTEM			25,706			18,977			15,898			24,630			59,346			59,459		
STP ENHANCEMENT			7,738			7,953			2,680			9,700			5,760			7,294		
STP FLEXIBLE			47,112			44,466			50,475			78,609			93,144			93,648		
CMAQ (Congestion Mitigation Air Quality)			1,170			1,028			875			711			535			346		
EQUITY BONUS			0			0			0			0			0			0		
DEFENSE ACCESS ROAD FUNDS			0			0			0			0			0			0		
PUBLIC LANDS DISCRETIONARY			5,000			5,000			5,000			5,000			5,000			5,000		
NATIONAL RECREATIONAL TRAILS			1,196			1,196			1,196			1,196			1,196			1,196		
EARMARK - HIGH PRIORITY			5,920			20,000			71,600			20,800			15,000			0		
EARMARK - TRANSPORTATION IMPROVEMENT			0			0			0			0			0			0		
EARMARK - SECTION 112			0			0			0			0			0			0		
EARMARK - SECTION 115			0			0			0			0			0			0		
EARMARK - SECTION 117			4,368			0			0			0			0			0		
FLHD - Federal Lands Highway Discretionary			7,500			0			0			0			0			0		
SECTION 1404 - (Safe Routes to School)			300			700			300			700			300			700		
HSIP- Highway Safety Improvement Program			19,533			10,498			3,190			1,300			400			400		
NRCS - National Resources Conservation Service			2,032			0			0			0			0			0		
			0			0			0			0			0			0		
H-3 DISCRETIONARY			0			0			0			0			0			0		
FTA TRANSFER FUNDS			1,920			2,062			2,215			2,379			2,555			2,744		
INTERSTATE MAINTENANCE DISCRETIONARY (IMD)			900			0			3,400			0			0			0		
FERRY BOAT DISCRETIONARY / ARRA FBD			0			0			0			0			0			0		
	SUBTOTAL		190,471			197,076			256,764			211,905			237,554			227,031		
LESS DISCRETIONARY, DEMO ...ETC. PROJECTS			(26,020)			(25,700)			(80,300)			(26,500)			(20,300)			(5,700)		
LESS FTA TRANSFER FUNDS			(1,920)			(2,062)			(2,215)			(2,379)			(2,555)			(2,744)		
			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		162,531			169,314			174,249			183,026			214,699			218,587		

IX. Consistency with Other Planning Documents

IX. Consistency with Other Planning Documents

A primary consideration in the eligibility of projects statewide was consistency with the statewide and the Regional Long Range Land Transportation Plans (RLRLTP) regional transportation plans. It has been determined that the FY 2011-2014 (+2) STIP is consistent with the Hawaii Statewide Transportation Plan and the RLRLTPs of the various counties.

Hawaii Statewide Transportation Plan (HSTP)

A project-by-project evaluation has determined the 2011-2014 (+2) STIP is consistent with the goals and objectives of the HSTP.

Regional Plans

The Regional Plans for Hawaii are:

- Transportation for Oahu Plan - TOP 2030 (April 2006)
- Hawaii RLRLTP (May 1998)
- Maui RLRLTP (February 1997)
- Kauai RLRLTP (May 1997)

OahuMPO has determined that the Oahu TIP is consistent with the TOP 2030.

The RLRLTPs serves as a guide for the development of the major surface transportation facilities and programs to be implemented within each county. HDOT is currently in the process of updating the neighbor islands RLRLTPs. OahuMPO is also currently updating its 2030 plan to a 2035 plan. Should the update of these plans include inconsistencies with the proposed 2011-2014 STIP, a revision process will be undertaken to re-establish project consistency with the RLRLTPs.

An analysis of the consistency with these planning documents and the projects listed in the STIP was completed. No discrepancies were found. **See the project criteria analysis in Section 6.** The planning document consistency check was done concurrently with the project criteria analysis.

SAFETEA-LU Planning Factors

Though SAFETEA-LU has expired at the end of September 2009, analysis of consistency of the 2011-2014 (+2) STIP with the eight SAFETEA-LU planning factors is a good exercise to run through to look at the balance in the program. This analysis helped to add more substance to the project selection and prioritization process.

There are eight planning factors, as defined by SAFETEA-LU. These planning factors were analyzed and addressed during the development of the 11-14 (+2) STIP. The following analysis describes how each was considered.

