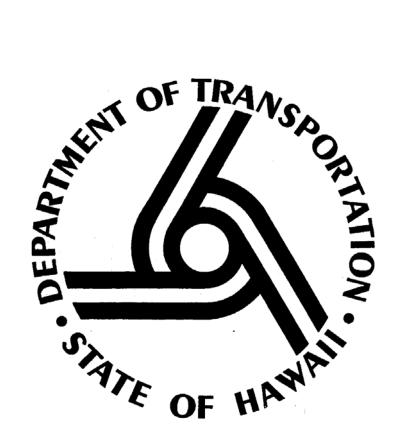
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

(STIP)

FISCAL YEARS 2015, 2016, 2017 AND 2018

(2019 and 2020 Illustrative Years)



PREPARED BY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

September 2014

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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
		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.
		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.
1	23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part 450	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 overall <i>Statewide Transportation Planning Process Organizational</i> chart.
		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.
		Both metropolitan and non-metropolitan processes includes:
		 Public involvement for comments on a proposed action. An administrator and/or staff level Technical Advisory Committee (TAC) to holistically analyze and endorse a proposed action. 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	23 CFR 450.218 REQUIREMENT 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part 450 Continued.	As the non-metropolitan transit coordinator, close coordination with the HDOT's Statewide Transportation Planning (STP) office is also required. HDOT has adopted a general departmental Public Involvement Policy (April 2012). For Highways Division efforts the Highways Division has developed and adopted a more detailed Public Involvement Guide (June 2012). All Public involvement activities in the Division are consistent with these documents. Development of the STIP and revisions to the STIP are consistent with these documents.
		with these documents.

	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;	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: http://hawaii.gov/dot/administration/ocr 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 Guide for Public Involvement Planning, 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. The Department's CSS (ADA, Title VI implications) multidisciplinary team includes Highways, STP, and 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. OCR has developed and adopted a Title VI Plan (1/09) which defines departmental compliance with Title VI and EJ. The questionnaire and compliance with Title VI and EJ. The questionnaire and compliance review of affected program areas is an effective tool for program representatives to

	22 CED 450 210 DECUMENTS	HIDOTE COMPLIANCE
-	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE The HDOT fully complies with its Civil Rights Policy (4/08)
	49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;	which states, in part, that "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."
3		HDOT's OCR is the overseer of the Civil Rights Policy.
		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.
		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.
		DBE designation of a business is taken into consideration during the evaluation of a firm for awarding of a HDOT contract.
	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;	The DBE Plan states the following as HDOT policy:
4		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.
		DBE requirements are addressed by the following mechanisms: HDOT currently has a three year overall DBE goal of 53.43% for fiscal years 2014 to 2016. In order to meet this goal, HDOT shall set race conscious goals for underutilized DBEs (UDBEs) and will continue other race neutral activities, such as conducting outreach, and providing technical assistance to all DBEs.
		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.
		DBE language is inserted in all HDOT contracts. In July 2012, USDOT approved a waiver request by HDOT to set contract goals for UDBEs. Based on a recent disparity study, these groups were determined to be firms owned by women, Native American, Hispanic American, and African American. Credit towards the contract goal shall be given to bidders who list UDBEs, and will be allowed to use other DBEs through race neutral measures.
		For more information see HDOT DBE Website at:
		http://hawaii.gov/dot/administration/ocr/dbe.htm/dbe

	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;	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. 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 <i>Appendix A</i> of the HDOT's <i>Title VI Plan</i> (1/09).

	22 CED 450 210 DECLUDEMENT	HDOT COMPLIANCE
	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE 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.
	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;	The HDOT's Office of Civil Rights (OCR) has compiled the following reference materials to assist the HDOT with ADA compliance:
		 Basic Guidelines for Serving Individuals with Disabilities who Enters your Program Americans with Disabilities Act (ADA) access to Programs, Services and Activities – Chapter 10, Departmental Staff Manual. Grievance Procedure Policy, Grievance Procedures and Grievance Form. State of Hawaii, Program and Services Manual for Persons with Disabilities. Emergency Evacuation Assistance. Providing Non-Discrimination Vanpool Transportation Services.
6		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:
		"Highways Standard Specifications" include sidewalk and curb ramp requirements.
		Highways "Curb Ramp and Sidewalk Design Guidelines" is used in the development and design of pedestrian facilities.
		These reference materials are distributed to the Department and are available at OCR and the OCR website.
		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 STIP meetings, reserved seating for the elderly and sign language interpreters for the deaf are provided on request with the appropriate coordination.
		Also, the HDOT is an equal opportunity employer. See the HDOT's Civil Rights Policy (4/08), described in #3 above.
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.

I.	Introduction	

I. Introduction

The purpose of this report is to document the process used in the development of the Hawaii Statewide Transportation Improvement Program (STIP) for federal fiscal years (FFY) 2015 to 2018 (+2), demonstrate compliance with 23 CFR 450, and to obtain federal approval of the FFY 2015-2018 (+2) STIP.

The STIP identifies and establishes the implementation priority for 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.

The STIP is a four (4) year program. The Hawaii Department of Transportation: Highways Division (HDOT) has decided to add two illustrative/informative years to the highway program for informational and planning purposes only. The projects and funds identified in these years (2019-2020) will not be endorsed in any way by FHWA or FTA. The STIP will be fully updated at least every four (4) years. It can be updated more frequently as necessary (23 CFR 450.216(a)).

The Moving Ahead for Progress in the 21st Century (MAP-21) Transportation Act will expire at the end of September 2014, the end of the 2014 federal fiscal year. New requirements for STIP development that were identified in MAP-21 are still being codified through a rulemaking process.

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, 2015 -2018, the STIP identified highway projects totaling approximately \$1.47 billion (\$688 million in federal funds) to be implemented during the four-year program period. Transit projects totaled \$3.9 billion (\$1.3 billion in federal funds). The projects listed include those eligible for federal funding assistance as well as regionally significant fully locally funded projects.

More information on the FFY 2015-2018 STIP can be found on the HDOT Highways Division Website.

http://hidot.hawaii.gov/highways/other/other-related-links/stip/

For each metropolitan area in the State, the STIP shall be developed in cooperation with the metropolitan planning organization (MPO) designated for the metropolitan

area. Each metropolitan transportation improvement program (TIP) shall be included without change in the STIP (23 CFR 450.216(b)).

The Transportation Improvement Program (TIP) for Oahu, 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.

 $\underline{http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-\underline{tip/}}$

Also, see the following link to OahuMPO's 15-18 (+2) TIP document.

http://www.oahumpo.org/wp-content/uploads/2013/01/FFYs15to18TIPfinalw.pdf

As of the 2010 US Census, Kahului, Maui has been identified as an urban area with more than 50,000 individuals. A Maui MPO (MMPO) is being developed. When MMPO is established, their processes will be added to the development and management of this and future STIPs (23 CFR 450.310).

In the interim, the Maui TIP was processed and approved through the Maui Countywide Transportation Planning Process.

II. Internal and Partner Agency Coordination

II. Internal and Partner Agency Coordination

The STIP must be developed in cooperation with existing metropolitan planning organizations (MPO) and consultation with non-metropolitan local officials with responsibility for transportation (23 CFR 450.216 (b) & (c)). This must occur through the Statewide Transportation Planning Process. See attached figure.

Oahu Metropolitan Coordination

The portion of the STIP covering the metropolitan planning area of Oahu was developed in cooperation with the Oahu Metropolitan Planning Organization (OahuMPO) and its metropolitan transportation planning process.

While OahuMPO is responsible for the development of the Oahu Transportation Improvement Program (TIP), close coordination with HDOT and the City and County of Honolulu is required through the metropolitan transportation planning process. Oahu MPO established a parallel call for eligible TIP projects that coincided with HDOT's Request for Eligible STIP projects.

The OahuMPO TIP development process utilized the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC) and the Policy Committee (PC) to validate and approve the new Oahu TIP. Ultimately, the Director of Transportation, as the Governor's designee, approves the Oahu TIP for inclusion in the STIP.

Coordination meetings between the HDOT, OahuMPO and the City and County of Honolulu were held throughout the process. This included meetings that identified priorities and project readiness of Oahu highway and transit projects.

The OahuMPO process ran a parallel track to the Statewide and Countywide STIP development processes.

Maui Metropolitan Coordination

As of the 2010 US Census, Kahului, Maui has been identified as an urban area with more than 50,000 individuals. As of this writing, the Maui Metropolitan Planning Organization PO (MMPO) planning and programming process has not been established. As established with the interim MMPO policy board, coordination and approval of the Maui TIP was conducted through the Maui Countywide Transportation Planning Process (CTPP) and the STIP project selection process. Formal and separate coordination will be established once the MMPO is officially developed and its processes finalized.

Once the MMPO processes are determined, MMPO will be responsible for the development of a Maui TIP, which, when approved by the Governor's Designee, will be included in the STIP without change. This will require a change to the current Statewide Transportation Planning Process (STPP) and organizational structure.

Non-Metropolitan (Rural) Coordination

The development of the rest of the non-metropolitan STIP was processed through the STPP and CTPP processes.

These processes to develop the non-metropolitan STIP have similar goals and schedules and ran in parallel to the metropolitan process. To develop the non-metropolitan portions of the STIP, coordination with the Statewide Transportation Advisory Committee (STAC) and its technical arm, the Sub-STAC was done. The CTPP was also utilized through meetings with regional Policy Committees (PC) and regional Technical Advisory Committees (TAC). As the majority of members who participate in the STPP and the CTPP are the same. The major milestones in the STPP and CTPP processes were combined to cover both needs.

Separately, the CTPP process was used to get regional views on priorities and project readiness. CTPP meetings on the capacity program and project readiness were conducted to refine project information on the eligible STIP projects and help in the financial constraint process.

The participating agencies involved in the planning processes for 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
- Maui Metropolitan Planning Organization

City and County of Honolulu

- Department of Transportation Services
- Department of Planning and Permitting
- Honolulu Authority of Rail Transit

County of Hawaii

- Department of Public Works
- Department of Planning
- Mass Transit Agency

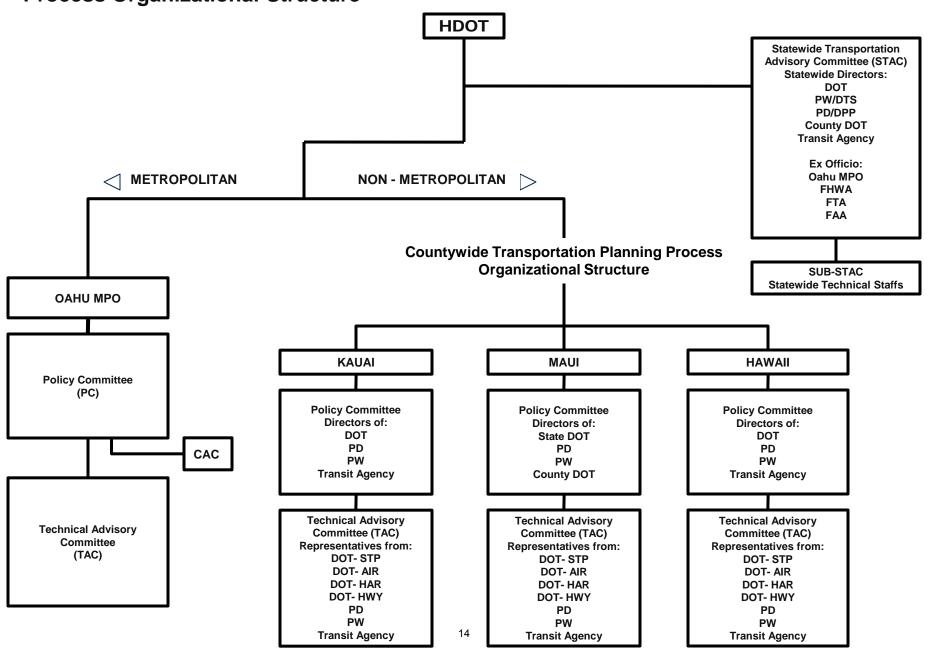
County of Maui

- Department of Public Works and Environmental Management
- Department of Transportation (Transit)
- Department of Planning

County of Kauai

- Department of Public Works
- Department of Planning
- Mass Transit Agency

Statewide Transportation Planning Process Organizational Structure



III. STIP Development Process and Milestones

III. STIP Development Process and Milestones

STIP Development Process

The development of the new 2015 to 2018 (+2) STIP starts with the State's call for eligible STIP project proposals in October 2013.

Once a financially unconstrained list of eligible STIP projects is compiled at the end of February 2014, the process to validate and prioritize the project needs proposed begins internally in HDOT and with partner agencies.

The Statewide Transportation Planning Process and Countywide Transportation Planning Process (STPP & CTPP) continued with a first joint STPP/CTPP meeting on April 21, 2014 to discuss the financially unconstrained STIP.

As determined through coordination with the Maui Metropolitan Planning Organization (MMPO) interim policy board, the development of the MMPO Transportation Improvement Program (TIP) was processed through the Maui CTPP. Once the Maui Metropolitan Planning Process is developed, an individual and parallel Maui TIP process will be utilized.

In parallel, the OahuMPO processes the 2015-2018 (+2) Oahu TIP through its metropolitan planning process.

Public vetting of the STIP begins following the April STPP/CTPP coordination meeting.

Financial constraint of the STIP is based on coordination thorough the planning processes and technical information from management systems and project development teams.

The draft financially constrained STIP is processed and endorsed through the STPP and CTPP (including the Maui TIP) via a second joint meeting on July 21, 2014 and shared with the public.

The final financially constrained STIP is validated for submittal to FHWA and FTA for review and approval.

The details of this process are documented in later sections of this report.

STIP Development Milestones

<u>2013</u>

- Oct 25 HDOT request for eligible 2015-2018 (+2) STIP projects by letters to OahuMPO and to County agencies
- Dec 31 Deadline to submit HDOT MPO TIP projects to OahuMPO

2014

- Jan 1 Begin coordination on unconstrained draft MPO TIP with HDOT, OahuMPO, DTS
- Feb 5 OahuMPO convenes coordination meeting on Oahu TIP development with HDOT and the City and County of Honolulu
- Feb 7 Deadline to submit non-metro county projects to HDOT

Begin project review on policy, program and project requirements

Feb 21 Unconstrained draft OahuMPO TIP is submitted to HDOT

Begin regional TIP review for development of the unconstrained draft STIP

- Apr 7 Project readiness (Over the Shoulder Review) meetings held with Oahu project managers at the State and City and County of Honolulu for potential Oahu TIP projects
- Apr 8 Unconstrained draft STIP is submitted to GOV (if requested), DIR, DEP, HWY for policy, program and project requirements, due in 2 weeks
- Apr 21 STPP/CTPP meeting convened to review and comment on unconstrained draft STIP for policy, program and feasibility issues

Finalize internal and agency coordination for unconstrained draft STIP

OahuMPO begins CMP analysis

May 1 OahuMPO publishes unconstrained draft TIP

OahuMPO convenes PC, TAC and CAC coordination meetings on the unconstrained draft TIP

May 12 Regional CTPP public meetings are convened on the unconstrained draft regional TIP and STIP to inform and consider public input. Regional project readiness (Over the Shoulder Review) meetings with Districts and Counties were also held during these time periods.

Maui – May 12 - 15 Kauai – May 20 Hawaii – May 27 - 30

June Begin analysis to constrain draft STIP

	Begin Title 6/ Environmental Justice analysis on the constrained draft STIP
	Respond to comments on unconstrained draft STIP
Jun 19	Project coordination meeting held to refine project readiness information
Jun 20	Hawaii and Kauai regional CTPP meetings to refine agency STIP project priorities
Jun 23	Maui regional CTPP meeting to refine agency STIP project priorities
Jul 11	OahuMPO convenes TAC coordination meeting on constrained draft TIP
	Constrained draft STIP is submitted to GOV (if requested), DIR, DEP, HWY for policy, program and project requirements, due in 2 weeks
Jul 21	STPP/CTPP meeting convened to review, comment and endorse the proposed financially constrained STIP for policy, program and feasibility issues
	MMPO TIP is approved by interim policy board
	Publish proposed financially constrained STIP for public review and comment
Jul 23	Regional CTPP public meetings are convened on the proposed financially constrained regional TIP and STIP to inform and consider public input
	Kauai - July 23 Hawaii - July 28 - 31 Maui - August 4 - 7
	Begin validation analysis considering input from STPP/CTPP and public meetings on the proposed financially constrained STIP.
Aug 11	Begin development of STIP documentation for submittal to FHWA and FTA
Aug 18	OahuMPO convenes PC coordination meeting to approve the constrained draft TIP
	OahuMPO submits to Governor's Designee (DIR) for approval and inclusion to STIP
Sep 2	Submit STIP and documentation to FHWA and FTA for review and approval
Sep 30	Anticipated FHWA and FTA approval of STIP

IV. Request for Eligible STIP Project Proposals

IV. Request for Eligible STIP Project Proposals

The request for eligible STIP project proposals was sent out on October 25, 2013. This request went out to all agencies responsible for highways and transit projects in the state. A parallel request for eligible Oahu Metropolitan TIP projects was initiated by the Oahu MPO. Future requests will include a parallel request from future Maui MPO, which would develop a Maui TIP.

The request for project proposals identified the basic project eligibility that included:

- 1. Project consistency with the Statewide Transportation Plan and the regional long range land transportation plans
- 2. Projects should originate from a transportation program or management system
- 3. Projects should be reasonably assured of full completion and funding in the time estimated for the entire project.

It was also requested that Project Programming Request (PPR) forms be submitted for each proposed project. These PPRs would provide the detailed information to fully assess the eligibility of proposed projects.

PPRs would basic project information that included:

- 1. The scope/description of the project, including identifying potential major project development processes or issues
- 2. The functional classification of the roadway (if applicable)
- 3. Project location map (if applicable)
- 4. Information on the project's origin (program or management system)
- 5. Information on local funding availability.

The request for project proposals also provided guidance on possible funding levels for the state and each region. The current Transportation Act, MAP-21, will expire on September 30, 2014 and there is currently no new transportation act that is imminent. These identified funding levels were based on historic distributions.

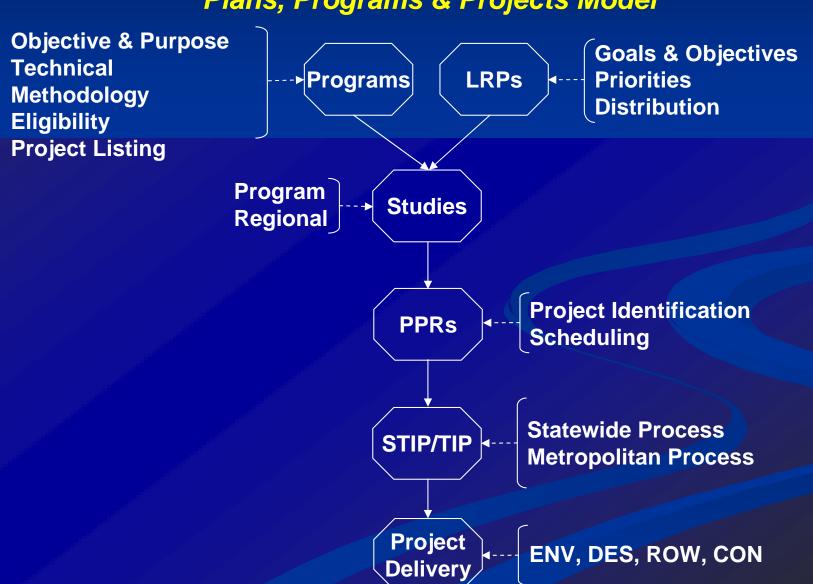
To assist with agency coordination efforts, the STIP Development Milestones schedule was included to keep agencies and key personnel informed of the development schedule and their roles and responsibilities within it.

Agencies were notified of ineligible projects and informed of steps that could be taken to get them eligible in the future. Eligible projects were included on the draft financially unconstrained 2015-2018 (+2) STIP and TIP that were taken through the agency and public involvement vetting process for eventual financial constraint.



FFY 2015-2018(+2) STIP Development

Project Development Process Plans, Programs & Projects Model



V.	Public Ir	nvolvem	ent	

V. Public Involvement

The public involvement process that was developed for the development of the 15-18 STIP is in compliance with the relevant parts of 23 CFR 450.210.

The formal public 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 16, 2014.

Oahu Metropolitan TIP Public Involvement

Oahu MPO's public involvement process for the Oahu Transportation Improvement Program (TIP) involved close cooperation 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 Oahu MPO website at, http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/). The TIP, when ultimately approved by the Governor's Designee, must be included as a part of the STIP without change.

Non-Metropolitan (Rural) Public Involvement

The process described below describes the neighbor island efforts managed by HDOT. It also included agencies and groups with a statewide presence. This process also includes Maui. As of this writing, a Maui MPO (MMPO) for the Kahului urban area has been designated from the latest 2010 US Census, however, the MMPO hasn't been established yet. When it is formalized, MMPO will be responsible for the development of a Maui TIP and the public involvement that goes along with it.

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. Consistent with HDOT's Public Involvement Policy (April 2012) and the Highways Division Public Involvement Guide (June 2012), the STIP 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. STIP informational meeting fliers with general information about the STIP, the STIP Website address, HDOT contact 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. Legislators and councilpersons who have participated in our development process and wished to be directly informed have submitted email addresses to us.

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 750 notices were mailed out statewide. Over 300 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 out from the HDOT Public Relations office 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

All press releases are also distributed to all current sitting legislators and councilpersons statewide for their information.

Copies of these press releases and ads are 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.

4. Internet – HDOT STIP Website – http://hidot.hawaii.gov/highways/other/other-related-links/stip/

Copies of the draft financially unconstrained STIP, financially 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 development of the new 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 new STIP development and 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 public. 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.

First Round of Public Informational Meetings

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

May 12 – UpCountry, Maui	- 15
May 13 – Kihei, Maui	- 12
May 14 – Lahaina, Maui	- 35
May 14 – Kahului, Maui	- 2
May 20 – Lihue, Kauai	- 19
May 27 – Pahoa, Hawaii	- 24
May 28 – Hilo, Hawaii	- 6
May 29 – Waimea, Hawaii	- 9
May 30 – Kona, Hawaii	- 7

First Round total meeting attendees - 129

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

Second Round of Public Informational Meetings

The purpose of the second round of meetings was to share the financially constrained STIP and offer explanations on the financial constraint decisions made. A PowerPoint presentation was developed to help explain the financial constraint process. This presentation is attached. Also, comments collected would be considered during the final validation of the STIP and/or during the next STIP revision process. Schedule, locations and attendance for these second round meetings were as follows:

Jul 23 – Lihue, Kauai	- 10				
Jul 28 – Pahoa, Hawaii	- 26				
Jul 29 – Hilo, Hawaii	- 7				
Jul 30 – Waimea, Hawaii	- 20				
Jul 31 – Kona, Kauai	- 9				
Aug 4 – UpCountry, Maui	- 9				
Aug 5 – Kihei, Maui	- 10				
Aug 6 – Lahaina, Maui	- 13				
Aug 7 – Kahului, Maui (This meeting was canceled due to					
Hurricane Iselle)					

Total second round meeting attendees - 104

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

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.

