

**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 transporation 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 facilites 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.

DEPARTMENT OF TRANSPORTATION  
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM : FINANCIALLY CONSTRAINED  
FFY 2011 THRU 2014 (FFY 2015-2016 Informative Only)

Click here to access the FFY 11-14(+2) STIP document: <http://hawaii.gov/dot/highways/STIP/120418%2011-14%20STIP%20Rev%20%235.pdf>

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	Revision #5
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	Deferred \$9.984M in EQP from FFY 2011 to FFY 2012 and \$16.752M in EQP from FFY2012 to FFY 2013. The FFY 2011 funding grant application was delayed until FFY 2012. In FFY 2011, removed 35 <30' vehicles, 13-40' buses, and 10 >40' buses. In FFY 2012, added 5 <30' vehicles, removed 52-40' buses and removed 8 >40' buses. In FFY 2013, added 30 <30' vehicles, added 65-40' buses and removed 9-60' buses. 23 CFR 450.324(h) requires an inflation factor to be used in the development of financial plans for projects funded with Federal dollars. For purposes of STIP development, the Hawaii Dept of Transportation's 2007 policy requires a 4% annual inflation rate assumption. The City recognizes that deferring this project is likely to erode the purchasing power of the project budget. However, additional local match for this project cannot be identified at this time. If necessary, the project scope will be adjusted to meet the budgetary limit, or the project may be phased depending on the availability of funds at the time of vehicle purchases.
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	
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	Deferred \$45.587M in OPR from FFY 2011 to FFY 2012. The FFY 2011 funding grant application was delayed until FFY 2012. 23 CFR 450.324(h) requires an inflation factor to be used in the development of financial plans for projects funded with Federal dollars. For purposes of STIP development, the Hawaii Dept of Transportation's 2007 policy requires a 4% annual inflation rate assumption. The City recognizes that deferring this project is likely to erode the purchasing power of the project budget. However, additional local match for this project cannot be identified at this time. If necessary, the project scope will be adjusted to meet the budgetary limit.

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OC21.	Transit Safety and Security Projects	Capital projects at various transit locations to improve safety and security in transit vehicles at future and existing bus stops and transit centers, park-and-ride lots, and bus maintenance facilities.	Y	N	N/A	Y	N	Y	Y	Y	Y	Y	Y	Obj.6	G101-4, G201-2, G301-2, G401	Deferred \$455K in EQP from FFY 2011 to FFY 2012 and \$754K in EQP from FFY2012 to FFY 2013. The FFY 2011 funding grant application was delayed until FFY 2012. 23 CFR 450.324(h) requires an inflation factor to be used in the development of financial plans for projects funded with Federal dollars. For purposes of STIP development, the Hawaii Dept of Transportation's 2007 policy requires a 4% annual inflation rate assumption. The City recognizes that deferring this project is likely to erode the purchasing power of the project budget. However, additional local match for this project cannot be identified at this time. If necessary, the project scope will be adjusted to meet the budgetary limit, or the project may be phased depending on the availability of funds at the time of construction.
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	
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	