Factor 1: Supports the economic vitality, especially by enabling global competitiveness, productivity and efficiency

- The highway systems being developed and maintained through STIP funding provide a means of transporting goods, services and the work force; all of which are important for maintaining productivity and efficiency and promoting economic vitality.
- Bus and other transit improvements also enhance the transportation of the work force, in turn, further enhancing economic vitality.
- Similarly congestion relief projects will further enhance economic vitality

Factor 2: Increases the safety of the transportation system for all motorized and non-motorized users

- Specific highway safety projects identified in the STIP directly address safety enhancement. Some of these safety projects include traffic signal installations, intersection improvements, guardrail and shoulder improvements, seismic retrofits of bridges, rockfall and shoreline protection and lighting projects.
- All projects consider safety first.
- All highway projects must consider pedestrian and bikeway improvements. Most of the larger scoped projects include these kinds of improvements.
- Second Access and bypass projects can increase the safety of people in the area during times of emergency.
- The Freeway Service Patrol and Freeway Management Systems will help to deal with freeway incidents on Oahu.
- Development of a Statewide ITS architecture plan will allow the neighbor islands in establishing intelligent transportation systems to assist in the management of traffic flow.
- Bikeway projects that separate the motoring public from the biking public, such as the Leeward Bikeway on Oahu or the Kapaa bike and pedestrian path on Kauai will increase the safety of those who use them.

Factor 3: Increases the security of the transportation system for motorized and non-motorized users

- Projects such as the Alapai Transportation Management Center on Oahu will help enhance the security of the motoring and non-motoring public.
- Congestion management and modernization projects and ITS project will help to increase mobility and enhance emergency response.

Factor 4: Increases accessibility and mobility of people and freight

- A number of STIP projects' purpose is to increase and/or enhance Highway or Transit mobility. A number of projects also include bikeway and pedestrian improvements, which promotes non-motorized travel.

Factor 5: Protects and enhances the environment, promotes energy conservation, improves the quality of life and promotes consistency between transportation improvements and State and local planned growth and economic development patterns.

- Review of the STIP was open to State and County agencies responsible for land use management.
- Transit projects and bikeway projects promote transportation modes that promote energy conservation and mobility options for people who do not drive cars. These options help to improve their quality of life.
- STIP projects focusing on improving congestion or increasing safety will generally improve the quality of life for the general motoring public.
- The focus of STIP capacity and modernization projects address needs in areas where growth is currently occurring or projected.

Factor 6: Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight.

- The diverse range of projects in the STIP promotes the integration and connectivity of the transportation system. Highway projects such as the Kahului Airport Access Road and Saddle Road improvements, and the Kawaihae Bypass, are examples of projects that enhance the integration and connectivity of the transportation system across and between modes.
- Transit centers will increase the efficiency of transfers between transit and automobiles.
- Roadway project that focus on bettering capacity and congestion will benefit freight movers.

- The Alapai Transportation Management Center on Oahu is envisioned to improve the flow of traffic between City and State roadways.

Factor 7: Promotes efficient system management and operation.

- The STIP includes Highway and Transit projects that are designed to complement each other
- Projects such as H-1 PM Contraflow, North-South Road on Oahu, Lahaina Bypass on Maui, Kawaihae Bypass on the Big Island, and Kaumualii Highway Widening on Kauai, will serve to more efficiently transport people from communities to employment centers.
- ITS technology on Oahu will enhance the efficiency of the transportation system by providing monitoring information of traffic situations. Traffic signal optimization will promote efficient operation on signalized arterial and collector roads.
- The Freeway Service Patrol, Freeway Management System and the H-3 Tunnel traffic monitoring center greatly assist in the efficient system management and operation of Oahu roadways.

Factor 8: Emphasizes the preservation of the existing transportation system.

- Many maintenance projects programmed in the STIP as a shift in focus to maintain the existing infrastructure is occurring. These projects include bridge retrofit and rehabilitation projects, road resurfacing projects and guardrail and shoulder improvement projects
- A number of bus acquisition and para-transit bus acquisition programs will help to maintain the level of quality for public transit.

X. Monitoring and Revising the Approved STIP

X. MONITORING AND REVISING THE APPROVED STIP

The update of the STIP uses the most up to date project schedules and cost estimates available. The effect of inflation is considered in the development of the estimates based on when the phase of the project is ready; there is a “year of expenditure” policy that was adopted by HDOT Highways Division that requires the use of a 4% annual inflation rate. The HDOT has developed this process to address the need for consistency in project cost estimation for future years.