NEW 2015-2018 (+2) STIP Development

Hwy Stip Projects to: Sent by: Patrick Tom Bcc: Jill M Tanabe 04/16/2014 09:40 AM

ALL RECIPIENTS ARE BLIND COPIED.

NEW 2015 -2018 (+2) STIP Development!

HDOT is currently in the process of developing the STIP for the next 4 years. We have compiled a financially unconstrained STIP for 2015-2018 based on eligibility, our management systems and project readiness.

The development of the Oahu portion of the STIP (the Oahu TIP) is being done by the Oahu Metropolitan Planning Organization (Oahu MPO). Once approved, the Oahu TIP will be placed into the STIP "as is".

Here is a link for information on the Oahu process.

http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/

HDOT will process the neighbor island portion of the STIP and will be holding public informational meetings on the neighbor islands in May.

For information about the new 15-18 (+2) STIP and the upcoming public informational meetings on the neighbor islands, please see the following link.

Information Page:

http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/

Neighbor Island Public Information Meeting Schedule:

http://hidot.hawaii.gov/highways/files/2014/04/15-18-STIP-PIM-Rd-1-Statewide-Flyer-04142014.pdf

Follow the STIP on Facebook and Twitter for notices regarding the development and management of the STIP.

http://twitter.com/HISTIPnews

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



HDOT News Release: 4/24/14 (Public Informational Meetings for Statewide Transportation Improvement Program)

Patricia B Wong to: Bcc: Jill M Tanabe 04/24/2014 08:59 AM



DEPARTMENT OF TRANSPORTATION

NEIL ABERCROMBIE GOVERNOR

GLENN M. OKIMOTO DIRECTOR

For Immediate Release: April 24, 2014

14-0128

PUBLIC INFORMATIONAL MEETINGS SCHEDULED FOR STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

HONOLULU - The Hawaii Department of Transportation (HDOT) will be holding statewide public informational meetings to discuss the draft of the Statewide Transportation Improvement Program (STIP) for Fiscal Years 2015-2018. The STIP is a four-year plan that identifies state and county transportation projects to be funded, in part, with Federal Highway and Transit Funds.

These meetings will ensure that all of Hawaii's communities have an opportunity to participate in the development of the plans.

Meetings for the island of Oahu are being scheduled by the Oahu Metropolitan Planning Organization. For more information, please visit the OahuMPO website at: http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/

Upcoming public meetings on neighbor islands are scheduled as follows:

Kula, Maui

Monday, May 12, 2014, 6 PM

King Kekaulike High School Cafeteria

121 Kula Highway

Pukalani, Hawaii 96768

<u>Kihei, Maui</u> Tuesday, May 13, 2014, 6 PM Kihei Elementary School Cafeteria 250 E. Lipoa Street Kihei, Hawaii 96753

Lahaina, Maui

Wednesday, May 14, 2014, 6 PM

West Maui Senior Center Cafeteria 788 Pauoa Street Lahaina, Hawaii 96761

Kahului, Maui

Thursday, May 15, 2014, 6 PM

Maui District Office Conference Room 650 Palapala Drive Kahului, Hawaii 96732

<u>Lihue, Kauai</u>

Tuesday, May 20, 2014, 6 PM

Kauai District Office Conference Room 1720 Haleukana Street Lihue, Hawaii 96766

Pahoa, Hawaii

Tuesday, May 27, 2014, 6 PM

Pahoa Community Center 15-2910 Puna Road Pahoa, Hawaii 96778

Hilo, Hawaii

Wednesday, May 28, 2014, 6 PM

Hilo State Office Building Conference Rooms A, B, & C 75 Aupuni Street Hilo, Hawaii 96720

Kamuela, Hawaii

Thursday, May 29, 2014, 6 PM

Waimea Civic Center State Office Building Conference Room 67-5189 Kamamalu Street Kamuela, Hawaii 96743

Kailua-Kona, Hawaii

Friday, May 30, 2014, 6 PM

Kealakehe Intermediate School Cafeteria 74-5062 Onipaa Street Kailua-Kona, Hawaii 96740

For more information on the DRAFT Fiscal Years 2015-2018 (+2) STIP, can be found at http://hidot.hawaii.gov/highways/other/other-related-links/stip/

To request language interpretation, an auxiliary aid or service, 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.

###

Media Contact:
Patricia Wong
Information Specialist
(808) 587-2160
Patricia.B.Wong@hawaii.gov
hidot.hawaii.gov

AFFIDAVIT OF PUBLICATION

IN THE MATTER OF State of Hawaii, Department of Transportation

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STATE OF HAWAII City and County of Honolulu	} } ss.		DISCUSSIO	NOTI STATE OF DEPARTMENT OF TH N ON STATE HIGHWAY AND COUNTY ROAD C	HAWAII LANSPORTATION
Doc. Date:	MAY 1 2 2014	# Pages: 1	of statewide TRANSPORT	rety given that the HAWAII DEPARTMENT OF e public informational meetings to discu ATION IMPROVEMENT PROGRAM (STIP) fo i in these meetings, as comments received wi	is and solicit comment or FISCAL YEARS 2015 -
Notary Name: Patricia	K. Reese	First Judicial Circu		a four-year programming implementation do	current that Identifies STA
Doc. Description:	Affidavit of	THE TRICKS K. P. C.	The public Planning (http://www.	tewide, to be funded, in part, with Federal Hi informational meetings on the Island of (Drganization (MPO). Please see m ontumpo.org/plans-and-programs/transport	OAHU are being schedule lore information at ti
Motory Signature	MAY 1 2 2014 Date	NOTARY PUBLIC Comm. No. 66-467	e public in setting #1 tte: A na: Cation: M	3:00 P.M. Ung Kekaulike High School Cafetaria 121 Kuta Highway Pukalani, Hawaii 96768	Date: Tuesday, Time: 6:00 P.M Location: Kihel Eler 250 E. Li Kihel, Ha
Julie Clark being duly sworn, dep execute this affidavit of Oahu Pul Star-Advertiser and MidWeek, the circulation in the State of Hawaii, published in the aforementioned results.	oses and says that she is a plications, Inc. publisher o at said newspapers are new and that the attached noti	clerk, duly authorized to f The Honolulu vspapers of general	, Time: (Location: \	Wednesday, May 14, 2014 8:00 P.M. West Maul Senior Center Cafeteria 788 Pauca Street Leheina, Hawall 96761	Intesting #4 Date: Thursday Time: 6:00 P.M Location: HD07 - H Maul Dis 650 Pals Kahulul,
•			The public in	nformational meeting on the latend of KAUAI	is scheduled as follows:
Honolulu Star-Advertiser 04/14, 04/28, 05/12/2014	3 times on:		Date: Time: Location:	Tuesday, May 20, 2014 6:00 P.M. HDOT - Highways Division Kauai District Office Conference Room 1720 Haleuteana Street	
Midweek Wed. 0 times	s on:			Lihue, Hawaii 96766	19
times			The public in Meeting #1 Date: Time: Location:	Informational meetings on the Island of HAW. Tuesday, May 27, 2014 6:00 P.M. Pahoa Community Center 15-2910 Puna Road Pahoa, Hawali 96778	All ere scheduled as folio Meeting #2 Date: Wedness Time: 6:00 P.J Location: Hillo Star 75 Aupu Hillo, He
And that affiant is not a party to or	r in any way interested in t	the above entitled matter.	Meeting #3		Meeting #4 Date: Friday, N
Julie Clark Subscribed to and sworn before m	e this 2 th day		Time: Location:	Thurnday, May 29, 2014 6:00 P.M. Waimea Chife Center Stato Office Building Conf Room 67-5189 Kemmaniu Street Kamusia, Hawali 96743	Time: 6:00 P.I Location: Kealakel 74-508: Kailus-K
			Further in	formation on the DRAFT Fiscal Years	2015-2018 (+2) STI
of Muy A.D. 201	7 6			nt.hawail.gov/highways/other/other-related-li may also be submitted by E-mail, mail, or FA	
Patricia K. Reese, Notary Public	of the First Judicial Circui		E-mail	Address: Hwy.Stip.Projects@hawai ; Address: Highway Planning Branch 869 Punchbowl Street, R	l.gov h toom 301
My corfimission expires; Oct 072	814	RICIA K. ACA	FAX Nu	· · · · · · · · · · · · · · · · · · ·	
Ad# 0000618101	11111111111111111111111111111111111111	NOTARY PUBLIC	or material	language interpretation, an auditary aid or s is in alternative format), contact Tracy Ho at sible. TTY users may use TRS to contact our o	(808) 587-1831 fourteen
		NOTARY PUBLIC Comm. No. 86-467	http://twit	STIP on Twitter and Facebook at: ter.com/tilSTIPnews w.facebook.com/stip.hawaii	
	11,	TEOF HAVILLE	More STIP http://hlde	Information can also be found at the followin ot.hawaii.gov/highwars/other/other-related-i 1 4/14, 4/28, 5/12/14)	g web address: <u>inju/stip/general-stip-info</u>

33

ROGRAM PROJECTS

) will be holding it's first round a on the DRAFT STATEWIDE 2018 (+2). We encourage ation of the STIP.

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ed by the Cahu Metropolitan the CahuMPO websits at: un-tip/

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, May 15, 2014

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iday, May 28, 2014 M: M: the Office Building ence Rooms A, B, & C uni Street avail 96720

May 30, 2014 M. m. he intermediate School Cafeteria 2 Onipaa Street Iona, Hwall 98740

IP can also be found at:

interpreter, accessible parking, n (14) days prior to the meeting

More STIP Information can also be found at the following web address: http://hidot.hawaii.gov/highways/other/other-related-linix/stip/general-stip-information/g8618101 4/14, 4/28, 5/12/14)

AFFIDAVIT OF PUBLICATION

STATE OF HAWAII, County of Maui.	}	SS.

Rhonda M. Kuroha	ra	being duly	sworn
deposes and says, that he is in	Advert	ising Sales	of
the Maui Publishing Co., Ltd., pu	blishers of T	THE MAUI NE	EWS, a
newspaper published in Wailuku,	County of M	Iaui, State of H	Iawaii;
that the ordered publication as to	<u></u> = -		
	TICE		
of which the annexed is a true	and correct	printed notice	e, was
published 2 times in THE MAI	JI NEWS, af	oresaid, comm	encing
on the 14th day of	April	, 2014, and	ending
on the 28th day of	April	, 2014, (bot	h days
inclusive), to-wit: on	8		
April 14,	28, 2014		
and that affiant is not a party to or in entitled matter.	in any way ir	nterested in the	above
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This 1 page		,	dated
April 14, 28		_, 2014, was	sub-
scribed and sworn to before	me this		ay of
April, 2014, in the Secon	nd Circuit of	the State of H	awaii,
oy Rhonda M. Kurohara	<u></u>	MINIMUM INTERPRETATION	
Notary Public, Second Judicial Circuit, State of Hawaii	MINIME AND A STATE OF THE STATE	NOTAR, P	
BETTY E. UEHARA		0.83-344	7
y Commission expires 09-26-15	29	Samming Barrelling	

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 first round of statewide public informational meetings to discuss and solicit comments on the DRAFT STATE-WIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 – 2018 (+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 meetings on the island of OAHU are being scheduled by the Oahu Metropolitan Planning Organization (MPO). Please see more information at the OahuMPO website at: http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/

The public informational meetings on the island of MAUI are scheduled as follows

Meeting #1 te: Monday, May 12, 2014 Meeting #2 te: Tuesday, May 13, 2014 Date: Time: Date: Time: 6:00 p.m.
Location: King Kekaulike High
School Cafeteria
121 Kula Highway
Pukalani, HI 96768 Time: 6:00 p.m. Location: Kihei Elementary School Cafe 250 E. Lipoa Street Kihei, HI 96753

Meeting #3 Meeting #4 Date: Thursday, May 15, 2014
Time: 6:00 p.m.
Location: HDOT - Highways Division
Maui District Office Wednesday, May 14, 2014 Date: 6:00 p.m. West Maui Senior Center Time: Location: Cafeteria

Conference Room 650 Palapala Drive Kahului, HI 96732 788 Pauoa Street Lahaina, HI 96761 Further information on the DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hidot.hawaii.gov/highways/other/other-related-links/stip/

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

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

Highway Planning Branch 869 Punchbowl Street, Room 301 Honolulu, Hawaii 96813 (808) 587-6355

PHONE 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://hidot.hawaii.gov/highways/other/other-related-links/stip/ general-stip-information/

(MN: Apr. 14, 28, 2014)

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IN THE MATTER OF
State of Hawaii, Department of Transportation

STATE OF HAWAII	
} SS. City and County of Honolulu }	
Doc. Date: # Pages: 1 Notary Name: Patricia K. Reese First Indicial Circulation	NOTICE STATE OF HAWAII DEPARTMENT OF TRANSPORTATION DISCUSSION ON STATE HIGHWAY AND COUNTY ROAD CAPITAL IMPROVEMENT PROGRAM PROJECTS
Publication Affidavit of Publication NOTARY PUBLIC Notary Signature Rose Rosales 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	Notice is hereby given that the HAWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding it's first round of statewide public informational meetings to discuss and solicit comments on the DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 - 2018 (+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 meetings on the island of OAHU are being scheduled by the Oahu Metropolitan Planning Organization (MPO). Please see more information at the OahuMPO website at: http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/ The public informational meeting on the island of KAUAI is scheduled as follows: Meeting #1 Date: Tuesday, May 20, 2014 Time: 6:00 P.M.
published in the aforementioned newspapers as follows: Honolulu Star-Advertiser 0 times on:	Location: HDOT - Highways Division Kauai District Office Conference Room 1720 Haleukana Street Lihue, Hawali 96766 Further Information on the DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hidot.hawaii.gov/highways/other/other-related-links/stip/
Midweek Wed. 0 times on: The Garden 2 times on: 04/14, 04/28/14 Tisland	Comments may also be submitted by E-mail, mail, or FAX to: E-mail Address: Mailing Address: Highway Planning Branch 889 Punchbowl Street, Room 301 Honolulu, Hawall 96813 PHONE Number: (808) 587-6355 FAX Number: (808) 587-1787
And that affiant is not a party to or in any way interested in the above entitled matter. Rose Rosales Subscribed to and sworn before me this	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. Try 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://hidot.hawaii.gov/highways/other/other-related-links/stip/general-stip-information/
Patricia K. Reese Notary Public of the First Judicial Circuit, State of Hawaii My commission expires: Oct 07 2014 Ad # 0000618078	((TGI618078 4/14, 4/28/14)) SP.NO.: L.N.
Au # 0000010076	D.III.

State of Hawaii)
78 H) SS:
County of Hawaii)

- M. R. Chavez, being first duly sworn, deposes and says:
- 1. That she is the Classified Accountant 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 ROAD..." of which a clipping from the newspaper is attached hereto, was published in said newspaper on the following date(s) April 28 and May 12, 2014 (etc.)

Subscribed and sworn to before me This 12th day of May, 2014

Notary Public, Third Circuit, State of Hawaii

Henriann P. Kahananui

My Commission expires: June 6, 2015

Page(s): 1

Follow the STIP on Twitter and Facebook at: http://twitter.com/HISTIPnews. http://twitter.com/HISTIPnews. http://www.facebook.com/stip.hawaii	NOTICE STATE OF HAWA!! DEPARTMENT OF TRANSPORTATION DISCUSSION ON STATE HIGHWAY AND COUNTY ROAD CAPITAL IMPROVEMENT PROGRAM PROJECTS	PROTECT TO THE PARKED TO THE PARKED OF THE PROCESSOR ON STATE HIGHWAY AND DESCUSSION ON STATE HIGHWAY AND PROCESSOR OF STATE OF HAWN INCREMENTATION CONTRIBUTION TO TRANSPORTATION CONTRIBUTION TO TRANSPORTATION OF THE PROCESSOR OF STATE AND CONTRIBUTION THE PROCESSOR OF STATE AND CONTRIBUTION OF TRANSPORTATION HIGHWAY AND CONTRIBUTION OF THE PROCESSOR OF THE STATE AND CONTRIBUTION OF THE PROCESSOR OF THE PR
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Follow the STIP on Twitter and Facebook at:	ments on the DBATS STATEWINE TRANSPORTATION (MPONENTED FROM CHOOT) will be holding its first round of statewide public informational meetings to discuss and solicit competived 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 thinds. The public informational meetings on the island of HAWA II are scheduled as follows: Meeting 21. Meeting 22. Meeting 22. Meeting 23. Meeting 23. Meeting 24. Meeting 24. Meeting 24. Meeting 24. Meeting 24. Meeting 25. Meeting 25. Meeting 24. Meeting 25. Meeting 24. Meeting 25. Meeting 25. Meeting 25. Meeting 25. Meeting 26. Meetin	ollow, the STIP on Twitter and Facebook at:
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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.	Notice is hereby given that the HAWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide public informational meetings to discuss and solicit comments or ceived will help to glidge the HaWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide public information in these meetings, as comments received will help to glidge the HaWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide public information in these meetings to discuss and solicit comments received will help to glidge the HaWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide public information in these meetings, as comments received will help to glidge the HaWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide participation in these meetings, as comments received will be the meetings on the information of the May 121, 2014 The bubble information of the MAWAII are scheduled as follows: Meeting #1. Meeting #2. Date: Glod P.M. Location: Hilo State office Building Location: Paboa, Hawaii 96778 Meeting #3. Date: Truvsday, May 29, 2014 Time: Glod P.M. Location: Paboa, Hawaii 96778 Meeting #3. Date: Truvsday, May 29, 2014 Time: Glod P.M. Location: Paboa, Hawaii 96778 Meeting #3. Date: Truvsday, May 29, 2014 Time: Glod P.M. Location: Paboa, Hawaii 96778 Meeting #3. Time: Glod P.M. Location: Paboa, Hawaii 96778 Meeting #4. Time: Glod P.M. Location: Paboa, Hawaii 96778 Meeting #3. Time: Glod P.M. Location: Paboa, Hawaii 96778 Meeting #3. Time: Glod P.M. Location: Paboa, Hawaii 96778 Meeting #3. Time: Glod P.M. Location: Paboa, Hawaii 96778 Meeting #3. Time: Glod P.M. Location: Paboa, Hawaii 96779 Meeting #4. Time: Glod P.M. Location: Paboa, Hawaii 96740 Meeting #3. Time: Glod P.M. Location: Paboa, Hawaii 96740 Meeting #4. Time: Glod P.M. Location: Paboa, Hawaii 96740 Meeting #4. Time: Glod P.M. Location: Paboa, Hawaii 96740 Meeting #4. Time: Glod P.M. Locat	ess:
E-mail Address: Hwy.Stip.Projects@hawail.gov Mailing Address: Highway Planning Branch 869 Punchbowl Street, Room 301 Honolulu, Hawail 96813 Room 587-6355 FAX 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.	Notice is hereby given that the HAWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide public informational meetings to discuss and solicit comments on the DRATT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL VEARS 2015 - 2018 (+2). We encourage participation in these meetings, as comments received will help in finitization of the STIP in 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 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 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 Times 6:00 P.M. Location: Allowed the finite state of the Building conference Rooms A, B, & C Pabora Street Filey, May 30, 2014 Time: 6:00 P.M. Location: Walmee Street Railing Conference Rooms Street Rooms	comments may also be submitted by E-mail, mail, or FAX to:
Further information on the DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/ Comments may also be submitted by E-mail, mail, or FAX to: E-mail Address: Hwy.stlp.Projects@hawaii.gov Mailing Address: Hwy.stlp.Projects@hawaii.gov Mailing Address: Highway Planning Branch 869 Punchbowl Street, Room 301 Honolulu, Hawaii 96813 Honolulu, Hawaii 96813 FAX Number: (806) 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.	Notice is hereby given that the HAWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide public informational 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 meetings on the island of HAWA II are scheduled as follows: Meeting #1. Meeting #2. Date: We encourage participation in these meetings, as comments received will be holding information in these meetings. STATE and COUNTY transportation projects, statewide, to be funded, in part, with Federal Highway and The good P.M. The public informational meetings on the island of HAWA II are scheduled as follows: Meeting #2. Meeting #2. Date: We encourage participation in these meetings, as comments required in the second of the	Thursday, May 29, 2014 Date: 6:00 P.M. Time: Waimea Civic Center State Office Building Conf Room 67-5189 Kamamalu Street Kamuela, Hawaii 96743
Meeting #3 Meeting #4 Date: Firlday, May 29, 2014 Time: 6:00 P.M. Location: Kealakehe Intermediate School Cafeteria Location: Kealakehe Intermediate School Cafeteria State Office Building Conf Room State Office Building Conf Room State Office Building Conf Room State Office Building Confession on the DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/ Railua-Kona, Hawaii 96740 E-mail Address: Hey-Stp. Planning Branch State Buenchowd Ranch State Office Building Confession on the DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/ Railua-Kona, Hawaii 96740 E-mail Address: Hey-Stp. Planning Branch State Buenchowd Ranch State Office State	Notice is hereby given that the HAWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide public informational meetings to discuss and solicit comments on the DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 - 2018 (+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 meetings on the island of MAWA II are scheduled as follows: Meeting #1
The bubble The	Notice is hereby given that the HAWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide public informational meetings to discuss and solicit comments on the DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 - 2018 (+2). We encourage participation in these meetings, as comments received will help to guide the finalization of the STIP.	
		Notice is hereby given that the HAWAII DEPARTMENT OF TRANSPORTATION (HDOT) will be holding its first round of statewide public informational meetings to discuss and solicit comnents on the DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 - 2018 (+2). We encourage participation in these meetings, as comments reserved will help to guide the finalization of the STIP.

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,
State of Hawaii.
2. That the "NOTICEDISCUSSION ON STATE HIGHWAY AND COUNTY
ROAD CAPITAL IMPROVEMENT PROGRAM PROJECTSetc.
n en
of which a clipping from the newspaper as published is attached hereto, was published in said newspaper on the following date(s)
Leilani K. R. Skyshi
Subscribed and sworn to before me
this 2nd day of June, 2014 Alanette K Korche Morany
DANETTE K. KOOCHI PUBLIC PUBLIC
Notary Public, Third Circuit, State of Hawaii Comm. No.
My commission expires 3-23-18 Page(s): 1

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 its first round of statewide public informational meetings to discuss and solicit comments on the DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 - 2018 (+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 meetings on the island of HAWAII are scheduled as follows: Meeting #1 Meeting #2

Date:

Time:

Tuesday, May 27, 2014

6:00 P.M.

Location: Pahoa Community Center

15-2910 Puna Road Pahoa, Hawaii 96778 Date: Wednesday, May 28, 2014 Time: 6:00 P.M.

Hilo State Office Building

Conference Rooms A, B, & C 75 Aupuni Street Hilo, Hawaii 96720

Meeting #3

Meeting #4

Location:

Location:

Date: Thursday, May 29, 2014 Time:

6:00 P.M.

Location: Waimea Civic Center

State Office Building Conf Room 67-5189 Kamamalu Street

Kamuela, Hawaii 96743

Friday, May 30, 2014 Date: Time:

6:00 P.M. Kealakehe Intermediate School Cafeteria

74-5062 Onipaá Street Kailua-Kona, Hawaii 96740

Further information on the DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/

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

E-mail Address: Hwy.Stip.Projects@hawali.gov Mailing Address: Highway Planning Branch 869 Punchbowl Street, Room 301 Honolulu, Hawali 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://hidot.hawaii.gov/highways/other/other-related-links/stip/general-stip information/

(165121 Hawaii Tribune-Herald: April 28, May 12, 2014)

FFYs 2015-2018 Statewide Transportation Improvement Program (STIP) Development

Hwy Stip Projects to: Sent by: Patrick Tom Bcc: Jill M Tanabe 07/18/2014 10:00 AM

All recipients are BCCed

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 its second round of statewide public informational meetings to discuss the *fiscally constrained* DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 – 2018 (+2). Fiscal constraint of the new STIP was done using technical information from our management systems, information on project schedules and readiness, and coordination with relevant public agencies and the public. We will also be sharing the survey results that we gathered from our first round of meetings and providing information about next steps.

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 OAHU are being scheduled by the Oahu Metropolitan Planning Organization (MPO). Please see more information at the OahuMPO website at:

http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/

The public informational meeting on the island of **KAUAI** is scheduled as follows:

Meeting #1

Date: Wednesday, July 23, 2014

Time: 6:00 P.M.

Location: HDOT - Highways Division

Kauai District Office Conference Room

1720 Haleukana Street Lihue, Hawaii 96766

The public informational meetings on the island of **HAWAII** are scheduled as follows:

Meeting #1 Meeting #2

Date: Monday, July 28, 2014 Date: Tuesday,

July 29, 2014

Time: 6:00 P.M. Time: 6:00 P.M.

Location: Pahoa Community Center Location: Hilo State Office

Building

15-2910 Puna Road Conference

Rooms A, B, & C

Pahoa, Hawaii 96778 75 Aupuni Street

Hilo, Hawaii

96720

Meeting #3 Meeting #4

Date: Wednesday, July 30, 2014 Date: Thursday, July 31,

2014

Time: 6:00 P.M. Time: 6:00 P.M. Location: Waimea Civic Center Location: Kealakehe

Intermediate School Cafeteria

State Office Building Conf Room 74-5062 Onipaa

Street

67-5189 Kamamalu Street Kailua-Kona,

Hawaii 96740

Kamuela, Hawaii 96743

The public informational meetings on the island of **MAUI** are scheduled as follows:

Meeting #1 Meeting #2

Date: Monday, August 4, 2014 Date: Tuesday, August

5, 2014

Time: 6:00 P.M. Time: 6:00 P.M. Location: King Kekaulike High School Cafeteria Location: Kihei

Elementary School Cafeteria

121 Kula Highway 250 E. Lipoa

Street

Pukalani, Hawaii 96768 Kihei, Hawaii

96753

Meeting #3 Meeting #4

Date: Wednesday, August 6, 2014 Date: Thursday, August

7, 2014

Time: 6:00 P.M. Time: 6:00 P.M. Location: West Maui Senior Center Cafeteria Location: HDOT -

Highways Division

788 Pauoa Street Maui District

Office Conference Room

Lahaina, Hawaii 96761 650 Palapala

Drive

Kahului, Hawaii

96732

Further information on the <u>fiscally constrained</u> DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at:

http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/

Comments may also be submitted by **August 15, 2014** through 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, Hawaii 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://hidot.hawaii.gov/highways/other/other-related-links/stip/general-stip-information/

HDOT News Release: Kahului Public Informational Meeting For Statewide Transportation Improvement Program Cancelled

Hwy Stip Projects to: 08/05/2014 01:36 PM

Bcc: Jill M Tanabe



DEPARTMENT OF TRANSPORTATION

NEIL ABERCROMBIE GOVERNOR

FORD FUCHIGAMI INTERIM DIRECTOR

For Immediate Release: August 5, 2014

14-0261

KAHULUI PUBLIC INFORMATIONAL MEETING FOR STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CANCELLED

KAHULUI - The Hawaii Department of Transportation's public informational meeting, previously scheduled this Thursday, August 7, in Kahului, to discuss the Statewide Transportation Improvement Program (STIP) has been cancelled in anticipation of severe weather conditions generated by the approaching Hurricane Iselle.

Interested parties are encouraged to attend other public meetings scheduled on Maui on Tuesday or Wednesday listed below. No rescheduling of the cancelled meeting is planned.

Kihei, Maui

Tuesday, August 5, 2014, 6 PM Kihei Elementary School Cafeteria 250 E. Lipoa Street Kihei, Hawaii 96753

<u>Lahaina, Maui</u>

Wednesday, August 6, 2014, 6 PM West Maui Senior Center Cafeteria 788 Pauoa Street Lahaina, Hawaii 96761

<u>CANCELLED</u> <u>Kahului, Maui</u> <u>CANCELLED</u> <u>Thursday, August 7, 2014, 6 PM</u>

Maui District Office Conference Room
650 Palapala Drive

Kahului, Hawaii 96732

The STIP is a four-year plan that identifies state and county transportation projects to be funded, in part, with Federal Highway and Transit Funds.

Fiscal constraint of the new STIP was done using technical information from management systems, project schedules and readiness information, and coordination with relevant public agencies and the public. Survey results gathered from the first round of public meetings will be shared, along with information about next steps.

More information on the fiscally constrained DRAFT Fiscal Years 2015-2018 (+2) STIP, can be found at

http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/

Comments may also be submitted by **August 15, 2014** through 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, Hawaii 96813

Phone: (808) 587-6355 FAX: (808) 587-1787

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://hidot.hawaii.gov/highways/other/other-related-links/stip/general-stip-information/

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DEPARTMENT OF TRANSPORTATION

NEIL ABERCROMBIE GOVERNOR

FORD FUCHIGAMI
INTERIM DIRECTOR

For Immediate Release: July 25, 2014

14-0245

SECOND ROUND OF PUBLIC INFORMATIONAL MEETINGS SCHEDULED FOR STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

HONOLULU - The Hawaii Department of Transportation will be holding its second round of statewide public informational meetings to discuss the fiscally constrained draft of the Statewide Transportation Improvement Program (STIP) for Fiscal Years 2015-2018 (+2). The STIP is a four-year plan that identifies state and county transportation projects to be funded, in part, with Federal Highway and Transit Funds.

Fiscal constraint of the new STIP was done using technical information from management systems, project schedules and readiness information, and coordination with relevant public agencies and the public. Survey results gathered from the first round of public meetings will be shared, along with information about next steps.

Meetings for the island of Oahu are being scheduled by the Oahu Metropolitan Planning Organization. For more information, please visit the OahuMPO website at: http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/

Upcoming public meetings on neighbor islands are scheduled as follows:

Pahoa, Hawaii

Monday, July 28, 2014, 6 PM

Pahoa Community Center

15-2910 Puna Road

Pahoa, Hawaii 96778

Hilo, Hawaii
Tuesday, July 29, 2014, 6 PM
Hilo State Office Building Conference Rooms A, B, & C
75 Aupuni Street
Hilo, Hawaii 96720
(MORE)

Kamuela, Hawaii

Wednesday, July 30, 2014, 6 PM

Waimea Civic Center, State Office Building Conference Room 67-5189 Kamamalu Street Kamuela, Hawaii 96743

Kailua-Kona, Hawaii

Thursday, July 31, 2014, 6 PM

Kealakehe Intermediate School Cafeteria 74-5062 Onipaa Street Kailua-Kona, Hawaii 96740

Kula, Maui

Monday, August 4, 2014, 6 PM

King Kekaulike High School Cafeteria 121 Kula Highway Pukalani, Hawaii 96768

Kihei, Maui

Tuesday, August 5, 2014, 6 PM

Kihei Elementary School Cafeteria 250 E. Lipoa Street Kihei, Hawaii 96753

Lahaina, Maui

Wednesday, August 6, 2014, 6 PM

West Maui Senior Center Cafeteria 788 Pauoa Street Lahaina, Hawaii 96761

Kahului, Maui

Thursday, August 7, 2014, 6 PM

Maui District Office Conference Room 650 Palapala Drive Kahului, Hawaii 96732

More information on the fiscally constrained DRAFT Fiscal Years 2015-2018 (+2) STIP, can be found at http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/

Comments may also be submitted by **August 15, 2014** through 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, Hawaii 96813

Phone: (808) 587-6355 FAX: (808) 587-1787

(MORE)

Second Round of Public Meetings Scheduled For Statewide Transportation Improvement Program Page 3

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 HDOT at 808-587-2210.

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://hidot.hawaii.gov/highways/other/other-related-links/stip/general-stip-information/

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(http://hidot.hawaii.gov/highways)



Home (http://hidot.hawaii.gov/highways/) » STIP Fiscal Years 2015-2018 (+2) Development Information

STIP FISCAL YEARS 2015-2018 (+2) DEVELOPMENT INFORMATION

Statewide Transportation Improvement Program (STIP) Federal Fiscal Years (FFY) 2015-2018 (+2)

The Hawaii State Department of Transportation (DOT) is in the process of updating the STIP for the next four year cycle. We are reviewing the priority, needs project readiness and eligibility of Highway and Transit projects statewide for inclusion in the next FFY 2015-2018 (+2) STIP for federal funding.

See the following links to view a draft of the entire financially UNCONSTRAINED FFY 2015-2018 (+2) STIP, the entire financially CONSTRAINED FFY 2015-2018 (+2) STIP, and project location maps.

<u>Link to Draft Financially Unconstrained FFY 2015-2018 STIP</u> (http://hidot.hawaii.gov/highways/files/2014/04/140414-15-18-STIP-to-Publish-v2-04142014.pdf) (PDF File 353 KB)

[NEW] Link to Proposed Financially Constrained FFY 2015-2018 STIP (http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf) (PDF File 1.32 MB)

The DOT is responsible for the development of the STIP programs for the counties of Hawaii, Maui and Kauai.

Project location maps for Big Island of Hawaii (http://hidot.hawaii.gov/highways/files/2014/04/15-18-STIP-maps-Hawaii-PIM2.pdf) (PDF File 5.53 MB)

Project location maps for Maui (http://hidot.hawaii.gov/highways/files/2014/04/15-18 -STIP-maps-Maui-PIM2.pdf) (PDF file 11.8 MB)

Project location maps for Kauai (http://hidot.hawaii.gov/highways/files/2014/04/15-18-STIP-maps-Kauai-PIM2.pdf) (PDF file 5.46 MB)

Oahu projects are processed and approved through the Oahu Metropolitan Planning Organization (OahuMPO) Transportation Improvement Program (TIP) process. Once the TIP is determined it is added to the STIP without change. For more information and/or to get involved in the development of the TIP please see the following websites.

http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip (http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/)

http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/#Current_TIP (http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/#Current_TIP)

Project location maps for Oahu (http://hidot.hawaii.gov/highways/files/2014/04/15-18-STIP-maps-Oahu-Total-04142014.pdf) (PDF File 13,524 KB)

PUBLIC INFORMATIONAL MEETINGS

The DOT is providing information on the proposed financially constrained 2015-2018 (+2) STIP.

The DOT will be taking the PROPOSED FINANCIALLY UNCONSTRAINED STIP to Maui, Kauai and the Island of Hawaii for public meetings to share information about the financial constraint process. Please see the following meeting schedule.

STIP 2nd Round meeting schedule (http://hidot.hawaii.gov/highways/files/2014/04/15 -18-STIP-PIM2-SW.pdf) (PDF File 11 KB)

PLEASE NOTE: Kahului meeting previously scheduled for August 7, 2014, has been cancelled due to possible severe weather generated by the approach of Hurricane Iselle. Click here for more. (http://hidot.hawaii.gov/blog/2014/08/05/kahului-public-informational-meeting-for-statewide-transportation-improvement-program-cancelled/)

At previous meetings we asked you to fill out a survey to share your opinions of the proposed STIP projects. Attached below are the results.

STIP Survey Results for Big Island (http://hidot.hawaii.gov/highways/files/2014/04/15-18-Hawaii-survey-results.pdf) (PDF File 169 KB)
STIP Survey Results for Maui (http://hidot.hawaii.gov/highways/files/2014/04/15-18-Maui-survey-results.pdf) (PDF File 219 KB)
STIP Survey Results for Kauai (http://hidot.hawaii.gov/highways/files/2014/04/15-18-Kauai-survey-results.pdf) (PDF File 127 KB)

Email or mail it back to us at:

Email – hwy.stip.projects@hawaii.gov

Mail to – Highways Planning Branch 869 Punchbowl Street, Rm. 301 Honolulu, HI 96813 ATTN: 15-18 STIP

Follow the STIP on Twitter and Facebook at:

http://twitter.com/HISTIPnews (http://twitter.com/HISTIPnews)

http://www.facebook.com/stip.hawaii (http://www.facebook.com/stip.hawaii)

IN THE MATTER OF

STATE OF HAWAII	}	
City and County of Honolulu	} SS. }	
Doc. Date:	JUL 2 8 2	2014 # Pages: 1
Notary Name: Patricia	a K. Reese	First Judicial Circuit
Doc. Description:	Affidavit of	- WILLIAM RESTA
Publication Utruin L. Motany Signature	Pun JUL 2	NOTARY PUBLIC Comm. No. 86-467
Julie Clark being duly sworn, do execute this affidavit of Oahu P Star-Advertiser and MidWeek, to circulation in the State of Hawa bublished in the aforementioned	ublications, Inc. publish that said newspapers are ii, and that the attached	ner of The Honolulu e newspapers of general notice is true notice as was
Ionolulu Star-Advertiser	3 times on:	
07/14, 07/21, 07/28/2014		
Midweek Wed. 0 tim	es on:	
tim	es on:	
and that affiant is not a party to	or in any way interested	d in the above entitled matter.
ulie Clark	2046	
Subscribed to and sworn before	me this 262 day	
F July A.D. 20	-1	,
Patricia K., Reese, Notary Publi	1 120020	ircuit, State of Hawaii
Ay commission expires: Oct 9/	2014	MINIMUM K. REMAN
Ad# 0000646997		PUBLIC E

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 its secon round of statewide public informational meetings to discuss the fiscally constrained DRAFT STATEWIDE
TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 - 2018 (+2). Fiscal constraint of IRANSPORTATION INPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 - 2018 (*)2. Fiscal constraint of the new STIP was done using technical information from our management systems, information on project schedules and readiness, and coordination with relevant public agencies and the public. We will also be sharing the survey results that we gathered from our first round of meetings and providing information about next steps. The STIP is a four-year programming implementation document that identifies STAT and COUNTY transportation projects, statewide, to be funded, in part, with Federal Highway and Transit funds. The public informational meetings on the Island of OAHU are being scheduled by the Oahu Metropolitan Planning Organization (MPO). Please see more information at the OahuMPO website at: http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/

The public informational meeting on the Island of KAUAI is scheduled as follows:

Wednesday, July 23, 2014 Date: 6:00 P.M. HDOT - Highways Division Location:

Kaual District Office Conference Room 1720 Haleukana Street

Lihue, Hawaii 96766

The public informational meetings on the Island of HAWAII are scheduled as follows:

Meeting #1 Meeting #2 Date: Monday, July 28, 2014 Date: Tuesday, July 29, 2014 Tima: 6:00 P.M. Pahoa Community Center 6:00 P.M. Hilo State Office Building Location: Location: 15-2910 Puna R Conference Rooms A, B, & C Pahoa, Hawali 96778 75 Auguni Street Hilo, Hawali 96720

Meeting #3 Meeting #4

Thursday, July 31, 2014 6:00 P.M. Date: Wednesday, July 30, 2014 Date: 6:00 P.M. Time: Time:

Location Walmea Civic Center Location: Kealakehe Intermediate School Cafeteria State Office Building Conf Room 74-5062 Onlpaa Street

67-5189 Kamamalu Street Kamuela, Hawaii 96743

The public informational meetings on the island of MAUI are scheduled as follows:

Monday, August 4, 2014 Date:

Tuesday, August 5, 2014

King Kekaulike High School Cafeteria Location Location: Kihel Elementary School Cafeteria 250 E. Lipoa Street 121 Kula Highway

Pukalani, Hawali 96768

Date:

Meeting #3 Meeting #4

Wednesday, August 6, 2014 6:00 P.M. Date: Date: Thursday, August 7, 2014 6:00 P.M. Time: West Maul Senior Center Location: **HDOT** - Highways Division

Maui District Office Conference Room 650 Palapala Drive Cafeteria 788 Pauoa Street

Lahaina, Hawali 96761 Kahulul, Hawali 96732

Further information on the fiscally constrained DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hidot.hawail.gov/highways/stip-fiscal-years-2015-2018-2-development-information/

Honolulu, Hawaii 96813 PHONE Number: (808) 587-6355 (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/stlp.hawaii

More STIP information can also be found at the following web address: http://hidot.hawaii.gov/highways/other/other-related-links/stip/general-stip-information/ (SA646997 7/14, 7/21, 7/28/14)

IN THE MATTER OF Notice

STATE OF HAWAII }	
} SS. City and County of Honolulu }	
Doc. Date: JUL 2 1 2014	# Pages:1
Notary Name: Patricia K. Reese	First Judicial Circuit
Doc. Description: Affidavit of	WILLIAM K. R.
Publication	NOTARY
Phtmin f. Prise 2 1 2014	PUBLIC E Section No. Section No. 86-467
Notary Signature Date	THE OF HAWKILLING
Lisa Kaukani being duly sworn, deposes and says that she execute this affidavit of Oahu Publications, Inc. publisher Star-Advertiser and MidWeek, that said newspapers are no circulation in the State of Hawaii, and that the attached no published in the aforementioned newspapers as follows:	of The Honolulu ewspapers of general
Honolulu Star-Advertiser 0 times on:	
Midweek Wed. 0 times on: THE GARMUN ISLAND times on: 7/14, 7/21	114
And that affiant is not a party to or in any way interested in	the above entitled matter.
Subscribed to and sworn before me this 21^{57} day	
of JUM (A.D. 20 14)	
Patricia K, Reese Notary Public of the First Judicial Circu	uit, State of Hawaii
My commission expires: Oct 07 2014	CIA K. REE
Ad# 0000647074	62°, ' (1) '

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 its second round of statewide public informational meetings to discuss the <u>fiscally constrained</u> DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 - 2018 (+2). Fiscal constraint of the new STIP was done using technical information from our management systems, information on project schedules and readiness, and coordination with relevant public agencies and the public. We will also be sharing the survey results that we gathered from our first round of meetings and providing information about next steps. Information about next steps.

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 is scheduled as follows: Meeting #1

Date:

Wednesday, July 23, 2014 6:00 P.M.

Time:

HDOT - Highways Division Kauai District Office Conference Room 1720 Haleukana Street

Libue, Hawali 96766

Further information on the fiscally constrained DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hldot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/

Comments may also be submitted by August 15, 2014 through E-mail, mail, or

FAX to:

E-mail Address: Mailing Address: Hwy.Stlp.Projects@hawali.gov

Highway Planning Branch 869 Punchbowl Street, Room 301

Honolulu, Hawali 96813 (808) 587-6355

PHONE Number:

(808) 587-1787 FAX Number:

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.

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(TGI647074 7/14, 7/21/14)

SP.NO.:	L.N.

State of Hawaii)	
) SS: 2 ⁶⁶	
County of Hawaii)	
LEILANI K. R. HIGAKI , being f	irst
duly sworn, deposes and says:	
That she is the BUSINESS MANAGER	of
HAWAII TRIBUNE-HERALD	, a
newspaper published in the City ofHILO	,
State of Hawaii.	
2. That the "NOTICEDISCUSSION ON STATE HIGHWAY AND COUNTY	
ROAD CAPITAL IMPROVEMENT PROGRAM PROJECTSetc.	11
e vilve Liuxe Statis	"
July 14, 21, 2014	.).
Subscribed and sworn to before me this	
My commission expires March 23, 2018	
Panels): 1	

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

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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 are scheduled as follows:

Meeting #1

Date: Time: Monday, July 28, 2014

6:00 P.M.

Location: Pahoa Community Center 15-2910 Puna Road

Pahoa, Hawaii 96778

Meeting #3

Date: Wednesday, July 30, 2014

Time: 6:00 P.M.

Location: Waimea Civic Center

State Office Building Conf Room

67-5189 Kamamalu Street Kamuela, Hawaii 96743

Meeting #2

Tuesday, July 29, 2014 Date:

6:00 P.M. Time:

Location: Hilo State Office Building

Conference Rooms A, B, & C 75 Aupuni Street

Hilo, Hawaii 96720

Meeting #4

Thursday, July 31, 2014 Date:

6:00 P.M. Time:

Location: Kealakehe Intermediate School

Cafeteria

74-5062 Onipaa Street Kailua-Kona, Hawaii 96740

Further information on the <u>fiscally constrained</u> DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2- development-information/

Comments may also be submitted by August 15, 2014 through E-mail, mail, or FAX to:

E-mail Address: Mailing Address: Hwy.Stip.Projects@hawali.gov Highway Planning Branch

869 Punchbowl Street, Room 301

Honolulu, Hawaii 96813

PHONE Number:

(808) 587-6355 (808) 587-1787 **FAX Number:**

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.