Given that, it must be noted that the STIP is a **dynamic/living** document, ever changing in response to revised project schedules, scopes and cost estimates (that are very dependent on market conditions - supply and demand and available work for the contractors), updated administrative priorities, directives and funding and programming implications. Regardless of the estimating tools used, there will always be a need to adjust the estimates that are programmed.

The State Department of Transportation monitors the status of STIP projects through the use of **monthly project status meetings** that include all counties via video conference. Furthermore, **“over-the-shoulder” reviews** are conducted with each county every few months to get face-to-face and more detailed information sharing on the schedule and cost estimates of projects. Through these coordination efforts, a better grasp of project status and details is obtained so that changes to the STIP can be better anticipated, planned for and more efficiently processed. The scope of these meetings has been expanded to discuss present year STIP projects **and** the next year’s projects.

Though these many status meetings, a **running log of project status** for STIP projects is kept so that a history of a project can be developed. This history will be used to analyze and assist with persistent project stumbling blocks.

Those projects included in the current year obligation plan that are deemed “ready to obligate” by the end of the federal fiscal year, will continue to be part of that year’s obligation plan. Any others will be deferred through the STIP revision process.

Funds that may become available during the federal fiscal year (e.g. August Redistribution) will be applied to those projects in the current plan that are “ready to obligate” but require additional funding or projects that were deferred from the current plan because of lack of funding. Obligation limitation obtained through August Redistribution is **not** considered when developing yearly revenue estimates.

Conversely, funds that may not be available as anticipated (see detailed discussion in Financial Plan (Section VII) will require deferral of projects through the STIP revision process.

Revising the STIP

Changing project information (scope, schedules and estimates, OR adding and deleting entire projects) in the STIP requires a STIP Revision. Depending on the scope of the Revision, it could be processed as either an Administrative Modification (minor) or an Amendment (major), the latter of which requires more processing time, public involvement and coordination. Typically, the STIP has been revised with about five separate revision efforts each fiscal year.

Revision	A. Administrative Modification	B. Amendment ¹
Project	<ol style="list-style-type: none"> 1. Advancing a project from its programmed year if it is ready-to-go.² 2. Deferring a project to a later year within the current STIP if it is not ready-to-go as originally programmed. 3. Revising, clarifying, or expanding a project's description as long as the project's scope is not modified. 4. Splitting or grouping projects (e.g., guardrail replacement or bridge rehabilitation) as long as the scope remains unchanged, and the funding amounts stay within the guidelines in section B.8 of this table. Adding or deleting projects from grouped listings as long as the funding amounts stay within the guidelines in section B.8 of this table. 5. Revising projects that are included in the STIP for illustrative purposes. 6. Changing the scope of a project to accommodate prescribed actions made under NEPA (National Environmental Policy Act) processes and requirements. 7. Changing the size of revenue rolling stock (e.g., vans, 30' buses, 40' buses, 60' buses) if the change results in a change in the total carrying capacity by 20 percent or less. 8. Changing the quantity for revenue rolling stock that exceeds 20 percent (plus or minus) of the original quantity if the change in quantity results in a change in the total carrying capacity by 20 percent or 	<ol style="list-style-type: none"> 1. Adding a project to the STIP. 2. Deleting a project from the STIP, including deferring a project to a year that is outside of the four-year STIP. 3. Modifying the design concept or design scope of a programmed project (e.g., changing the project termini or the number of through traffic lanes). 4. For projects programmed with FTA funds, a change in a project's scope is considered "major" if the change materially alters the objective or description of the project, or the size, type, or quantity of items. Examples include: <ol style="list-style-type: none"> a. Changing from replacement buses to expansion buses (and vice versa); b. Changing the size of revenue rolling stock (e.g., vans, 30' buses, 40' buses, 60' buses) if the change results in a change in the total carrying capacity by more than 20 percent. c. Changing the quantity for revenue rolling stock that exceeds 20 percent (plus or minus) of the original quantity if the change in quantity results in a change in the total carrying capacity by more than 20 percent.

¹ Amendments include revisions that are not listed as administrative modifications.

² Projects must be "ready-to-go" in the year that they are programmed to be funded. Projects must have cleared previous federal requirements, which include:

- a. Construction projects must have FHWA-approved Plans, Specifications, and Estimates (PS&E).
- b. For projects heading into construction, land for the project must also have already been acquired.
- c. Design projects must have cleared all NEPA requirements.
- d. Rights-of-Way acquisition cannot occur without clearing NEPA requirements.
- e. All projects must also have the appropriate matching local funds in place.