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

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(248119 Hawaii Tribune-Herald: July 14, 21, 2014)

State of Hawaii)	
) SS	
County of Hawaii)	

- M. R. Chavez, being first duly sworn, deposes and says:
- 1. That she is the Classified Accountant 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 ROAD CAPITAL IMPROVEMENTS..." of which a clipping from the newspaper is attached hereto, was published in said newspaper on the following date(s) July 14, 21, 2014 (etc.)

Comm. No. 11-188

Subscribed and sworn to before me This 21st day of July, 2014

m. R. Chave

Notary Public, Third Circuit,

State of Hawaii

Henriann P. Kahananui

My Commission expires: June 6, 2015

Page(s): 1

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 its second round of statewide public informational meetings to discuss the fiscally constrained DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FISCAL YEARS 2015 – 2018 (+2). Fiscal constraint of the new STIP was done using technical information from our management systems, information on project schedules and readiness, and coordination with relevant public agencies and the public. 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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The public informational meetings on the island of HAWAII are scheduled as follows:

are scheduled as lone....

Meeting #1
Date: Monday, July 28, 2014
G:00 P.M.
Location: Pahoa Community Center
15-2910 Puna Road
Pahoa, Hawaii 96778

Meeting #2
Date: Tuesday, July 29, 2014
Time: 6:00 P.M.
Location: Hilo State Office Building
Conference Rooms A, B, & C
75 Aupuni Street
Hilo, Hawaii 96720

Meeting #3
Date:
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 31, 2014
Time: 6:00 P.M.
Location: Kealakehe Intermediate School Cafeteria

74-5062 Onipaa Street Kailua-Kona, Hawaii 96740

Further information on the fiscally constrained DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://hidot.hawaii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/

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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

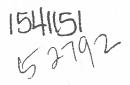
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More STIP information can also be found at the following web

address: http://hidot.hawaii.gov/highways/other/other-related-links/stip/general-stip-information/

(No. 243106-West Hawaii Today: July 14, 21, 2014)



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 its second round of statewide public informational meetings to discuss the fiscally constraine. DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STP) for FISCAL YEARS 2015 – 2018 (+2). Fiscal constraint of the new STIP was done using technical information from our management systems, information on project schedules and readiness, and coordination with relevant public agencies and the public. We will also be sharing the survey results that we gathered from our first round of meetings and providing information about next steps.

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 Transi

The public informational meetings on the island of MAUI are scheduled as follows:

Meeting #1

Date: Monday, August 4, 2014

Time: 6:00 P.M.

Location: King Kekaulike High School Cafeteria 121 Kula Highway Pukalani. Hawaii 96768

Meeting #3

Date: Wednesday, August 6, 2014

6:00 P.M.

Location: West Maui Senior Center Cafeteria

788 Pauoa Street Lahaina, Hawaii 96761

Meeting #2

Date: Tuesday, August 5, 2014 Time:

6:00 P.M

Location: Kihei Elementary School Cafeteria

250 E. Lipon Street Kihei, Hawaii 96753

Meeting #4

Date: Thursday, August 7, 2014

Time: 6:00 P.M.

Location: HDOT - Highways Division
Maui District Office Conference Room

650 Palapala Drive Kahului, Hawaii 96732

Further information on the fiscally constrained DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: http://bidot.haw.aii.gov/highways/stip-fiscal-years-2015-2018-2-development-information/ Comments may also be submitted by August 15, 2014 through E-mail, mail, or FAX to:

E mail Address

Mailing Address:

Hwy.Stip.Projects@hawail.gov

Highway Planning Branch 869 Punchbowl Street, Room 301 Honolulu, Hawali 96813

PHONE Number

(808) 587-6355 (808) 587-1787

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http://twitter.com/HISTIPnews http://www.facebook.com/stip.hawati

More STIP information can also be found at the following web address: http://bidot.bawaii.gov/highways/other/other-related-links/stip/general-sup-information/

(MN: July 21, 28, 2014)

STATE OF HAWAII, County of Maui.

Rhonda M. Kuro	hara	_ being duly	swori
deposes and says, that he is in	Advertis	sing Sales	0
the Maui Publishing Co., Ltd.,	publishers of Tl	HE MAUI NE	WS, a
newspaper published in Wailul	ku, County of M	aui, State of H	awaii
that the ordered publication as	to		
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of which the annexed is a tr	rue and correct	printed notice	, wa
published 2 times in THE M	MAUI NEWS, afo	oresaid, comme	encing
on the 21st day of	July	, 2014, and e	nding
on the 28th day of _	July	, 2014, (bot	h day
inclusive), to-wit: on			
July 2	21, 28, 2014	1	
and that affiant is not a party to	or in any way in	terested in the	above
entitled matter.			
Plank ()			
Chrysta.			
This 1 page	Notice		dated
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by Rhonda M. Kuro		and Military	
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Notary Public, Second Judicia	T = 1	PUBLIC :	



Public Involvement Meetings 2nd Round

July 23 – Kauai July 28-31 – Hawaii August 4-7 – Maui



Agenda

- 1. Introductions
- 2. Purpose of Meeting
- 3. Financial Constraint Process
- 4. Discussion
- 5. Next Steps



Purpose

Share the proposed financially constrained FFY 2015-2018(+2) STIP and the process taken to develop it in compliance with the federal planning process.



STIP Background

- The STIP is the federal-aid implementation arm of the regional long range plans (LRP).
- The STIP is a four (4) year budget (with two additional illustrative years).
- Project's need to be eligible.



Public Involvement Meetings 1st Round

Nine (9) public informational meetings

Maui: May 12 – 15

Kauai: May 20

Hawaii: May 27 - 30



Financial Constraint: Process

Four criteria that were assessed to assist in financial constraint.

- 1. Project Readiness
- 2. Agency Priorities
- 3. Planning and Program Guidance
- 4. Public Input



1. Project Readiness

Over the Shoulder Review Meetings May 2014

Project Coordination Meeting June 19, 2014



2. Agency Priorities

- 1. STPP/CTPP joint meetings
- 2. Regional meetings and coordination with Counties and Districts
- 3. HDOT administration coordination



3. Planning and Program Guidance

- 1. Management system priorities
- 2. Funding distribution targets
- 3. Available anticipated funding
- 4. Program balance ratio.



4. Public Input

Nine (9) public informational meetings

Maui: May 12 – 15

Kauai: May 20

Hawaii: May 27 - 30



Financial Constraint: Funding

- 1. Anticipated Available Funding
- 2. Funding Distributions and System Balance



1. Anticipated Available Funding

- 1. How much federal funding is available for the state?
- 2. How much federal funding needed to be deferred out of the unconstrained 15-18 STIP for financial constraint?



FFY 2015-2018(+2) STIP Development

2. Funding Distribution and System Balance

Financially Constrained Regional Distribution as validated through the Long Range Plans Process



FFY 2015-2018(+2) STIP Development

Discussion



FFY 2015-2018(+2) STIP Development

Next Steps

- 1. Public Informational Meetings
 Island of Kauai: July 23, 2014
 Island of Hawaii: July 27-31, 2014
 Island of Maui: August 4-7, 2014
- 2. Final validation of the STIP
- 3. Develop and complete the Final Report
- 4. Submit to FHWA/FTA for approval

VI.	Project Prioritization	

VI. PROJECT PRIORITIZATION

The request for STIP projects resulted in a financially unconstrained list of eligible projects. This list represented the anticipated highway and transit needs for the next four years. The list of needs outweighed the amount of reasonably anticipated funding.

The financially unconstrained list was taken through an agency and public vetting process to determine which projects were to remain in a financially constrained STIP. See Sections II and V of this report.

The Code of Federal Regulations (23 CFR 450.216(m)) requires that the STIP be a financially constrained document.

Project Prioritization Criteria

Five criteria were used to assist in STIP project prioritization and financial constraint.

1. Project Readiness

Project readiness is the most critical of the criteria. Project phases that are scheduled in the STIP should be programmed in years that are reasonably anticipated to be ready for funding.

For example:

- a. For construction phases, this means that project plans, specifications and estimates, as well as and environmental and right-of-way requirements, should be completed.
- b. For right-of-way acquisitions, this means that environmental clearances must be completed
- c. For projects being funded for final design, this means that environmental clearances must be completed.

Continual coordination with state and county project development teams helped to update project readiness. Face to face over the shoulder review meetings in May helped to consolidate project readiness information.

```
May 12, 2014 – Maui
May 20, 2014 – Kauai
May 27, 2014 – Hawaii
```

A project coordination meeting with project development teams on June 19, 2014 provided eleventh hour project readiness information for the financial constraint process.

Project readiness information helped develop appropriate schedules for proposed projects and helped to determine the schedule impact of deferring them.

2. Agency Priorities

Agency priorities were determined through continual coordination with HDOT administration and participating agencies. Also, the following meetings were held to facilitate this coordination in compliance with federal regulations.

April 21, 2014 – Joint STAC and CTPP PC/TAC meeting June 20, 2014 – Hawaii and Kauai regional CTPP PC/TAC meeting June 23, 2014 – Maui regional CTPP PC/TAC meeting July 21, 2014 – Joint STAC and CTPP PC/TAC meeting

Priorities identified though this coordination includes the identification of the following:

- a. Projects that address imminent needs Projects that were identified are mostly system preservation projects or projects with specific safety needs (i.e., rockfall or shoreline protection, or slope stabilization projects).
- b. Projects that have committed schedules Projects that were identified in this category are typically high priority projects that had established committed schedules.
- c. Other priority projects for administrations These projects are important to the various administrations.

Once all these priorities were identified, these were the last projects to face deferral through the financial constraint process. If they were deferred, they were deferred as minimally as possible.

3. Planning and Programming Guidance

Planning and Programming Guidance provided technical priorities, the framework for overall financial constraint of the STIP, and provided a plan for the distribution of funds across the state and the different highway programs. Prioritized projects and financial constraint needed to fit within this framework.

a. Management System Priorities

The technical priorities established through the various management systems (bridge, pavement, safety, etc.) need to be maintained. Through the financial constraint process, as projects need to be deferred to fit the available amount of anticipated funds, a project with less technical priority within its management system would be looked at to be deferred first.

b. Funding Distribution Targets

A methodology for the desired distribution of federal highway funds was used based on the Daily Vehicle Miles Traveled (DVMT) in each county, historic funding distribution and other statistical factors. DVMT accounts for population, roadway usage and roadway inventory (length of facilites)

The desired funding targets are as follows:

 Statewide:
 4%

 Oahu:
 55%

 Hawaii:
 18%

 Maui:
 16%

 Kauai:
 7%

c. Available Anticipated Federal Highway Funds

MAP-21 is set to expire after September 30, 2014. As of this writing, there is no new Transportation Act to identify funding for 2015 and beyond. The assumption is that a similar funding level to that established in MAP-21 will be available.

FHWA Notice N4510.776, issued on July 21, 2014 identified revised funding levels for federal fiscal year 2014. These funding levels will be used to establish financial constraint in the STIP.

N4510.776 identified \$163.2 Million in total federal aid for the State of Hawaii

d. Program Balance Ratio

The statewide and regional long range land transportation plans identified a 35/65 funding distribution ratio for Capacity/Congestion projects (35%) verses System Preservation/Safety/Other projects (65%). When programming projects the goal was to meet this distribution along with overall financial constraint.

4. Public Input

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 and important needs in each county.

The surveys were 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. Survey results are also posted on the HDOT STIP website.

Though not meant to override the technical justification, project readiness factors or funding guidelines, public input helped in the decision making process when the technical factors were not enough to clearly make a choice on which project might be deferred (or advanced).

5. Project Evaluation Criteria

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 though the Oahu Metropolitan Planning Organization (Oahu MPO).

Human Services Transportation Programs and Transit projects were also analyzed using specific project criteria methodology, but **no comparisons were made between FHWA and FTA**.

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

MAP-21: Performance and Outcome Based Program

The cornerstone of MAP-21's highways program is the transition to a performance and outcome-based program. States will invest federal resources to achieve individual targets that collectively will make progress toward national goals.

Based on the development of performance measures and targets, the funding priorities identified in this version of the 15-18 (+2) STIP could change. Once the performance measures and targets are established for Hawaii and it is determined that the 15-18 (+2) STIP needs to change to meet these targets, the STIP will be revised to meet these needs.

DEPARTMENT OF TRANSPORTATION HAWAII STATE TRANSPORTATION PLAN Mission: To facilitate the safe, economic, efficient, and convenient movement of people and goods.

HCTD	DESCRIPTION OF	UCTD	
CODE		2	DESCRIPTION OF OBJECTIVES
			Objective 1: To preserve, maintain, and improve the transportation system infrastructure and facilities.
			A. Improve connectivity of the transportation system.
		G101	B. Increase capacity.
			C. Pursue the maintenance and rehabilitation of the transportation system. D. Freum provision of according and facilities.
	Goal 1: Achieve an		Objective 2: To increase the efficiency of the transportation system operations.
	integrated multi-modal	G102	A. Enhance intermodal connectivity.
5	transportation system	5	B. Employ strategies to reduce transportation demand.
	and accessibility for		C. Enhance befromance of the transportation system. Objective 3: To promote alternative transportation mode choice
	people and goods.		estate of productions of an appropriate of million for the second of the
		G103	Provide affordable, vibel enternatives that are convenient and accessible.
			C. Promote pedestrian and cyclists safety.
			Objective 4: To reduce congestion and delay.
		G104	A. Increase capacity.
V	SAFETY AND SECURITY	i I	B. Employ strategies to reduce transportation demand.
10	AND SECOND		Objective 1: To enhance the safety of the transportation system
		G201	A. Promote safe facilities and infrastructure
5	Goal 2: Ensure the		B. Promote the safe use of the transcortation systems.
3	transportation suctoms		Objective 2: To ensure the secure operation and use of the transportation system.
	ransportation systems.	G202	A. Employ various safety and security measures as required.
			B. Utilize law enforcement at problem locations.
Z W	ENVIRONMENT AND QUALITY OF LIFE	Y OF LIFE	-
			Defector 1: 10 provide a transportation system, that is environmentally compatible and sensitive to cultural and natural resources.
	Goal 3: Protect and	G301	A. Provide admines and intrastructure trad and environmentally fremonials.
	enhance the		D. Mariage and operate the unisportation system in an environmentally responsible manner. C. Support environmentally responsible programs and activities.
3	improve the guality of		Objective 2: To ensure that the transportation system supports comprehensive land use policies and livability in urban and rural areas.
	life.	G302	A. Provide a transporation system that supports and enhances quality of life.
į			B. Encourage the use of non-motorized transportation modes.
EC	ECONOMIC DEVELOPMENT		. I.C. Minimize disruption of existing neighborhoods due to transportation.
			Objective 1: To provide and operate a transportation system to accommodate existing and emerging economic developments and opportunities.
7	Goal 4: Support	G401	 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.
2	Hawaii's economic		Objective 2: To provide a transportation system that balances the need for economic development with quality of life issues.
	vicanty.	G402	A. Make transportation investments that reflect each islands scale and foster the quality of life of the people who live there.
Z	TEGRATED STATEWIDE PL	ANNING.	B. Target transportation investments in coordination with community involvement. INTEGRATED STATEWIDE PLANNING, PROGRAMMING, AND DECISION-MAKING
		7	Objective 1: To improve coordination and cooperation between all levels of government, the private sector, and the general public.
		G501	A. Supports and conducts the Statewide Transportation Planning Process.
	Goal 5: Achieve a		 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.
į	Process that is		Objective 2: To involve the public and stakeholders to the fullest practicable extent in the planning and implementation of the transportation system.
3	comprehensive, cooperative, and	G502	 A. Develop programs to ensure opportunity for public and stakeholders' involvement. B. Ensure responsiveness to public concerns.
	continuing.		Objective 3: To develop and maintain a transportation financial structure that provides adequate and dependable resources.
,		G503	A. Optimize all possible financial resources. B. Develor an ongoing comprehensive financial program.
			מו מ

HSTP Goals and Objectives Code	G101-2,	G101-2, G104, G201-2, G501	G101, G201, G501	G101-2, G201-2, G301-2, G401-2, G501	G101-3, G201-2, G301-2, G401-2,	G101, G201- 202, G301, G401
Listed in Regional Enaly Isnotational Plans	z	z	z	z	z	z
eno tasel te sesserbbA Sector Pactor Pactor	>	>	>	>	>	>
Mandated? Required by federal, state, or municipal laws, regulations or codes?	>	z	z	z	z	z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	z	z	z	z	z
Project Stage High: Planning or Design has already been complete Med: Planning or Design is atmost complete Low: The project has not yet begun	т	r	Σ	I	I	1
Cost Participation High: Private Industry funding has been secured Med: Private industry funding is anticipated other fluxens and Low: Does not include other fluxencial involvement (i.e. private industry)	_	ر	7	10-1 1- 7-2 1- 7-2	1	
Provement Management Programs Programs Yes: Project identified through DOTs Pevement Management System, Honolulu's Roadway Pavement condition Survey or other pavement evaluation System No: Project old not result from DOT's Pevement Management System, Pevement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement condition	z	z	z	>	Z	z
bns fnemsesesA egbridg amenoral freement Programs errent Port Forement Prough errent Forement Prough of Ser Properties bridge Replacement Program, brondulus bridge Inspection & Appraisal process or error to second programming system of Project did not result from DOT TOT Project did not result from DOT Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or Bridge Inspection & Appraisal process or answers or answers error from Total Process or answers or a	z	z	z	z	Z	z
Project Description	Inventory, inspect and appraise state bridges. Includes underwater inspection, scour analyses, surveys and preparation of plans for bridge repairs, retrofits and replacements.	Supplement the Statewide Planning and Research Program.	Funding to implement shoreline protection projects as identified in the State's shoreline protection plan.	System maintenance to upkeep traffic control devices such as highway signing and striping.	System maintenance to upkeep roadway guardrails and shoulders.	As recommended in the Highways Division's "Plan of Action for Scour Critical Bridges Various Locations, Statewide 2012", this project locations for scour structural countermeasures for scour critical bridges through out the state.
Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - traffic sign projects - traffic	STATEWIDE FINA Bridge Inspection and Appraisal	Highway Research and Development Program	Highway Shoreline Protection, Statewide	Statewide Signing, Striping and Pavement Marking Program	Statewide Guardrail and Shoulder Improvement SProgram	al Countermeasures for Scour Critical
Projects that upgrade investments, such as: - pavement resurfacin - bridge projects - drainage projects - street light pole replair traffic sign projects - roadway upgrade progacts/ - roadway upgrade progacts/ - roadway upgrade progacts/ - roadway upgrade progacts/ - intelligent Transports	3ridge	łigh	ę	itate Aark	rogital	Structun Bridges

<u> </u>	Proje sites • gue • roc • stre • em • Inte		es G	S11.
SAFETY PROJECTS SAFETY	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)	STATEWIDE - FHWA Highway Safety Improvement Program (HSIP), Non - Infrastructure Funding Program	Safe Routes to School (SR2S) Program	Statewide Highway Lighting and Traffic Signal Upgrade Program
Instrained FFY 15-18(+2) STIP document:	Project Description	Implement non-infrastructure scope of HSIP including safety education programs and PSAs.	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.	System maintenance of highway lighting and traffic signals.
thep://hidot.hawaii.	Highway Safety Improvem Program Yes: Project identified through Dit Highway Safety Improvement Prog No: Project did not result from Dit Highway Safety Improvement Prog No: Project did not result from Dit Programman Prog	>	z	z
sTC	Rockfall Protection Study Yes: Project identified through DC Project identified through DC Mo: Project did not result from DC Rockfall Protection Study Rockfall Protection Study	z	z	z
need need hetely	Coaf Participation High: Private industry funding has ascured Med: Private industry funding is anti Low: Does not include other finat involvement (i.e. private industr	<u>.</u>	_	
y been 222-15-18-18-	Project Stage High: Planning or Design has alread completed Med: Planning or Design is almo complete Low: The project has not yet beg	I	Σ	Σ
TIP pd	Gap Closure? Does this project close a gap or comissing links in a route?	z	z	z
cipal	Mandated? Required by federal, state, or muni laws, regulations or codes?	z	z	z
	eno iseel is sesserbbA Oronal Planning Fsctor	>	>	>
	Listed in Regional Transportational Plans	z	z	z
20,30%	HSTP Goals and Objectives Code	G103, G201-2, G501	G101-4, G201-2, G301-2, G402, G501-2	G201

MODERNIZATION PROJECTS MODERN	
> Address as reason > > > > > > > > > > > > > > > > > > >	HSTP Goals and Objectives Code
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The Project of the services of	** *** ***
The decident of the second of	Mandated? Required by federal, state, or municipal
Traffic signal project to a provide access to federal grant program of the Project to a provide access to federal grant program. Projects that are adjacent to or provide access to federal grant program. Projects that are adjacent to or provide access to federal grant program or the program of the program	Does this project close a gap or connect
Tederal grant program. Project Branch are eligible to apply for these funds. Conduct training and technology transfer Transportation personnel. Named: Planning or Design is alnostly been involvement (a. e. program or secured involvement and private industry funding has been secured involvement. County Safety Improvement Program or County Safety Improvement Program or Highres for government and private Named: Private industry funding has been Highs: Private industry funding has been secured more activities for government and private Named: Private industry funding has been secured more activities for government and private Named: Private industry funding has been secured more activities for government and private Named: Private industry funding has been secured involvement. Program or Program or County Safety Improvement Program or Highs: Private industry funding has been secured more activities for government and private activities for government and government activities activities activit	Traffic Signal Warrants Traffic signal project meets the criteria in
Federal grant program. Projects that are adjacent to or provide access to federal grant program. Projects that are adjacent to or provide access to federal and sare eligible to apply for these funds. Conduct training and technology transfer Transportation personnel. Construction of statewide traffic counting. Construction of statewide traffic counting. And: Private industry funding has been secured. Med: Private industry funding has been activities for government and private. N Mensgement System Improvement Program or Highway Safety Improvement Program or County Safety Improvement Program or No: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program or Activities for government and private N N Mensgement System Improvement Program or County Safety Improvement Program or Activities for government and private N N N N N N N N N N N N N	High: Planning or Design has already beer completed Med: Planning or Design is almost complete
Federal grant program. Project that are adjacent to or provide access to federal lands are eligible to apply for these funds. Conduct training and technology transfer activities for government and private transportation personnel. Construction of statewide traffic counting of construction of statewide traffic counting of the program of transportation personnel. An indipway Safety improvement Program or Highway Safety improvement Program or Construction of statewide traffic counting or safety improvement Program or Construction of statewide traffic counting or safety improvement Program or Program or Safety improvement Program or Construction of statewide traffic counting or safety improvement Program or Program or Safety improvement Program or Construction of statewide traffic counting or safety improvement Program or Construction of statewide traffic counting or safety improvement Program or Program or Safety improvement Program or Construction of statewide traffic counting or safety improvement Program or Safety improvement Program or Construction of statewide traffic counting or safety improvement Program or Safety improvement Program or Construction of statewide traffic counting or safety improvement Program or Safety improvement Safety impro	High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial
Federal grant program. Project Description Federal grant program. Projects that are adjacent to or provide access to federal lands are eligible to apply for these funds. Conduct training and technology transfer activities for government and private transportation personnel. No: Project did not result from a Congestion from a cutivities for government and private fransportation of statewide traffic counting.	Ves: Project identified through DOTs Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOTs Highway Safety Improvement Program or
Project Described and program. Pradjacent to or provide acclands are eligible to apply conduct training and tech conduct training and tech transportation personnel.	Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestior
ROJECTS sity to the as: ditional ditional ts rays cts strand ce Program strons, Various	
MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects - ITS projects Public Lands Highways Discretionary Projects Technology Transfer and	MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects
Projects the highway was now highway was now highway was second and a second a second and a seco	Project highway - new - wide capac - seco - ITS p

HSTP Goals and Objectives Code	G201,	G401-2, G501-2	G101-2, G104, G201-2, G301, G401	G101-4, G201-2
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end tasel ta sessetbbA Sactory Painneld FS-9AM	>	> -	>	>
Mandated? Required by federal, state, or municipal laws, regulations or codes?	Z	z	z	z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Ξ.:::	I	Ξ	I
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)	J	١	ı	1
Human Services Transportation Plan 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 Services Transportation Plan	z	>	>	>
Project Description	Supplement the Construction Career Days Workforce Development Program.	FTA Section 5311(b)(2) Rural Transportation Assistance Program (RTAP). Funds from the RTAP program will be utilized to provide technical assistance to the Rural Transportation providers.	FTA Section 5311 Nonurbanized Area Formula Program.	Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 - Non-Urban). Funds from program will be utilized for the purchase of vehicles.
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	STATEWIDE - FTA Construction Career Days Workforce Development Program	Rural Transportation Assistance Program (RTAP)	State Administration	Transportation Assistance for Elderly and Disabled
Human Human following tradition system: - Job Ac - Job Ac - Elderly Acquisit	S3.	S17.	S18.	S19.

HSTP Goals and Objectives Code	G101-4, G201-2, G301-2, G401-2,	G101-4, G201-2, G301-2, G401-2, G502	G101, G301, G501
Listed in Regional Zensiportational Plans	>	>	z
eno tesal te secestbA Siotosal prinnela IS-9AM	>	>	>
Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	>	z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	z	z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete complete	-	L	Σ
Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial include other financial		L	J
Hawaii Statewide Enhancement Program le the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects?	Z	z	z
Project Description	Implementation of State bike projects identified on Bike Plans.	Address ADA compliance needs, statewide.	Operation of the Statewide Noxious Invasive Pest Program.
Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects STATEWIDE - FHWA	Bikeway Improvements at Various Locations, Statewide	Pedestrian Facilities and ADA Compliance at Various Locations	SNIPP - Statewide Noxious Invasive Pest Program
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	HSTP Goals and Objectives Code		G101-4, G201-2, G301-2, G401-2, G501-3
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1	eno tasel is sesserbbA frotosa gninnsIq IS-qAM		>
	Local Match Possible in Years 2, 3 or 4 Budget		· · · ·
P.pdf	Local Match in Year 1 Budget		· -
-STI	New Transit Service		· Z
/04/140722-15-18	Enhances Safety and Security Does it enhances and the system and enhances and the system and enhances		*
phways/files/2014	Enhances Hub-and-Spoke System Does it enhance system implementation of hub-and- implementation of hub-and-		>
hawaii.gov/hig	Completes Multi-Phase Project Does it complete a multi-phase project that has started?		z
t: http://hidot.l	Maintaina Existing System Does it maintain and operate existing fixed route bus and complementary paratransit system?		>
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Project Description		FTA Statewide Planning (Section 5304). Funds will be utilized for short range transit plans and civil right studies.
k here to access the Pro	TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service	STATEWIDE - FTA	Statewide Planning
200	5 2 C C C C		S22.

FIP.pdf	DIS Goals and Coleectives	G101-3, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401
5-18-S	VSTP Consistency	Proj.41	Proj.42	Proj.42
40722-1	Oahu Regional ITS Architecture Consistency	NA	N/A	N/A
14/04/1	Sylbneit Frienaty?	>	z	Z
files/20	SbetsbrisM	z	z	z
hways/	Gap Closure?	z	z	Z
gov/hig	Project Stage	I	Σ	Σ
hawaii.	Cost Participation		L	Γ
http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Roadway Pavement Condition Survey (City)	NA	N/A	N/A
t: http:	Pavement Management System (State)	I	L	L
cumen	Bridge Inspection & Appraisal (City)	N/A	N/A	N/A
STIP do	Bridge Replacement Program (State)	I	I	Ι
iancially Constrained FFY 15-18(+2) STIP document:	Project Description	System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. The specific projects listed represent backup items or projects listed represent backup items or projects to be federally funded in the event federal monies become available.	Rehabilitate bridge to meet current design standards. This includes bridge strengthening, widening, improving shoulders, and upgrading railings.	Replace the existing bridge with a concrete structure that meets current bridge standards.
Click here to access the Proposed Financially Const	SYSTEM PRESERVATION PROJECTS		Farrington Highway (Route 93), Bridge Rehabilitation, Ulehawa Stream Bridge	Farrington Highway (Route 93), Bridge Replacement, Maipalaoa Bridge
Clic		OS1.	0S2.	osa.

TP.pdf	HSTP Goals and Objectives Code	G10 G20 G30 G4	G101-2, G201-2	G101-2, G201-2, G301-2, G401	G101-3, G201-2, G301, G401
5-18-ST	Vonsistency TTRO	Proj.42	Proj.42	Proj.42	Proj.42
40722-1	Oahu Regional ITS Architecture Consistency	N/A	N/A	N/A	K/A
14/04/1	Sylbneit Friendly?	Z	Z	z	Z
files/20	SpetsbraM	Tebra z	z	z	Z
hways/	Gap Closure?	z	z	z	z
gov/hig	Project Stage	Σ	>	, -1	Σ
hawaii.	Cost Participation	m = 7	7		
//hidot.	Roadway Pavement Condition Survey (City)	N/A	N/A	N/A	N/A
t: http:	Pavement Management System (State)	¥ N	_		- J
cumen	Bridge Inspection & Appraisal (City)	N/A	N/A	A/N	N/A
STIP de	Bridge Replacement Program (State)	Ţ	_	Ι	
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Project Description	Replace a timber bridge in the vicinity of Makaha Beach Park.	Replace and/or upgrade the existing destination signs and sign support structures on Interstate Routes H-1, H-2 and H-201.	Rehabilitate existing bridge.	Upgrade/replace existing freeway lighting. Phase 1 will cover improvements from Kaimakani Overpass to Approx. the Airport IC (MP 16.00). A future Phase 2 will cover improvements for the remainder of the limits from approx. the Airport IC (MP 16.00) to Middle Street.
here to access the Proposed Fi	SYSTEM PRESERVATION PROJECTS	Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Interstate Route H-1, and Interstate Route H-2, and H-201 Destination Sign Upgrade/Replacement	Interstate Route H-1, Bridge Rehabilitation, Kapalama Canal (Halona Street Bridge)	Interstate Route H-1, Highway Lighting Improvements, Kaimakani Overpass to Middle Street Gulick Avenue, Phase 1 - MP 12.83 to 16.00
Click		OS4.	OS12.	OS13.	OS16.

IP.pdf	HSTP Goals and Objectives Code		G101-2,	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401
5-18-ST	VSTP Consistency	57	Proj.42	Proj.42	Proj.42	Proj.42
40722-1	Oahu Regional ITS Architecture Consistency	N/A	N/A	N/A	N/A	N/A
14/04/1	Sylbneit Friendly?	z	z	z	z	z
files/20	Spatsbriam	z	z	z	Z	z
hways/	Gap Closure?	>	z	z	z	z
gov/hig	Project Stage	I	_	Σ	Σ	Σ
hawaii.	Cost Participation		۔		-	٦
//hidot.	Roadway Pavement Condition Survey (City)	Ž V	Z A	N N	N/A	NA
t: http:	Pavement Management System (State)		1		7	7
cumen	Bridge Inspection & Appraisal (City)	N/A	ΣX	N/A	N/A	N/A
STIP do	fridge Replacement Program (State)	Ι	Ι	Ι	I	I
nancially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Project Description	Replace, repair, and/or strengthen the Interstate Route H-1, Pearl City and Pearl City and Waimalu Viaduct concrete Waimalu Viaduct Improvements, deck and other structural components, including guardrails. Project will be implemented in 5 phases.	Retrofit interchange structure to meet current seismic standards.	Replace the existing bridge.	Rehabilitate the existing 44-foot long bridge by widening and strengthening to meet current State standards.	Replace the existing bridge.
Click here to access the Proposed Financially Const	SYSTEM PRESERVATION PROJECTS		Interstate Route H-3, Seismic Retrofit, Halekou Interchange, Structures 1, 2 and 3	Kalanianaole Highway (Route 72), Bridge Replacement, Inoaole Stream Bridge, Waimanalo	Kamehameha Highway (Route 83), Bridge Rehabilitation, Makaua Stream Bridge	Kamehameha Highway (Route 83), Bridge Replacement, Kaipapau Stream Bridge
Click		OS18.	OS22.	OS24.	0827.	OS28.

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

TIP.pdf	HSTP Goals and Objectives Code	000	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401
15-18-S	ORTP Consistency	Proj.42	Proj.42	Proj.42	Proj.42	Proj.42
40722-1	Oahu Regional ITS Architecture Consistency	N/A	N/A	N/A	N/A	N/A
14/04/1	Transit Friendly?	Z	z	Z	z	z
files/20	SbətsbraM	Z	z	z	z	z
hways/	Gap Closure?	Z	z	z	z	z
http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Project Stage	Σ	Σ	Σ	Σ	Σ
hawaii.	Cost Participation	ب	L		7	Σ
//hidot.	Roadway Pavement Condition Survey (City)	N/A	N/A	N/A	N/A	N/A
	Pavement Management System (State)	ر	N/A	_	N/A	N/A
camen	Bridge Inspection & Appraisal (City)	A/A	N/A	N/A	N/A	N/A
STIP do	Bridge Replacement Program (State)	Ι	Ŧ	r =	±	I
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document:	Project Description	Replace the existing bridge.	Replace the existing bridge.	Replace the existing concrete slab bridge on Kamehameha Highway in the vicinity of Laie.	Replace the existing bridge.	Replace the existing multi-girder reinforced bridge on Kamehameha Highway in the vicinity of Wahiawa.
here to access the Proposed Fir	SYSTEM PRESERVATION PROJECTS	Kamehameha Highway (Route 83), Bridge Replacement, Kaluanui Stream Bridge	Kamehameha Highway (Route 83), Bridge Replacement, Kawela Stream Bridge	Kamehameha Highway, Bridge Replacement, Laieloa Stream Bridge	Kamehameha Highway (Route 83), Bridge Replacement, South Kahana Stream Bridge	Kamehameha Highway (Route 99), Replace the existing multi-girder Bridge Replacement, Upper reinforced bridge on Kamehame Poamoho Stream Bridge Highway in the vicinity of Wahiav
Click		OS29.	OS30.	0831.	OS32.	OS33.

HSTP Goals and Objectives Code	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401
ORTP Consistency	Proj.42	Proj.42	Proj.42	Proj.42	Proj.42
Oahu Regional ITS Architecture Consistency	N/A	N/A	ΝΆ	N/A	N/A
Sylbneit Friendly?	z	z	z	z	z
SpatsbrisM	z	z	z	z	z
Gap Closure?	z	z	z	z	z
Project Stage	Σ	Σ	Σ	Σ	Σ
Cost Participation	· ·	Ļ		ب	Γ
Roadway Pavement Condition Survey (City)	N N	N/A	Š Z	¥ V	N/A
Pavement Management System (State)	N/A	N/A	٦	ب	٦
Bridge Inspection & Appraisal (City)	N/A	N/A	N/A	N/A A	N/A
Bridge Replacement Program (State)	I	I	Ι		
Project Description	Replace the existing concrete structure.	Replace the existing 44-foot long bridge by widening and strengthening to meet current State standards.	Replace the existing concrete T-bridge on Kamehameha Highway in the vicinity of Hauula.	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).	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).
SYSTEM PRESERVATION PROJECTS			-	Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa Heights Off-Ramp to the Middle Street Overpass (MP 1.12 to MP 4.09)	Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa to the H-3 Freeway Overpass (MP 0 to MP 0.73)
1 L	OS34.	OS35.	OS36.	0845.	OS46.
	Program (State) Bridge Replacement Bridge Inspection & System (State) Bridge Inspection & Appraisal (City) Bridge Inspection & Cost Participation Cost Participation Project Stage Condition Survey (City) Project Stage Condition Survey (City) Appraisal (City) Bridge Inspection & Cost Participation C	Program (State) Bridge Replacement Bridge Replacement Bridge Replacement Bridge Inspection & System (State) Bridge Inspection & Cost Participation Condition Survey (City) RA RA Randament Randame	SYSTEM PRESERVATION Project Description Bridge Replacement, Walahole Bridge Replacement, Walahole Stream Bridge Ramehameha Highway (Route 83), Replace the existing 44-foot long bridge Bridge Replacement, Walkane Stream Bridge Ramehameha Highway (Route 83), Replace the existing 44-foot long bridge Bridge Replacement, Walkane Stream Bridge NA NA NA NA NA NA NA NA NA N	SYSTEM PRESERVATION Project Description Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehameha Highway (Route 83), Replace the existing concrete T-bridge Ramehamehamehameha Highway (Route 83), Ramehamehamehamehamehamehamehamehamehameh	SYSTEM PRESERVATION Project Description PROJECTS Ramehamena Highway (Route 83) Stream Bridge Richards Replace the existing dut-toot long bridge Replacement, Walkane Stream Bridge Richards Replace the existing dut-toot long bridge Replacement, Walkane Stream Bridge Richards Richards Stream Bridge Richards S

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HSTP Goals and Objectives Code	0 0	G101-2, Proj.42 G201-2, G301	G101-2, G301, G501
ORTP Consistency	Proj.42	Proj.42	Proj.42
Oahu Regional ITS Architecture Consistency	W/N	N/A	N/A
Friendly?	Z	Z	z
Mandated?	Z	z	z
Gap Closure?	Z	Z	z
Project Stage	×	Σ	_
Cost Participation	_	7	
Roadway Pavement Condition Survey (City)	N/A	N/A	N A
Pavement Management System (State)		٦	N.A
Bridge Inspection & Appraisal (City)	N/A	N/A	NA
Bridge Replacement Program (State)	I	I	N/A
Project Description	Retrofit interchange structure to meet current seismic standards.	Moanalua Freeway (Route H-201), Seismic Retrofit, Puuloa Separation current seismic standards.	The description of work would be to design, construct and operate a truck weigh station to perform truck inspections and driver credential checks at the egress of the container terminal on Sand Island Access Road. The work Includes auxilary lanes to accommodate truck vehicles, traffic controls, truck weighing infrastructure and computer hardware/ software, operator kiosk/ office.
SYSTEM PRESERVATION PROJECTS	Moanalua Freeway (Route H-201), OS47. Seismic Retrofit, Puuloa Interchange, Ramp "A"	OS48. Moanalua Freeway (Route H-201), Retrofit interchange struct Seismic Retrofit, Puuloa Separation current seismic standards.	Sand Island Access Road (Route OS52. 64), Truck Weigh Station, Kapalama Container Terminal
(n			Name of the Control o

HSTP Goals and Objectives Code	G101-2,	G101-3, G201, G301-2
Vonsistency	Proj.39	G101-3 Proj.39 G201, G301-2
Oahu Regional ITS Architecture Consistency	N/A	N/A
Sylbneir Frienally?	z	z
SpejabnaM	>	> = = = = = = = = = = = = = = = = = = =
Gap Closure?	z	z
Project Stage	ن	I
Cost Participation	And Tall	
Roadway Pavement Condition Survey (City)	_	N/A
Pavement Management System (State)	Ϋ́	NA
Bridge Inspection & Appraisal (City)	± 1	N/A
Bridge Replacement Program (State)	N/A	N/A
Project Description	Inventory, inspect, and appraise City bridges, including underwater inspection, surveys, scour survey/evaluation, and preparation of plans for bridge repairs.	Construct various improvements to Waipio Point Access Road, including drainage, parking, roadway, and pedestrian/bike improvements. Improve traffic on a two-lane collector road between the entrance to Waipio Soccer Park and the Oahu Railway and Land Company (OR&L) bicycle/pedestrian path. Project improvements would fulfill Grant of Easement (GOE) requirements that were conditions imposed upon the City as part of the access needs for the Waipio Soccer Park complex development.
SYSTEM PRESERVATION PROJECTS	Bridge Inspection and Appraisal	Waipio Point Access Road (Route 7139) Improvemeths
	963	0011
	SYSTEM PRESERVATION Project Description Bridge Replacement Bridge Inspection & Program (State) Program (State) Bridge Inspection & System (State) Condition Survey (City) Cost Participation Cost Participation Project Stage Condition Survey (City) Project Stage Condition Survey (City) Project Stage Condition Survey (City) Project Stage Architecture Consistency Oshu Regional ITS Oshu Regional ITS ORTP Consistency HSTP Goals and HSTP Goals and Dijectives Code	SYSTEM PRESERVATION Project Description Bridge Happraseal Condition Strate Project Stage Bridge Inspection and Appraise City Bridge Inspection and Appraise City Bridge Inspection and Appraise Surveys, scour survey/evaluation, and preparation of plans for bridge repairs. NA NA Proj.39 G101-2. Proj.39 G201-2.

HSTP Goals and Objectives Code	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-4, G201-2, G301-2, G401	G101-3, G201-2, G301-2, G401
FS-9AM sesserabbA Sector(e)?	>	>	>	>	→ 111 IEILB
Oahu Regional ITS Architecture Consistency	N/A	N/A	N A	N/A	ĕ
72 22 37 45 75 75	z	z	z	z	>
\$befabriaM	z	z	z	z	z
Gap Closure?	z	z	z	z	z
Project Stage	Σ	Σ	Σ	_	Σ
Coat Participation	7	7	-	٦	ب
Rockfall Protection Study (State)	N/A	N/A	N/A	N/A	ĕ
Highway Safety margoram	I	٦		Ι	3 4 2
Strategic Highway Safety	н	I	I	Ι	I
SAFETY PROJECTS Project Description SAFETY PROJECTS Addresses MAP-21 Addresses MAP-21 Addresses MAP-21	Install and upgrade guardrails to bridge end post connections, bridge railing, guardrail end terminals, crash attenuators, miscellaneous drainage, and other appurtenant improvements.	Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards.	Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards.	Scope includes, but is not limited to: Installation of milled rumble strips on shoulders; reconstruction of paved shoulders; pavement markings; and signing.	Construct traffic operational and safety improvements on Kalanianaole Highway, from Olomana Golf Course to Poalima Street. Project includes turning lanes, bus pullouts, and lighting improvements.
SAFETY PROJECTS OAHU: STATE - FHWA	Guardrail and Shoulder Improvements, Various Locations	Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue	Interstate Route H-1, Guardrail and Shoulder Improvements, Middle Street (Route 7415) to Punchbowl Street (Route 7516)	Interstate Route H-1 Safety Improvement, Beginning of H- 1 (Palailai IC) to Waiawa Overpass	Kalanianaole Highway (Route 72), Improvements, Olomana Golf Course to Waimanalo Beach Park, Phase I
O C C C C C C C C C C C C C C C C C C C	OS10.	OS14.	OS15.	OS20.	0825.

	HSTP Goals and Objectives Code		G101-3, G201-2, G301, G401	G101-3, G201-2, G301-2, G401	G101-2, G201-2, G301	G101-2, G201-2, G301	G101-2, G201-2, G301
.pdf	FS-9AM seses MAP-21 Planning Factor(s)?		>	>	>	>	>
http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	STI IsnoigeA unaO Architecture Consistency		N/A	N/A	N/A	N/A	N/A
0722-15	Transit Friendly?	>	z	z	z	Z ;	z
4/04/14	SpetsbraM	z	z	z	Z	z	z
files/201	Gap Closure?	z	z	z	z	z	Z
hways/	Project Stage	 	Σ	Σ	١	7	Σ
.gov/hig	Cost Participation		7			7	٦
t.hawai	Rockfall Protection Study (State)	Z A	Ξ	N/A	N/A	N/A	N/A
p://hido	Highway Safety Improvement Program		7	Ι	Γ	7	٦
ent: htt	Strategic Highway Safety Plan	I	_	I	٦	٦	Γ
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document:	Project Description	Construct traffic operational and safety improvements on Kalanianaole Highway, from Poalima Street to Aloiloi Street. Project includes turning lanes, bus pullouts, and lighting improvements.	Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.4 to milepost 5.52).	Kamehameha Highway, Safety Installation of milled rumble strips on centerline and Improvements, Vicinity of Shoulders, check superelevation along entire segment, Valley Road	Construct shoreline protection measures for areas in Hauula (#14) susceptible to ocean erosion due to high wave action.	Construct shoreline protection measures for areas in Kaaawa (#10) susceptible to ocean erosion due to high wave action.	Construct shoreline protection measures for areas in Punaluu (#9) susceptible to ocean erosion due to high wave action.
ere to access the Propose	SAFETY PROJECTS	Kalanianaole Highway (Route 72), Improvements, Olomana Golf Course to Waimanalo Beach Park, Phase II	Kamehameha Highway, Rockfall Protection at Waimea Bay, MP 5.4 to MP 5.52, Phase 1: Haleiwa, Phase 2: Sunset Beach	Kamehameha Highway, Safety Improvements, Vicinity of Kahekili Highway to Waikane Valley Road	Kamehameha Highway, Shoreline Protection, Vicinity of Hauula	Kamehameha Highway, Shoreline Protection, Vicinity of Kaaawa	Kamehameha Highway, Shoreline Protection, Vicinity of Punaluu
Click		0826.	0S36.	OS51.	OS38.	OS39.	OS40.