Revision	A. Administrative Modification	B. Amendment ¹
	less.	
Project Phase³	9. Adding a project phase to an existing project as long as the phase is estimated to be \$3 million or less and the project's scope is not modified. 10. Deleting or deferring a project phase to a year that is outside of the four-year STIP as long as another phase of the project remains in the STIP and the project's scope is not modified.	5. Adding a project phase to an existing project if the phase is estimated to be more than \$3 million. 6. Deferring a project phase to a year that is outside of the four-year STIP when there are no other project phases in the STIP and the project's scope is modified.
Funding Source	11. Revising the source of federal funds designated for a project to reflect a different funding program administered by the same U.S. DOT operating agency (e.g., NHS to STP). 12. Changing a project's funding from federal to local or state funding. 13. Changing a project's funding from local or state to federal funds. 14. Adding additional federal funding, such as congressional earmarks or discretionary funds, to a project currently included in the STIP.	7. Switching from FTA to FHWA funds (and vice versa).
Cost Estimates	15. Revising the amount programmed for a project phase to reflect changes in cost estimates as long as it does not meet the thresholds identified in section B.8 of this table.	8. Revising the amount programmed for a project phase if all of these thresholds are met: <ol style="list-style-type: none"> The total estimated project cost, after the revision, exceeds \$10 million; and The amount programmed for the federal portion of the total estimated project cost is increased by more than 50%; and The total estimated project cost is increased by more than \$3 million.

STIP Revision Processes

Regardless of the type of revision being proposed, financial constraint of the STIP **must** be maintained both within each fiscal year and over the entire approved duration of the STIP.

The STIP may be revised at any time, if time constraints permit. Typically, there will be **two** planned **major** revisions (amendments) to the STIP in each federal fiscal year (October 1 to September 30).

³ For example, design or right-of-way, as defined in 23 CFR 450.216(i) and 23 CFR 450.324(e).

Overlapping revisions (starting another revision before the previous one is approved) is typically not recommended since there is no guarantee that the revision being processed first will be approved.

There will be a revision planned in the **beginning** of the federal fiscal year. There are often changes that occur at the very end of a federal fiscal year in September. This first planned revision will typically serve to sort out and balance funding changes that occurred at the end of the previous federal fiscal year. Changes for this amendment are typically due in the early November timeframe. This first amendment will typically be approved in February of the following calendar year.

There will be a revision planned near the **end** of the federal fiscal year. This revision will try to tie all the late changes that are required due to project developments or changes in priorities. Changes for this amendment are typically due in the early May timeframe. This last amendment will typically be approved in early August to assure that FHWA's August 15 PS&E deadline can be met and FTA's Grant application process can be accommodated in a timely manner.

Unscheduled amendments are possible given enough advanced notice.

Administrative Modifications that do not result in the need to amend the STIP can and have been processed at any time, time permitting.

ADMINISTRATIVE MODIFICATIONS

STIP Administrative Modifications shall be considered minor and pre-approved changes, and can be immediately processed. STIP Administrative Modifications shall be posted on the HDOT STIP website. Notices via STIP email list and/or print media should also be used.

For Oahu projects, a separate Oahu Administrative Modification process must first be completed.

Approximate processing time: 6-10 days*

Administrative Modifications of the entire STIP will become effective once a letter from HDOT is sent to FHWA/FTA to notify them of the changes.

AMENDMENTS (Major Revisions)

STIP Amendments are major changes to the STIP and will require, at a minimum, a two-week public comment period that begins once the Amendment is posted on the HDOT STIP website. Comments must be considered and responded to. Comments and responses should be submitted to FHWA and FTA with the Revision approval request.

Amendments must also be publicized via the STIP email list and print media statewide. STIP Amendments are approved once FHWA and/or FTA approve them in writing.

For Oahu projects, a separate TIP Expedited Modification or Amendment process must first be completed before a major change can be amended into the STIP.

Approximate processing time with NO major Oahu changes: 4-6 weeks*

Approximate processing time if major Oahu changes are needed: 10-12 weeks*

Please see the following website for more information on the TIP and its revision process.

<http://www.oahumpo.org/programs/tip.html>

Information for **all STIP revisions** will be posted on **Twitter** and **Facebook** social networking websites.

Facebook: <http://www.facebook.com/stip.hawaii>

Twitter: <http://www.twitter.com/HISTIPnews>

* Actual processing time will be dependent on the ability to schedule review and approval meetings and turnaround time for required local, state and federal agency action.