HSTP Goals and Objectives Code	G101-2, G201-2, G301-2, G401	G101-2, G301, G501	G101-3, G201-2, G301-2, G401
FS-9AM sesses MAP-21 Planning Factor(s)?	>	>	>-
Oahu Regional ITS Architecture Consistency	N/A	N/A	>
Sylbneit Friendly?	Z	z	<u> </u>
SpetsbrisM	Z	z	z
Seause) Closure?	Z	z	NA
Project Stage	Σ		I
Cost Participation	7	1	_
Rockfall Protection Study (State)	N/A	۔	N/A
Highway Safety Improvement Program	. 7	٦	N/A
Strategic Highway Safety Plan	I		N/A
Project Description	Install and/or upgrade the existing guardrails. Reconstruct and pave road shoulders.	The description of work would be to design, construct and operate a truck weigh station to perform truck inspections and driver credential checks at the egress of the container terminal on Sand Island Access Road. The work includes auxiliary larnes to accommodate truck vehicles, traffic controls, truck weighing infrastructure and computer hardware/ software, operator kiosk/ office.	The transportation management center will be a joint communication center to be built next to the Alapai Transit Center. The center will facilitate active traffic management through co-location and information sharing by City and State traffic management operations and the City's emergency response agencies.
SAFETY PROJECTS	Moanalua Freeway (Route 78) and Interstate Route H-2, Guardrail and Shoulder Improvements		Alapaii Transportation Management Center State traffic emergency
	0844.	OS52.	000

	HSTP Goals and Objectives Code	G101-3, G201-2, G301, G401
pdf.	FS-PAM seses MAP-S1 Sector(s)?	>
18-STIP	Oshu Regional ITS Architecture Consistency	A X
722-15	Sylbneit Friendly?	z
4/04/14(SpetsbrisM	z
files/201	Gap Closure?	>
hways/	Project Stage	
.gov/hig	Cost Participation	-
t.hawaii	Rockfall Protection Study (State)	N/A
p://hido	Highway Safety Improvement Program	_
ent: htt	Strategic Highway Safety Plan	_
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Project Description	Provide traffic congestion relief and improve traffic safety at various locations, including but not limited to Palolo, Village Park, and Kupuna Loop areas; Kalaheo Avenue/Kailua Road; Dillingham Boulevard; and Waiakamilo Road. Other locations are to be determined.
Click here to access the Proposed	SAFETY PROJECTS	Traffic Improvements at Various Locations
O		0

#	ORTP Consistency	Proj.4	Proj.4	Proj.4	Proj.4	Proj.4
STIP.p.	Ready-to-Go?	>	>	>	>	· >
-15-18	Sylbneit Friendly?	z	z	z	Z,	z
140722	SpatabriaM	z	z	Z	, z	z
14/04/	Gap Closure?	z	z	z	z	z
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hways	9gs12 toslorq	I	Σ		ب	, I
jov/hig	Cost Participation		ب		ن	
awaii.	Project Location	ī	I	I	I	Ι
hidot.h	SisylanA ysled to emiT leverT	¥,×	N/A	N/A	N/A	N A
http://	Highway Safety Improvement Program	-		٦	٦	
ument:	Congestion Management Process	N/A	N/A	N/A	N/A	N/A
posed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Project Description	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.	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.	The project consists of installation of closed-circuit television (CCTV) carneras, 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.	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.	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.
Click here to access the Proposed	CONGESTION MITIGATION PROJECTS OAHII STATE EHWA	Freeway Management System, Interstate H-1, H-2, and Moutes H-201 Freeway (Routes H-201 and 78), Phase 1C - Part 2	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 2A - Part	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 2B	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 3A	Freeway Service Patrol
Ci C	CON	085.	OSS.	085.	0.85.	089.

Jpd	OHTP Consistency	Proj.4		Proj. 4	Proj.2 0	Proj.1 9
-STIP.	Soඩ-ot-ybseA	>		.	*	*
2-15-18	Friensit Friendly?	z		Z	z	>
/14072	Spatsbright	z		z	z	z
014/04	Gap Closure?	z		>	>	>
/files/2	Traffic Signal Warrants	N/A		N/A	z	N/A
hways	egat2 toelorq	Ι		<u> </u>	×	Σ
gov/hig	Cost Participation	Г		5	L	Σ
Jawaii.	Project Location	7		Σ	Ŧ	Ξ
/hidot.I	zisylsnA ysied 10 emiT levs1T	N/A	W	N/A	Ι	Ξ
http:/	Highway Safety Improvement Program	L		_	N/A	N/A
ument:	Congestion Management Process	N/A			Ξ	I
posed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Project Description	Annual costs to operate and maintain the ongoing and existing ITS program. This includes costs for the operation and maintenance of CCTVs and vehicle detection equipment. This also includes costs for telecommunication and server hosting services.	NOLULU - FHWA	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 Centrol Center.	Improve the two-lane undivided Farrington Highway between Fort Weaver Road and Kapolei Golf Course Road to implement future transportation plans and accommodate future transportation needs. This project will be constructed in phases.	Provide an extension of the existing Kapolei Parkway from Kamoklia Blvd. to Fort Barrette Road to bring congestion relief to the ewa region where it is anticipated the majority of residential and employment growth is projected. This project is identified in the Oahu Regional Transportation Plan 2030.
Click here to access the Proposed	CONGESTION MITIGATION PROJECTS	ITS Operation and Maintenance	CITY & COUNTY OF HONOLU	Computerized Traffic Control System	Farrington Highway (Route 7110 & 9107) Improvements, Phase 1	Kapolei Parkway (Route 8920) Extension
Click	CONG	0S11.		004.	ocs.	900
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OBTP Consistency	Proj. 39	Proj.
Ready-to-Go?	>-	— → —
Sylbneit Friendly?	z	z
Randated?	z	= 117 > 11
Gap Closure?	z	N/A
Traffic Signal Warrants	N/A	*
Project Stage	7	,
Cost Participation		
Project Location	± ±	Σ
Travel Time or Delay Analysis	٦	Z
Highway Safety Improvement Program	7	-
Congestion Management Process	٦	I
Project Description	Optimize traffic signal timing, coordination, and implementation plans to reduce vehicle congestion, travel times, and fuel consumption. Optimize timings for approximately 150 traffic signals located in various areas on Oahu. Tasks include field studies and data collection, implementing computer networks and calibrating for existing conditions, optimizing timing with computer, and implementing and testing timing in the field. The flashing "don't walk" times on the traffic signals will utilize the slower pedestrian crossing times in the latest Manual on Uniform Traffic Control Devices. Additional roadway widths for bike lanes and paths will be considered in retining the traffic signals.	Install, modify, and upgrade traffic signals islandwide, including Americans with Disabilities Act (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, improves signal coordination, and provides for ADA improvements. Project work is warranted by the Manual on Unitom Traffic Control Devices (MUTCD) and selected annually by a priority listing.
CONGESTION MITIGATION PROJECTS	OC9. Traffic Signal	OC10. Traffic Signals at Various Locations

Jpc	HSTP Goals and Objectives Code	G101-2, G104, G201-2, G302, G401	G101-2, G104, G201-2, G302, G401, G502	G101-2, G104, G201-2, G302, G401, G502	G101-2, G104, G201-2, G302, G401, G502
3-STIP.	ORTP Consistency	Proj.15	Proj.28	Proj.24	Proj.22
22-15-1	Oahu Regional ITS Architecture Consistency	NA	N/A	N/A	N/A
04/1407	Sylbneit Friendly?	z	>	z	*
\$/2014/	SpetabnaM	z	z	z	Z
/ays/file	Gap Closure?	z	>	z	٧
v/highw	Project Stage	Σ	` ≥	ب	I
waii.go	Cost Participation	Σ	_	_	7
hidot.ha	Project Location	I	Ξ	π	I
http://	Travel Time or Delay Analysis	Ι	Ξ	Ι	I
ument:	Highway Safety Improvement Program	_	_	7	1
TIP doc	Congestion Management	I	Ι	I	Ŧ
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Project Description	Phase 2 and Phase 3 will complete the construction of the Wakea Street Separation and its associated ramps. Phase 3 4 and 4 5 will complete the ultimate buildout of the Kapolei IC Complex including the completion of Palailai and Makakilo Interchanges.	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.	Widen the westbound Waipahu off-ramp from one to two lanes.	Extend Kualakai Parkway approximately 0.3 miles from Kapolei Parkway to Roosevelt Avenue.
here to access the Prop	MODERNIZATION PROJECTS	Interstate Route H-1, Complex	Interstate Route H-1, PM Contraflow, Westbound, Waiawa Interchange Improvements, Phase I	Interstate Route H-1, Waiawa Interchange, Westbound, Waipahu Off- to two lanes. Ramp Improvements	OS42. Kualakai Parkway (Route 8930) Extension
Click		0817.	OS19.	OS21.	0842.

Jpo	HSTP Goals and blectives Code	G101-4, G201-2, G302, G401, G502
3-STIP.	ORTP Consistency	Proj.35
22-15-18	STI IsnoipeR udaO Rrchitecture Consistency	NA
34/1407;	Sylbneit Friendly?	z
s/2014/(Spated?	z
ays/file	Gap Closure?	>
v/highw	Project Stage	Σ
waii.go	Cost Participation	
hidot.ha	Project Location	Σ
http://	Travel Time or Delay Analysis	Ξ
ument:	Highway Safety margord Program	NA
go	Process	<
Œ	Congestion Management	Ϋ́
Proposed Financially Constrained FFY 15-18(+2) STIP	Project Description	Construct an extension of Makakilo Drive from the Palehua Subdivision to the H-1 Freeway.
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Description	Construct an extension of Makakilo Drive from the Palehua Subdivision to the H-1 Freeway.

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

Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-ST Local Match Available? > > > > Planning Factor(s)? > > > FS-9AM sesserbbA Architecture Consistency Š ٧ ٤ ۲ STI IsnoigeA udsO Transit Friendly? Z z z z Nandated? z > z z Gap Closure? Z z z z Project Stage Σ Σ Σ Σ Cost Participation _ _ _ _ Funding Š > > > Non-Enhancement Enhancement Program z Z > z A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and nonprevious 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. Improve the bikeway/bike path from the Hawaii Railway Enhance wetlands near Ukoa Pond as a mitigation for Improve bike route on Kalanianaole Highway, from Waimanalo Beach Park to Kainoa Beach Park. Society Train Station to Lualualei Naval Road. **Project Description** motorized recreational use. Waimanalo Beach Park Kamehameha Highway, OAHU: STATE - FHW Wetland Enhancement, Bicycle Improvements, Railroad Society Train Kalanianaole Highway Vicinity of Ukoa Pond to Kainoa Beach Park Station to Lualualei Recreational Trails Program ENHANCEMENT Leeward Bikeway, Phase II, Hawaii **PROJECTS** Naval Road **OS49**. 0843. 0823. OS41.

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ORTP Consist		Proj.3		Proj.3	Proj.3	Proj.3
Ready-to-Go?		>		> 7	>	>
A dotsM IsooJ		>		>	>	>
		<u> </u>	Time III	>	>	>
Sahu Regions Architecture C		N/A		N/A	N/A	N/A
Transit Friend		z		z	z	z
SpetsbrsM		Z		z	z	z
Project Stage		I	1	p = 17.	7	ب
Sost Particips		7			Σ	_
		Ι		I	I	I
Project Description		Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 - Urban) Funds from program will be utilized for either the purchase of buses or operating expenses for the program audience.	HONOLULU - FTA	Establish selected human service agencies as transportation providers serving their own clients who currently ride TheHandi-Van, and provide operating funds for the service.	To maintain and expand shuttle services between Kalaeloa homeless shelter sites and the Kapolei Transit Center to address transportation needs of low income persons.	Improve access to transportation for people with disabilities, seniors, and people with low incomes by coordinating transit and human service transportation.
PROGRAMS	OAHU: STATE - FTA	Transportation Assistance for Elderly and Disabled	CITY & COUNTY OF H	Agency Provided Trips	Local Shuttle Service	Mobility Management Center
<u> </u>		OS50.		OC12.	OC17.	OC19.
	Project Stage Human Service Transportation Transit Friend Project Stage Project Stage Addresses Ma Project Stage Project Stage Project Stage Project Stage Project Stage Analysis Facto Paning Facto Paning Facto Paning Facto	Project Description Human Service Transportation Cost Participa	PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS OAHU: STATE-FIA Transportation Transportation Assistance for Eiderhy for either the purchase of buses or operating expenses for the program audience. The program audience is and individuals with Disabilities and Disabled the program audience. Transportation Transportation Section 53 10 - Urban) Funds from program will be utilized by the purchase of buses or operating expenses for the program audience. Transportation Transportation And Program And Disabilities And Disabled by NA Y Y P P P P P P P P P P P P P P P P P	PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS OAHU: STATE - FTA Transportation Transportation Assistance for Elderly for either the purchase of buses or operating expenses for and Disabled the program audience. CITY & COUNTY OF HONOLULU - FTA	PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS PROGRAMS Transportation Assistanced Mobility of Seniors and Individuals with Disabilities and Disabled the program audience. CITY & COUNTY OF HONOLULU-FTA Agency Provided Trips providers serving their own clients who currently ride TheHandi-Van, and provide operating funds for the service.	PROGRAMS Transportation Tran

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: FINANCIALLY CONSTRAINED **DEPARTMENT OF TRANSPORTATION**

FFY 2011 THRU 2014 (FFY 2015-2016 Informative Only)

SeldaliavA Astable?	>	>	>
FS-9AM sessesbbA Factor(s)?	>	>	>
Cahu Regional ITS Architecture Consistency	N/A	N/A	N/A
Local Match Probable In Years 2,3 or 4 Budget	>	Z	z
Local Match in Year 1 Budget	>	Å	*
New Transit Service	z	Å	>
Enhances Safety and Security	*	Å	>
Spoke System	NA	>	٨
Completes Multi-Phase Project	N N N	>	٨
Maintains Existing System	>	>	>
Project Description	Purchase replacement transit buses and handi-van vehicles.	To modify bus stops and bring them into compliance with the Americans With Disabilities Act (ADA).	This is an ongoing program to improve bus stops, bus shelters, benches, and other improvements at various locations.
AANSIT PROJECTS	Bus and Handi-Van Acquisition Program	Bus Stop ADA Access Improvements	OC15. Bus Stop Site Improvements
Ħ	OC13.	OC14.	OC15.
	Project Description Maintains Existing System Completes Multi-Phase Project Enhances Hub-and Spoke System Enhances Safety and Spoke System Local Match In Year 1 Budget Local Match Probable In Years 2,3 or 4 Budget Completeses MAP-21 Addresses MAP-21 Architecture Consistency Planning Factor(s)?	Project Description Purchase replacement transit buses and handi-van Vehicles. Vehicl	Project Description Purchase replacement transit buses and hand-van vehicles. To modify bus stops and bring them into compliance Y Y Y Y Y Y Y Y Y Y Y Y Y

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: FINANCIALLY CONSTRAINED **DEPARTMENT OF TRANSPORTATION**

FFY 2011 THRU 2014 (FFY 2015-2016 Informative Only)

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-15-18-	Focal Match Available?	>	>	>
140722	FS-9AM sesses MAP-21 formuld	>	>	>
2014/04	Oahu Regional ITS Architecture Consistency	>	N A A	N A
s/files/2	Local Match Probable in Years 2,3 or 4 Budget	>	>	>
ighway	Local Match In Year 1 Budget	>	>	>
ii.gov/h	Mew Transit Service	>	z	N/A
ot.hawa	Enhances Safety and Security	>	>	N/A
tp://hid	Spoke System Spoke System	>	N/A	N/A
nent: hi	Completes Multi-Phase Project	z	>	N/A
docun	Maintains Existing System	NA	Å	*
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-4	Project Description	Plan, 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.	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.	Preventive maintenance of FTA-funded rolling stock (buses and handi-vans) to include parts, labor, and other related costs.
ere to access the Prop	TRANSIT PROJECTS	Honolulu Rail Transit Corridor Project	Middle Street Intermodal Center	OC20. Preventive Maintenance
Click h	Ë	0C16.	OC18.	OC20.

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

Local Match Available?	>
FS-9AM sesses MAP-21 F(s)rotos Painns P	>
Oahu Regional ITS Architecture Consistency	N/A
Local Match Probable In Years 2,3 or 4 Budget	٨
Local Match In Year 1 Budget	>
esivies fianait weM	Z
Enhances Safety and Security	>
Sboke System Enhances Hub-and	N/A
Completes Multi-Phase Project	>
Maintains Existing System	>
Project Description	Capital projects at various transit locations to improve safety and security
TRANSIT PROJECTS	OC21. Security Projects
	Poet Description Maintains Existing System Completes Multi-Phase Project Enhances Safety and Spoke System Enhances Safety and Shoke System Local Match Probable In Budget Local Match Probable In Cocal Match Probable In Aears 2,3 or 4 Budget Consistency Mew Transit Service Security Security Acars 2,3 or 4 Budget Cocal Match Probable In Pears 2,3 or 4 Budget Stens 2,3 or 4 Budget Architecture Consistency Addresses MAP-21 Planning Factor(s)?

HSTP Goals and Objectives Code	G101-3, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301	G101-4, G201-2, G301-2, G401, G502	G101-2, G201-2, G301-2, G401
Listed in Regional Plans Transportational Plans	z	z	z	z	z
Addresses at least one Storosa Pinning Factor?	>	>	>	>	>
Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	Z	z	z	z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	z	z	z	z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	T	ľ	Σ	_	
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)		T	7	١	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Pavement Management Programs Yes: Project identified through DCT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement condition Survey or Other pavement evaluation system No: Project did not result from DCT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or Gradway Pavement Condition Survey or Other pavement condition system		z	z	z	z
Bridge Assessment and Heplacement Programs Yes: Project identified through DOT's Bridge Repiscement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system Wo: Project did not result from DOT's Bridge Repiscement Program, Honolulu's Bridge Inspection & Appraisal process or other Inspection & Appraisal process or other bridge programming system	>	>	Z	>	>
Project Description	System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. The specific projects listed represent backup items or potential projects to be federally funded in the event federal monies become available.	Replace existing bridge.	Construct groin fields in phases along Hilo Bayfront.	Replacing the existing Waiaka Stream Bridge, realigning the bridge approaches, reconstructing the Route 19/Route 250 intersection and installing safety improvements.	Replace existing bridge.
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)	and Pavement Improvement Program,	Hawaii Belt Road (Route 19), Bridge Replacement, Pahoehoe Stream Bridge	Hilo Bayfront Highway (Route 19), Shoreline Protection	Kawaihae Road (Route 19), Waiaka Stream Bridge Replacement and Realignment of Approaches	Mamalahoa Highway (Route 11), Hilea Bridge
Projects that upg investments, suc- pavement resuc- bridge projects - drainage projec - street light pole - traffic sign projec - roadway upgra capacity)	Bridge	law eph	ig to	¥ride γρη	//am

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

HSTP Goals and Objectives Code		G101-2, G201-2, G301-2, G401	G101-2, G201-2
Listed in Regional Transportational Plans		z	z
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Mandated? Required by federal, state, or municipal laws, regulations or codes?		z	>
Gap Closure? Does this project close a gap or connect missing links in a route?		z	z
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Cost Participation High: Private Industry funding has been secured Med: Private Industry funding is anticipated to be not include other financial involvement (i.e. private Industry)		7	ت
Paidge Assessment and Heplacement Programs Yea: Project identified through DOT's Bridge Independent Programs Repiscement Program, Honolulu's Bridge Independent Program, Honolulu's Bridge Programming system bridge programming system Repiscement Program, Honolulu's Bridge Inspection & Appraisal process or other Project did not result from DOT's Bridge programming system inspection & Appraisal process or other parametry Programs Pro		z	z
Bridge Assessment and herbitage Assessment and Bridge Assessment Programs Yes: Project identified through DOT's Bridge Folgram, 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 Program, Honolulu's Bridge Inspection & Appraisal process or other Inspection & Appraisal process or other bridge programming system		>	z
onstrained FFY 15-18(+2) STIP docum		Replace existing culvert with a new concrete bridge.	Inspection of county-maintained bridges as required by FHWA.
SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)	COUNTY OF HAWAII - FHWA	Alii Drive (Route 186) Culvert Replacement	Bridge Inspection and Appraisal
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DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: FINANCIALLY CONSTRAINED FFY 2011 THRU 2014 (FFY 2015-2016 informative Only)

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HSTP Goals and Objectives Code	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401
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eno tesel te sessenbbA Stotos Perinnal TS-9AM	>	>	>	>	>	- >	>
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Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipate Low: Does not indude other financial involvement (i.e. private industry)	X 7	<u> </u>	2 0	7 -			_
Rockfall Protection Study Yes: Project identified through DOTs Rockfall Protection Study No: Project did not result from DOTs Rockfall Protection Study	z	>	z	z	Z	z	>
Highway Safety improvement Program Yes: Project identified through DOTs Highway Safety improvement Program or County Safety improvement Program or Highway Safety improvement Program or Highway Safety improvement Program or	z	z	z	Z	Z	z	z
Project Description	improve guardrail and shoulders.	Install a new culvert system along the mauka shoulder. Include rockfall protection on the cutslope including permanent mesh system on both sides of the roadway.	Improve guardrail and shoulders along Hawaii Belt Road from Kaumoali Bridge towards Waipunahina Bridge.	Improve guardrail and shoulders from Kealakaha Bridge to Kaula Bridge.	Improve guardrail and shoulders from Kaala Bridge to Kealakaha Bridge.	Improve guardrall and shoulders from Waipunahina Bridge to E. Paaulio Bridge.	Hawaii Belt Road (Route 19), Rockfall Protection at Slope protection along Route 19, Hawaii Belt Various Sections, Phase I (Laupahoehoe Gulch) Road, in the vicinity of Laupahoehoe Gulch.
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)	Guardrail and Shoulder Improvements, Various Locations	d (Route 19), Drainage and Rockfall Protection, Vicinity of	Hawaii Belt Road (Route 19), Guardrail and Improve guardrail an Shoulder Improvements, Kaumoali Bridge Towards Belt Road from Kaur Waipunahina Bridge.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kealakaha Bridge Towards Kaula Bridge	(Route 19), Guardrail and ments, Kaala Bridge Towards	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Waipunahina Bridge to East Paauilo Bridge	alt Road (Route 19), Rockfall Protection at sections, Phase I (Laupahoehoe Gulch)
Projects that mitigate high acc sites, such as: - rockfall and shoulder impro- rockfall and slope stabilizatic - street light pole replacement - emergency telephone projec - intelligent Transportation Sy,	Guardrail ar Locations	Hawaii Belt Roa Improvements ≀ Hakalau Bridge	Hawaii Bel Shoulder I Waipunahi	Hawaii Be Shoulder Towards I	Hawaii Beit Road Shoulder Improvei Kealakaha Bridge	Hawaii Bu Shoulder East Paa	Hawaii Be Various S

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

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)	Kohala Mourtain Road (Route 250) Safety Improvements, MP 7.2 to MP 9.2	Mamalahoa Highway (Route 11) Drainage Improvements at Kawa	Mamalahoa Highway (Route 190) Safety HS20. Improvements, MP 3.9 to MP 6.9
rardous cts Project Description	Scope includes, but is not limited to: Installation of milled rumble strips on centerline and shoulders; high friction surface treatment; curve ahead signs and beacons and chevrons for motorcycle safety; superelevation assessment (to determine treatment) along entire segment; pavement markings; and signing.	Drainage improvements, including the installation of box culverts and raising of the roadway.	Scope includes, but is not limited to: Installation of milled rumble strips on centerline and shoulders; pavement markings; and signing.
Highway Safety Improvement Program Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program or Project and not reault from DOT's Highway Safety Improvement Program or Highway Safety Improvement Program or Mot.	→ = ;= =	z	>
Rockfall Protection Study Yes: Project lentified through DOT's Rockfall Protection Study No: Project did not result from DOT's Rockfall Protection Study	z	z	z
Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financiat incolude other financiat incolude other financiat incolude other financiat incolumns.	n 1		7
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Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	z	z
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HSTP Goals and Objectives Code	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301,

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HSTP Goals and Dischives Code	G101-4, G201-2, G302, G401, G502	G101-4, G201-2, G302, G401, G502
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Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	z
Traffic Signal Warrants Traffic signal project meets the criteria in Traffic signal Warrants	Z	*
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete complete Low: The project has not yet begun	r	Σ
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)	7	
Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or Lounty Safety Improvement Program or Project did not result from DOT's Project will not result from DOT's Pafety Improvement Project will not result from DOT's Project will not result f	>	z
Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	z	z
Project Description	Improve operation, capacity and safety of Queen Kaahumanu Hwy and Kawaihae Road intersection.	Phase 1 includes intersection improvements at Pohakulani, Ainaloa and walani. Phase 2 work includes roadway widening and reconstruction; constructing retaining walls and drainage improvements; street light and traffic signal systems; utility relocations; and installing concrete curbs, gutters, sidewalks, and curb ramps.
Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects	HAWAII : STATE - FHWA Queen Kaahumanu Highway (Route HS25, 19), Intersection Improvements at Kawaihae Road (Route 19)	Kawailani Street (Route 2760) Improvements, Vicinity of Kanoelani Street to Vicinity of Kuhilani Street, Phase 2B
CONGES Projects highway such as: - traffic s - operati		

HSTP Goals and Objectives Code	G101-4, G201-2, G301-2, G401, G502	G101-4, G201-2, G301-2, G401, G502	G101-4, G201-2, G301-2, G401,	G101-4, G201-2, G301-2, G401, G502
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Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun			Σ	, ,
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Congestion Management System Yes: Project identified through a Congestion Management System process Management System process Management System process Highway Safety Improvement Program Yes: Project identified through DOTs Highway Safety Improvement Program or County Safety Improvement Program or Highway Safety Improvement Program or Highway Safety Improvement Program or County Safety Improvement Program or Highway Safety Improvement Program Med: Private industry funding has been Secured High: Private industry funding has been accurred Involvement (i.e. private industry) Med: Planning or Design has already been involvement (i.e. private industry) Involvement (i.e. private industry) Completed Stage Low: The project has not yet begun involvement (i.e. private industry) Completed Comp	z	z	z	z
Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	z	>	>	>
Project Description	Realign and widen roadway on the mauka side, improve shoulders and rock catchment area.	New roadway and/or realignment and extending Daniel K. Inouye Highway from the Kona terminus at Mamalahoa Highway to the Queen Kaahumanu Highway.	Widen and/or realign the existing two-lane highway.	Improve traffic capacity, circulation and safety along Route 130.
MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects	Akoni Pule Hwy (RTE 270) Realignment & Widening at Aamakao Gulch	Daniel K. Inouye Highway Extension	Daniel K. Inouye Highway (Route 200) Improvements, Phase 2D: East Side Grade & Pave, MP 6 to 11; West Side, MP 42 to Mamalahoa Hwy	Keaau-Pahoa Road (Route 130) Improvements, Keaau to Pahoa, Improve traffic ca Phase 1 - Keaau Bypass to Pahoa-along Route 130. Kapoho Road
Projects highway - new high capacity) - second - ITS projects	HS1.	HS23.	HS24.	HS14.

Hawaii

HSTP Goals and Objectives Code	G101-4, G201-2, G301-2, G401, G502	G101-4, G201-2, G301-2, G401,	G101-4, G201-2, G301-2, G401, G502	G101-4, G201-2, G301-2, G401, G502		G101-4, G201-2, G301-2, G401, G502
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Mandated Communicipal State, or municipal laws, regulations or codes?	z	z	z	z		Z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	>	>	>		Z
Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants	Z	z	>-	+		z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	M	٦		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Σ
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)		1	1	-		
Congestion Management System Yes: Project identified through a Congestion Management System process Management System process Management System process Program Yes: Project did not result from a Congestion Highway Safety Improvement Program County Safety Improvement Program Highway Safety Improvement Program or Secund Med: Project did not result from DOT's Highway Safety Improvement Program or Highs: Private industry funding has been Secund Anoi: Project of Design is already been Involvement (i.e. private industry) Project Stage Low: Does not include other financial involvement (i.e. private industry) Med: Planning or Design is almost completed Completed Completed Capp Closure? Gap Closure? Gap Closure? Gap Closure? Managing links in a route? Managing links in a route? Managted Hequired by federal, state, or municipal	>	z	z	z		z
Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	>	*	>	>		* <u>*</u>
MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects	Reconstructing and widening the existing shoulder and constructing new shoulders on the inbound side of the highway.	Extension of Kealakehe Pkwy to match the existing section. Includes pavement markings, signs, drainage, guardrails and other miscellaneous work.	Widen and realign Puainako Street from 2 to 4 lanes. Improvements also include installing traffic signals, signs, pavement markings, hwy lighting, guardrails, and sidewalks.	Widen and realign Puainako Street from 2 to 4 lanes. Improvements also include installing traffic signals, signs, pavement markings, hwy lighting, guardrails, and sidewalks.		Design and ROW funds are for the entire project from Queen Kaahumanu Hwy, just south of Kona Hillcrest Subdivision to Alii Dr. Kamehameha III Rd (Route 185) to near the Keauhou Shopping Ctr. Construct 4.5 Queen Kaahumanu Hwy (Route Construction funding is available. Logical termini will be determined for each phase In the design phase.
MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects	Keaau-Pahoa Road (Route 130) Shoulder Lane Conversion, Phase 2: Shower Drive Intersection Improvements	Kealakehe Parkway Extension (Route 197), Keanalehu Drive to Kealakaa Street	Puainako St (Rte 2000) Widening and Realignement, Kanoelehua Ave (Rte 11) to Komohana St (Rte 1940), Phase 1 - Kawili (Rte 2770) to Kilauea (Rte 1920) Kanoelehua Ave (Rte 11)	Puainako St (Rte 2000) Widening and Realignement, Kanoelehua Ave (Rte 11) to Komohana St (Rte 1940), Phase 2 - Komohana to Kawili (Rte 2770)	COUNTY OF HAWAII - FHWA	Alii Highway (Route 1110), Kamehameha III Rd (Route 185) to Queen Kaahumanu Hwy (Route 19)
MODE Projects i highway i new hig a videnin capacity) Second - ITS proj	HS15.	HS16.	HS22.	HS22. /		HC2.

	HSTP Goals and Objectives Code	G101-4, G201-2, G301-2, G401,	G101-4, G201-2, G301-2, G401, G502
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P.pdf	Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	z
118-ST	Gap Closure? Does this project close a gap or connect missing links in a route?	z	Z
0722-15	Traffic Signal Warrants Traffic signal project meets the criteria in Traffic Signal Warrants	z	Z
les/2014/04/14	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun		
gov/highways/fi	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)	٦	_
8(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Highway Safety Improvement Program Yes: Project identified through DOTs Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOTs Highway Safety Improvement Program or	z	z
P document:	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	>	>
nancially Constrained FFY 15-18(+2) STI	Project Description	Widening of a 1.1 mile section of Kuakini Hwy from Hualalai Road and the proposed Alii Widening, Phase II, Hualalai Road Highway. Construction costs for Phase 2 are estimated at \$45 million. The project will need to be phased due to our limited annual allotment of federal funds.	To widen and provide left-tum pockets for thirteen (13) intersections along the Mamalahoa Highway; and related roadway improvements, including approach/taper lane widening and adjustments.
Click here to access the Proposed Financially Constrained FFY 15-1	MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects	Kuakini Highway (Route 1100) Widening, Phase II, Hualalai Road (Route 188) to Proposed Alii Highway (Route 1110)	Mamalahoa Highway (Route 19) Widening (Mudlane to Mana Road)
Click	Proj high high high - neu - wic capic capic - sec - sec - 1TS	HG5.	HC6.

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	HSTP Goals and Objectives Code		G101-3, G201, G301-2, G401-2, G502		G1014, G201-2, G301-2, G401-2, G502
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Pod	Mandated? Required by federal, state, or municipal laws, regulations or codes?	100	z	State of the last	z
15-18-ST	Gap Closure? Does this project close a gap or connect Insering links in a route?		Z		z
72014/04/140722	Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Complete				7 7
vs/files	anticipated Low: Does not include other financial involvement (i.e. private industry)	9 1		i mari	
iahwa	secured secured barvate industry funding is				1
i.gov/	Cost Participation High: Private industry funding has been		E.		
http://hidot.hawai	Hawaii Statewide Enhancement Program Is the project classified as "Potentially Fundable" for use of Transpontation Enhancement funds by the Hawaii Procedures for TE Projects?		Z		Z
strained FFY 15-18(+2) STIP document:	Project Description		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.		Provide roadway improvements to include bike lanes and pedestrian walkways along Waianuenue Avenue from Rainbow Drive to Akolea Road.
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highwavs/files/2014/04/140722-15-18-STIP nef	ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects	HAWAII: STATE - FHWA	National Recreational Trails Program - Hawaii (DLNR)	COUNTY OF HAWAII - FHWA	Waianuenue Avenue (Route 2720) Improvments, It Rainbow Drive to Akolea Road
Click	Tran - biku - lanv - ped		HS21.	and the same of	HC7.

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

HSTP Goals and Objectives Code		G101-3, G201-2, G301-2, G401	G101-3, G201-2, G301-2, G401
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Local Match Possible in Years 2, 3 or 4 Budget		>	>
Local Match in Year 1		· · · >	>
Mew Transit Service		>	>
Does it enhance Does it enhance safety/security of passengers and the system and enhances service quality level?		*	>
Enhances Safety and			
Enhances Hub-and-Spoke System Does it enhance system performance through implementation of hub-and- spoke system?		*	>
Completes Multi-Phase Project Poes it complete a multi-phasele a multi-phasele project that has started?		*	>
matey S puitsits and sing Mishing System each of the surface of t		>	>
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf Transit-related projects, such as: Such as: - Preventative maintenance - Bus replacements - Transit centers - Transit service - Bus radios - New transit service - Local Match in Year 1 - Indemocration - Local Match in Year 1 - Local Match in Y	FTA	Purchase buses and operate bus transit facilities.	Operate public transit system.
TRANSIT PROJECTS TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service	COUNTY OF HAWAII - I	HC8. Bus and Bus Facility	Rural Transportation Program
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H-High, M-Medium, L-Low, N/A-Not Applicable, Y-Yes, N-No, Proj.-Project Number, Obj.-Objective Number

HSTP Goals and Objectives Code	G101-3, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301	G101-2, G201-2, G301
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Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	# # # *	Σ	Σ	Σ
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)				= 1
Pavement Management Programs Yes: Project Identitied 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 Pavement Management System, Honolulu's Roadway Pavement Condition Survey or Other pavement condition Survey or		z	z	z
Bridge Assessment and Replacement Programs Yea: 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 Inspection & Appraisal process or other bridge programming system	>	>	z	z
Project Description	System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. The specific projects listed represent backup items or potential projects to be federally funded in the event federal monies become available.	Replacement of a concrete T-beam bridge on Honoapilani Hwy in the vicinity of Honolua Bay.	Shoreline protection for approximately 1000 feet of Highway on the west side of Hekiii Point.	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
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)	Bridge and Pavement Improvement Program, Maui	Honoapiilani Highway (Route 30), Bridge Replacement, Honolua Bridge	Honoapiilani Highway (Route 30), Shoreline Improvements, Vicinity of Olowalu	Kahului Beach Road (Route 3400), Shoreline Protection, Kahului Bay (#1)
Projects i investme - paveme - bridge p - street lij - raffic si - raffic si	MS1. R	MS5.	MS8.	MS9.

HSTP Goals and Objectives Code	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201, G301	G101-2, G201-2	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401
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Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	z	z	>	z	z	z
Gap Closure? Does this project close a gap or connect missing links in a route?	_ z	z	Z	z	z	z	Z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete and or Design is almost complete Low: The project has not yet begun		7	Σ	Σ	l.	٦	1
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)		7 100		1	1533 1	7	7
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Bridge Assessment and Bridge Assessment Applacement Programs Yes: Project identified through DOT's Bridge Replacement Program, Hondutu's Bridge Inspection & Appraisal process or other Dridge programming system No: Project did not result from DOT's Bridge Replacement Program, Hondulu's Bridge Replacement Program, Hondulu's Bridge Inspection & Appraisal process or other Inspection & Appraisal process or other	>	>	z	Α 1111	>	٨	>
Project Description	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.	Construct a temporary bypass road; constructing a new bridge; then removing the temporary bypass road.	Resurface pavement on Baldwin Avenue from Makawao Ave. to Haliimaile Road. Improvements include pavement striping and marking, signage and utility adjustments. Approx length = 2.0 miles	Inspection of county-maintained bridges as required by FHWA.	The scope of work involves constructing a new bridge mauka of the existing bridge and providing limited repairs to maintain the existing bridge in place.	Repair existing steel bridge. Construct roadway improvements at both approaches.	The scope of work involves constructing a temporary bypass road; repairing the existing bridge; then removing the temporary bypass road.
SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)	Kamehameha V Highway (Route 450), Bridge Replacement, Makakupaia Stream Bridge	Alaalaua Bridge Replacement, Hana Highway (Route 3700), MP 33.80	Baldwin Avenue (RTE 390) Resurfacing, Phase 2, Haliimaile Road to Hana Hwy	Bridge Inspection and Appraisal	Hahalawe Bridge Replacement, Hana Highway (Route 3700), MP 31.05	MC858 (Route 3200), MP 2	Kahakuloa Bridge Replacement, Kahekili Highway (Route 340), MP 9.27
S diffice and de la constant de la c	MS15.	~ ~	MC2. B	MC3. B	MC6. (f	<u> </u>	x T

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

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

HSTP Goals and Objectives Code	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301, G401	G101-2, G201-2, G301, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301, G401
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Nandate or municipal State, or municipal Required by federal, state, or codes?	z	z	z	z	Z	z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	z	z	z	z	z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complet Low: The project has not yet begun	1	Σ		Σ	17	Σ
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)	ľ		-1			
Paverment Management Programs Yes: Project identitied through DOT's Pavement Management System, Honolutu Roadway Pavement Condition Survey or other pavement exelutation system No: Project did not result from DOT's Pavement Management System, Honolulu' Roadway Pavement Condition Survey or Roadway Pavement Condition Survey or	Z	z	>	*	Z	**************************************
Pridge Assessment and Replacement Programs Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Replacement Program, Honolulu's Bridge Projemming system No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other Inspection & Appraisal process or other Inspection Bridge In	>	*	z	z	>	z
Project Description	Replace existing concrete bridge. Construct roadway improvements at both approaches.	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	The proposed scope of work for this project consists of pavement resurfacing, reconstructing existing curb ramps and sidewalks to be ADA compliant, replacing existing signs, pavement markings and striping.	Proposed scope of work consists of pavement reconstruction, installing 4 feet wide paved shoulders, reconstructing existing curb ramps and sidewalks to be ADA compliant, installing 5 foot wide sidewalks to provide a continuous accessible route, utility adjustments, replacing existing signs, pavement markings and striping.	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	The proposed scope of work for this project consists of pavement reconstruction, reconstructing existing curb ramps to be ADA compliant, utility adjustments, replacing existing signs,
Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)	Kahana Nui Bridge Replacement (Lower Honoapiilani Road - Route 3080), MP 2.40	Kahawaiokapia Bridge Replacement, Hana Highway (Route 3700), MP 36.61	Kanaloa Avenue (Route 3420, MP O-MP 0.9), Mahalani Street / Maui Lani Parkway / Waiinu Road (Route 3231, MP 0-MP 1.18) Resurfacing, Kahului Beach Road (Route 3400) to Waiale Road (Route 3180)	Proposed scope of work consists of pavement reconstruction, installing kokomo Road (Route 366, MP 3.9-MP 3.1) MC14, 366) to MP 3.1 and Makawao Avenue (Route 366) to MP 3.2-MP 2.4) Pavement Reconstruction, sidewalks to provide a continuous Piliholo Road to Kokomo Road (Route 366) Proposed scope of work consists capacitation, installing 5 foot will accessible route, utility adjustment replacing existing signs, pavement markings and striping.	Koukouai Bridge Modifications, Piilani Highway (Route 3700), MP 28.59	Kuikahi Drive (Route 3210, MP 1-MP 0.2) Pavement Rehabilitation, Kualau Street to Honoapiliani Highway (Route 30)
Projects t investme - paveme - bridge p - drainag - street lig - traffic si - roadway capacity) - Intellige	MC10.	MC11.	MC12. F	4.5.2.7	MC15.	MC16

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

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

HSTP Goals and Objectives Code	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-4, G201-2, G301-2, G401	G101-2, G201-2, G301, G401	G101-2, G201-2, G301, G401	G101-2, G201-2, G301, G401
Listed in Begional Transportational Plans	z	z	z	z	z	z
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Mandated? Required by federal, state, or municipal laws, regulations or codes?	Z	z	z	z	Z	z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	z	Z,	z	z	z
Bridge Assessment and Replacement Programs Yes: Project identified through DOT's Bridge Resident Programs Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system No: Project did not result from DOT's Bridge Inspection & Appraisal process or other Inspection & Appraisal process or other bridge programming system. Pavement Management Programs Postement Management Programs Postement Management System, Honolulu's Bridge or other pavement devaluation system Roadway Pavement Condition Survey or other pavement availuation system Roadway Pavement Condition Survey or other pavement availuation system Roadway Pavement Condition Survey or other pavement availuation system Roadway Pavement System, Honolulu's Project did not result from DOT's other pavement system Roadway Pavement System, Honolulu's Other pavement availuation system Roadway Pavement System, Honolulu's other pavement availuation system Roadway Pavement System, High: Private industry funding is anticipated or becured involvement in or include other financial involvement or include standing is anticipated completed involvement or Design has altready been completed completed in Med: Planning or Design is almost completed Med: Planning or Design is almost completed med: The project has not yet begun	L	- J	Σ		. J	I
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)	T F	2 II.		Guille II	7	7
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Bridge Assessment and Replacement Programs Pes: 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 Inspection & Appraisal Process & Appraisal Proce	>	>	Α	Z	z	z
Project Description	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	Replace or repair existing concrete bridge. Construct roadway improvements at both approaches.	Road widening, curb, gutter, sidewalk/paved shoulder, and drainage improvements. Replace Kahanahui Bridge. Approximately 1.50 miles.	The proposed scope of work for this project consists of pavement rehabilitation, reconstructing existing curb ramps and sidewalks to be ADA compliant, replacing existing signs, pavement markings and striping.	The proposed scope of work for this project consists of pavement resurfacing, reconstructing existing curb ramps and sidewalks to be ADA compliant, replacing existing signs, pavement markings and striping.	Resurface pavement on Old Haleakala Highway from Aeloa Road to Makawao Avenue and on Makani Road from Old Haleakala Bypass. Including pavement striping and marking and utility adjustmentis. Total length is 1.7 miles.
SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - drainage projects - straeft light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)	Kulanihakoi Bridge Replacement, South Kihei Road (Route 3100), MP 1.40	Lelekea Bridge Replacement, Pillani Hana. Highway (Route 3700 360), MP 27.23	Lower Honoapiilani Road (Route 3080, MP 2- sidewalk/paved shoulder, and drainage MP 3.4) Improvements, Phase IV, Hoohui Road improvements. Replace Kahanahui to Napiilhau Road (Route 3090) Bridge. Approximately 1.50 miles.	Lower Honoapiilani Road (Route 3080, MP 0-MC20. MP 2) Pavement Rehabilitation, Honoapiilani Highway (Route 30) to Hoohui Road	Lower Main Street (Route 3830, MP 2.0-MP MC21. 1.4) Resurfacing, Kahului Beach Road (Route 3400) to Haia Place	Old Haleakala Hwy (Rte 367) and Makani Rd MC40. (Rte 3630) Resurfacing, Aeloa Rd - Makawao Ave & Old Haleakala Hwy to Haleakala Bypass
SYST SYST Projects t investmen paveme - bridge p - drainag - street lig - traffic si - traffic si - traffic si - indeninge - intellige	MC17.	18.	MC19. N	20.	21. 1	- 05 - 0 ⊆ 4

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	HSTP Goals and Objectives Code	G101-2, G201-2, G301, G401	G101-2, G201-2, G301, G401	G101-2, G201-2, G301, G401
	Listed in Regional Transportational Plans	z	z	z
	Factors at least one MAP-21 Factor?	>	>	>
	Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	z	z
3	Gap Closure? Does this project close a gap or connect missing links in a route?	z	z	Z
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140722-15-18-STI	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)	ľ	-	_
ov/highways/files/2014/04/1	Yes: Project identified from the Programs Yes: Project identified through DCTs Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system Uo: Project did not result from DCTs Project did not result from DCTs Proyement Management System, Honolulu's Roadway Pavement Condition Survey or Roadway Pavement Condition Survey or Gadway Pavement Condition Survey or Gadway Pavement Condition Survey or other pavement evaluation system	>	>	*
ent: http://hidot.hawaii.g	Bridge Assessment and Applacement 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 Inspection & Appraisal process or other bridge program, Honolulu's Bridge Inspection & Appraisal process or other Inspection & Appraisal process or other bridge programming system	z	Z	z
Instrained FFY 15-18(+2) STIP docum	Project Description	The proposed scope of work for this project consists of pavement reconstruction, installing 4 feet wide paved shoulders, reconstructing axisting curb ramps and sidewalks to be ADA compliant, utility adjustments, replacing existing signs, pavement markings and striping.	The scope of work involves reconstructing designated sections of the existing roadway pavement; resurfacing the remaining areas of roadway pavement; adjusting existing manholes, valves, and street monuments; providing pavement striping and markings; and replacing existing signage.	The scope of work involves resurfacing the existing roadway pavement; adjusting existing manholes, valves, and street monuments; providing pavement striping and markings; and replacing existing signage.
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)	Onehee Avenue (Route 3960, MP 0.66-MP0) Pavement Rehabilitation, and Kea Street (Route 3970, MP 0.6-MP 0) Reconstruction, Papa Avenue (Route 3910) to Wakea Avenue (Route 3920)	Pavement Rehabilitation, Various Roads, South Maui: Kulanihakoi Street (Route 3175), MP 0-MP 0.5 Waipuilani Road (Route 3170), MP 0-MP 0.6 Lipoa Road (Route 3160), MP 0-MP 0.6 and Welakahao Road (Route 3150), MP 0-MP 6.58 From South Kihei Road (Route 3100) to Pillani Highway (Route 31)	Piikea Avenue (Route 3165, MP 0-MP 0.6) th MC32. Resurfacing, South Kihei Road (Route 3100) to Piilani Highway (Route 31) a
Click	Projects investme - paveme - paveme - bridge for drainage - street light - traffic sign - coadwar capacity) - Intellige	MC28.	MC31.	MC32.

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HSTP Goals and Objectives Code	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401
Listed in Regional analy Isnoipshopshopshopshopshopshopshopshopshopsho	z	z	Z	z
FS-9AM en least one MAP-21 Pactor?	>	>	>	>
Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	z	z	z
Gap Ciosure? Does this project close a gap or connect missing links in a route?	z	z	z	Z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	J	-	Σ	
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)	-	٦ ا	1	
Rockfall Protection Study Yes: Project identified through DOT's Rockfall Protection Study No: Project did not result from DOT's Rockfall Protection Study	z	Z	z	z
Highway Safety Improvement Program Yes: Projeca di through DOT's Highway Safety Improvement Program or Mourty Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program Oo: Project did not result from DOT's	z	*	z	z
High-sy Safety Improvement Program County Safety Improvement Program Ves: Project identified through DOT's Highway Safety Improvement Program County Safety Improvement Program County Safety Improvement Program of County Safety Improvement Program of Highway Safety Improvement Program of County Safety Improvement Program of County Safety Improvement Program of Highway Safety Improvement Program of County Safety Improvement Program of County Safety Improvement Program of Highway Safety Improvement Program of County Safety Improvement Program of County Safety Improvement Program of Highway Safety Improvement Program of Project identified through DOT's Highway Safety Improvement Program of Protection Study No: Project identified through DOT's Rockfall Protection Study Improvement Project Individual Protection Study Improvement Project Individual Project Stage Does this project has not yet begun complete Casp Closure? Gap Closure? Gap Closure? Gap Closure?	Improve guardrails and shoulders at various locations.	Scope includes, but is not limited to: Installation of milled rumble strips on centerline and shoulders; pavement markings; and signing.	Improve guardrail and shoulders.	Construction of new metal guardrails and guardrail end treatments, and upgrades to existing traffic signage and markings. This is a continuous improvement program.
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)	Guardrail and Shoulder Improvement Program at Improve guardrails and Various Locations, Maui, Parts 4-& 2, 3 & 4 locations.	ni Highway (Route 30), Safety ints, Ukumehame to Olowalu		GUARTY OF MAUL - FHWA Guardrail and Shoulder Improvements, Various Locations, Phase 1 - Halimaile Road (Route 371), Haleakala Highway (Route 37) to Baldwin Ave (Route 390) MP 0-MP 2.62 & Phase 2
Proje sites - gue - roc - stre - em	MS2.	MS7.	MS14.	MC5.

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

HSTP Goals and Objectives Code	G101-4, G201-2, G302, G401, G502	G101-4, G201-2, G302, G401, G502	G101-4, G201-2, G302, G401,	G101-4, G201-2, G302, G401, G502	G101-4, G201-2, G302, G401,
Listed in Regional Enaly lanoitatroqenar	z	z	z	z	z
Factorses at least one MAP-21 Stockors	: :: ≻	, >	>	>	>
Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	z	z	z	Z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	Z	Z	Z	z
Traffic Signal Warrants Traffic signal peropers the criteria in Traffic Signal Warrants	z	>	z	>	z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun		٦		:: 13.7 :- 13.7	-1 (§
Coat 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)		٦	= 1	- B	-
Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program or Highway Safety Improvement Program or County Safety Improvement Program or	Z	z	z	z	z
Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	z	Z	z	z	z
Program Congestion Management System Yes: Project identified through a secured Congestion Management System process Congestion Management System process Congestion Management System process We: Project identified through a process Congestion Management System process Wes: Project identified through DOT's project identified through a process Congestion Management System process Wes: Project identified through DOT's project identified through a secured Congestion Management System process Wes: Project identified through been been been been been been been bee	The project will upgrade eight (8) existing signalized intersections within Kahului. Upgrades include new wining, signal displays, signal hardware and software, replacing mast arms and signal poles (where needed), revising signal timing, and curb ramp upgrades.	Construct traffic signal improvements at the intersection of Mill Street and Irni Kala Street.	Upgrade existing traffic signal system at the intersection of Old Haleakala Highway and Pukalani Street. Other work will include the implementation of the flashing yellow arrow tor the permitted left turn movement onto Pukalani Street, new wiring, signal displays, signal hardware and software, replacing mast arms and signal poles (where needed), revising signal timing, and curb ramp upgrades.	Project will explore and consider alternatives to intersection control while remaining sensitive to the surrounding residential area.	This project will upgrade the existing traffic signal at the intersection of Papalaua Street and Wainee Street. Upgrades include new wiring, signal displays, signal hardware and software, replacing mast arms and signal poles (where needed), revising signal timing, and curb ramp upgrades.
Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - Operational improvement projects	Central Maui Traffic Signal Upgrades	Mill Street (Route 3840) Traffic Signal at Imi Kala Street	Old Haleakala Highway (Route 367, MP i 0.85-MP 0.95) Traffic Signal Upgrade at Pukalani Street (Route 3620, MP 0-MP 0.05)	Papa Avenue (Route 3910) Traffic Signals at Hina Avenue (Route 3930)	Papalaua Street (Rte 3020, MP 0.13- MP 0.17) Traffic Signal Upgrade at Wainee Street (Route 3015, MP 0.3-MP 0.34)
Projects highway such as: - traffic s - operati	MQ4.	MC23.	MC27. F	MC29. F	MC30. N

Objectives Code	G101-4, G201-2, G302, G401, G502	G101.4, G201.2, G302, G401, G502
Transportational Plans HSTP Goals and		
Listed in Regional	Z	z
Addresses at least one MAP-21	>	>
Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	z
Traffic Signal Warrantz Traffic Signal Warrantz Traffic Signal Warrantz Traffic Signal Warrantz	>	>
High: Planning or Design has already been completed Med: Planning or Design has already been completed complete		_
High: Private industry funding has been secured secured secured services brivate industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry)	- E	
Congestion Management System Yes: Project dentified through a No: Project dentified through a Tongestion Management System process No: Project did not result from a Highway Safety Improvement Program or High: Private industry funding has been Secured Low: Does not include other financial involvement (i.e. private industry) High: Private industry funding has been secured Low: Does not include other financial involvement (i.e. private industry) High: Private industry funding has been Secured County Safety Improvement Program High: Private industry funding has been completed completed completed completed Completed has not vertex financial involvement financial warrants Completed Completed has not vertex financial Completed has not vertex financial Traffic Signal Warrants Traffic Signal Warrants Traffic Signal Warrants Traffic Signal Warrants Completed Completed has not connect the project close a gap or connect	z	z
Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	Z	z
Project Description	This project proposes to install a traffic signal at the intersection of Waiale Road and Wainu Road as identified in earlier warrant studies however, other alternatives will be evaluated and considered along with TSM alternatives. Other improvements to be included are roadway widening on Waiale Road to accommodate a left turn lane.	This project will upgrade the existing traffic signal at the intersection of Wakea Avenue and Kamehameha Avenue. Other improvements include bike lane continuation, ADA curb ramp upgrades, and roadway widening to accommodate turn lanes on Kamehameha Avenue.
Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - ITS projects	WG33. Signals at Waiinu Road	Wakea Ave. (RTE 3920) and MC35. Kamehameha Avenue (RTE 3940) Traffic Signal Upgrade
CONGES CONGES CONGES Projects highway such as: - traffic s - operation - opera	MC33.	MC35.
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Prc high cap - se	MS4.	MS6.	MS6.	MS12.
MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects	Hana Highway (Route 36) Widening, Kaahumanu Avenue (Route 32) to Vicinity of Airport Access Road			Paia Bypass Road (Paia Alternative Route, Vicinity of Spreckelsville to Vicinity of Hookipa Park)
Project Description	Widen Hana Highway.	Honoapiilani Highway (Route 30) Realignment, Phase 1B2, Hokiokio Continuation of Lahaina Bypass from Hokiokio Place to Relocated Southern Place to Relocated Southern Terminus. Terminus	Honoapillani Highway (Route 30) Widening and/or Realignment, Phase IC, Keawe Street Extension Street Extension to Kaanapali Connector.	Plans for alternative traffic improvements in the vicinity of Paia town.
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 Program Yea: Project identified through DOT's Highway Safety Improvement Program or Mo: Project did not result from DOT's Highway Safety Improvement Program or Mo: Project did not result from DOT's Mo: Project did not result from DOT's Project did not program or Project did not program or DOT's Project did not project did n	Z	z	z	z
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)		1	7	1
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Σ		Σ	1
Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants SexuaciD Gee	z	z	z	Z
Cap Closure? Does this project close a gap or connect missing links in a route? Mandated?	z	z ≻	z ≻	z
Required by federal, state, or municipal laws, regulations or codes? Addresses at least one MP-21			>	>
Planning Factor? Listed in Regional	>	>	>	> t t
Transportational Plans HSTP Goals and Objectives Code	G101-4, G201-2, G301-2, G401, G502	G101-4, G201-2, G301-2, G401, G502	G101-4, G201-2, G301-2, G401, G502	G101-4, G201-2, G301-2, G401,

Maui -

MODERNIZ Projects that a highway syste - new highway syste capacity) - second acce - ITS projects	Puun Impra MS13. Aven High 1.09	MS16. (Rou	North MC25. (Rour Kaon
MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects	Puunene Avenue (Rte 3500) Improvements, Kaahumanu Avenue (Rte 32) to Kuihelani Highway (Route 380), MP 0.46 to 1.09	Kihei-Upcountry Maui Highway (Route 374), Phase 1A	North-South Collector Road (Route 3115, MP 1.21-MP 1.99), Kaonoulu Street to Namauu Place
Project Description	Widen Puunene Ave. from Kaahumanu Ave. to Kuihelani Hwy. Improvement to bike lanes coulbe included where feasible.	This project will initially be a two-lane facility without a median. The full build-out will be a four-lane facility with a median. The right-of-way for the future four-lane facility will be acquired. It will connect the Kihei-Makena area with Upcountry Maui. The terminus points are Haleakala Highway at the Upcountry Maui end and Pillani Highway at the Kihei-Makena end.	The proposed scope of work consists of the construction of a new 2-lane roadway with a separated greenway to accommodate pedestrians and bicyclists. New concrete curb and gutters, traffic signage and markings, and street lighting will also be part of the construction.
Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	>	z	z
Congestion Management System Yes: Project identified through a Congestion No: Project identified through a Congestion Management System process Highway Safety Improvement Highway Safety Improvement Program County Safety Improvement Program County Safety Improvement Program Highway Safety Improvement Program County Safety Improvement Program or Highway Safety Improvement Program or County Safety Improvement Program or Highs: Private industry funding has been County Safety Improvement Program or Highs: Private industry funding has been Doest private industry funding has been Involvement (i.e. private industry) Project Stage Low: Does not include other financial involvement (i.e. private industry) Project Stage Low: Does not include other financial involvement (i.e. private industry) Project Stage Low: The project meets the criteria in Completed Completed Low: The project does a gap or connect missing links in a route? Gas Closure? Mandated? Required by federal, state, or municipal	z	Z	Z
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Gap Closure? Does this project close a gap or connect missing links in a route? Mandated? Required by federal, state, or municipal	z	z	z >
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Planning Factor? Listed in Regional Transportational Plans	>	>	>
HSTP Goals and Objectives Code	G101-4, G201-2, G301-2, G401, G502	G101-4, G201-2, G301-2, G401,	G101-4, G201-2, G301-2, G401, G502

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http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	Highway Safety Improvement Program Yes: Project identified through DOTs Highway Safety Improvement Program or County Safety Improvement Program or Highway Safety Improvement Program Oo: Project did not result from DOTs Highway Safety Improvement Program or	z
STIP document:	Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process	z
Click nere to access the Proposed Financially Constrained FFY 15-18(+2) STIR	Project Description	Construct a two lane major collector road including separated multi-use path. Project will also construct three bridge/stream crossings.
Click nere to access the Proposed I	MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects	North-South Collector Road MC26. (Route 3115, MP 2.73-MP 3.86), Lokelani School to Auhana Road

HSTP Goals and Objectives Code	G101-4, G201-2, G301-2, G401-2, G502
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Mandated? Required by federal, state, or municipal laws, regulations or codes?	z
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Hawaii Statewide Enhancement Program Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects?	>
Project Description	Construct bikepath on beach reserve, from Kulanihakoi Street to Waipuilani State Park. Approximately 0.5 miles.
Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects	MC34. Waipuilani Bikepath

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

HSTP Goals and Objectives Code	G101-4, G201-2, G301-2, G401-2, G502	G101-3, G201, G301-2, G401-2, G502		G101-4, G201-2, G301-2, G401-2,	G101-4, G201-2, G301-2, G401-2,	G101-4, G201-2, G301-2, G401-2, G502
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Hawaii Statewide Enhancement Program Program Program Is the project classified as "Potentially Tendent funds by the Hawaii Procedures for TE Projects? High: Private industry funding has been secured and include other financial involvement (i.e. private industry) Low: Does not include other financial involvement (i.e. private industry) High: Planning or Design has already been completed completed involvement (i.e. private industry) Med: Planning or Design has already been completed completed involvement (i.e. private industry) Casp Closure? Casp Closure? Does this project close a gap or complete in a not yet begun connect missing links in a route? Mandated?	Beautification of the main corridor between Kahului and Wailuku to include landscape and irrigation.	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.		The proposed scope of work for this project consists of the construction of a new 10 ft. wide multi-use path to accommodate pedestrians and bicyclists. Striping, signage & markings, landscaping, and path lighting will also be part of the construction.	Construct sidewalk improvements to provide a clear separation between travel lanes and pedestrians. Project will also review traffic operations and make recommendations to improve traffic flow through the Makawao-Makani intersection.	An asphalt shared-use path will be constructed between Spreckelsville and Baldwin Park. The project will cross Kailua Stream and parallel Hana Highway.
ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects	Highway (Route 36)/ Kaahumanu Ave. e 32) Beautification Dairy Road (Route 380) nioa Overpass	National Recreational Trails Program - Maui (DLNR)	COUNTY OF MAUI - FHWA	Kihei Bikeway, Phase 2, Liloa Drive (Route 3115, MC13. MP 1.39-MP 1.49), Lipoa Street (Route 3160) to Halekuai Street	Makawao Avenue (Route 365, MP 1.5-MP 1.7) - Makani Road (Route 3630, MP 1.4-MP 1.6) Improvements, Phase I - Eddie Tam Gymnasium to Kalama Intermediate School	North Shore Greenway, Phase IV, Hana Highway MC24. (Route 36, MP 5.28-MP 6.11) from Ulupua Street to Baldwin Park
Trans - bike - lanc	MS3.	MS10.		MC13.	MC22.	MC24.

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

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cument	Human Services Transportation Plan		>
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pd	Project Description	COUNTY OF MAUI - FTA	Transportation Enhanced Mobility of Seniors and Individuals with Disabilities MC39. Assistance for Elderly (Section 5310 - Urban) Funds from program will be utilized and Disabled for the purchase of buses for the program audience.
ere to access the Pro	HUMAN SERVICES TRANSPORTATION PROGRAMS		Transportation Assistance for Elderly and Disabled
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DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: FINANCIALLY CONSTRAINED FFY 2011 THRU 2014 (FFY 2015-2016 Informative Only)

HSTP Goals and Objectives Code	G101-3, G201-2, G301-2, G401	G101-3, G201-2, G301-2, G401	G101-2, G201-2, G301-2
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Local Match Possible in Years 2, 3 or 4 Budget	>	>	>
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New Transit Service Local Match in Year 1	>	>	z
Enhances Safety and Security Does it enhance safety/security of passengers and the system and enhances service quality level?	>	>	>
Enhances Hub-and-Spoke System Does it enhance system performance through implementation of hub-and- spoke system?	>	>	z
Completes Multi-Phase Project Does it complete a multi-phase project that has started?	>	>	z
Maintaina Existing System Does it maintain and operate existing fixed route bus and complementary paratranait	>	>	>
Project Description	Purchase buses and operate bus transit facilities.	Operate public transit system.	Capital purchases, operating costs and planning
Transit related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service	MC36. (Rural)	MC37. Rural Transportation C	MC38. Kahului

HSTP Goals and Objectives Code	G101-3, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301, G401	G101-2, G201-2, G301-2, G401
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SYSTEM PRESERVATION Projects that upgrade and profest that upgrade and profest infrastructure investment tresurfacing profest infrastructure and projects infrastructure in	System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. The specific projects listed represent backup items or potential projects to be federally funded in the event federal monies become available.	Strengthen/widen existing Nawilwill Bridge. Implement drainage improvements and safety improvements including new signing and striping and guardrails. Improve roadway approach to the bridge.	Repair/rehabilitate bridge 7E on Kaumualii Highway update to current bridge standards.	Repair existing bridge substructure, incluiding the initiation of scour prevention measures to improve bridge footings.
SYSTEM PRESERVATION Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)	Bridge and Pavement Improvement Program, Kauai	Kapule Highway / Rice Street / Waapa (Route 51) Road Improvements and Nawiliwili Bridge Replacement	Kaumualii Highway (Route 150), Bridge Rehabilitation, 1811	Kaumualii Highway (Route 150), Bridge Rehabilitation, i Hanapepe Bridge
Projects protect in investme investme projects projects - bridge - draing - street if projects - traffic s - roadwa (no addiff - Intellige System (KS1.	KS3.	KS4.	KS5.

HSTP Goals and Objectives Code	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401	G101-2, G201-2, G301-2, G401
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Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	Σ	Σ	
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Project Description	Rehabilitation of concrete T-girder bridge on Kaumualii Hwy in the vicinity of Omao Road.	Kuhio Highway (Route 56), Replacement of a multi-T beam reinforced Bridge Replacement, concrete girder on Kuhio Hwy in the Kapaia Bridge	Kuhio Highway (Route 560), Bridge Rehabilitation, Waioli, Waipa, and Waikoko Stream Bridges
SYSTEM PRESERVATION Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - raffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)	Kaumualii Highway (Route 50), Bridge Rehabilitation, Omao Bridge	Kuhio Highway (Route 56), Bridge Replacement, Kapaia Bridge	Kuhio Highway (Route 560), Bridge Rehabilitation, Waioli, Waipa, and Waikoko Stream Bridges
Projects Projects protect in investme - paveme projects - bridge - drainag - street lip projects - traffic s - roadwa (no addition additional additiona	KS5.	KS8.	KS9.

HSTP Goals and books Sode	G101-2, G201-2, G301	G101-2, G201-2	G101-2, G201-2, G301, G401	G101-2, G201-2, G301-2, G401
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Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e.		7	eme	
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Pridge Assessment and Replacement Programs Yes: Project identified through DOT's Bridge Peptacement Program, Honolulu's Bridge Inspection is Appraisal process or other bridge programming System No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection is	Z	z	z	>
Project Description	Slope stabilization including clearing trees, removing loose rocks, installing rock anchors and installing shielding for motorists.	A Inspection of various bridges throughout the County. FHWA Requirement.	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.	Repair or rehabilitate and strengthen the existing Opaekaa Stream Bridge by construction of new concrete abutments, concrete planks, and concrete deck; installation of a new bridge rails; and restoration of existing steel truss members.
Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - traffic sign projects - traffic	Kuhio Highway (Route 56) Emergency Slope Stabilization, Kalihiwai Bridge	Bridge Inspection and Appraisal	Hanapepe Road (Route 545) Resurfacing	Opaekaa Bridge Rehabilitation
Projects Projects investme investme projects - bridge - drainag projects projects projects projects - street li projects - traffic s - traffic s - traffic - Intelligue roadwa - roadwa	KS14.			

HSTP Goals and Objectives Code	G101-2, G201-2, G301, G401	G101-2, G201-2, G301-2, G401
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Project Description	Rehabilitate Puhi Road. Phase 1 was from Kaurnualii Hwy (MP 0) to Kaneka St. Phase 2 will rehabilitate Puhi Road from Kaneka St to South Haleukana St intersection (MP 0.35 to MP 0.80), paverment widening, incorporating Complete Streets principles, and replacing paverment markers, striping, and traffic signs.	Repair or rehabilitate and strengthen the existing Puuopae Bridge by performing the replacement of steel girders, construction of new concrete abutments, and installation of a new concrete deck and bridge rails.
Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - traffic sign projects (no additional capacity) - Intelligent Transportation System (ITS)	Puhi Road (Route 5010) Rehabilitation, Phase 2 - Kaneka St to S. Haleukana St (MP 0.35 to MP 0.80)	Puuopae Bridge Rehabilitation
Projects Projects protect ii investme investme projects - bridge - drainag - street ii projects projects - traffic s - traffic s - traffic s - Intellige - Intellige - Intellige	, KG	KC9.

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HSTP Goals and Objectives Code	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401	G101-3, G201-2, G301, G401
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Addresses at least one MAP-13 Planning Factor?	÷	>	>	>
Mandated? Required by federal, state, or municipal laws, regulations or codes?	z	z	z	z
Gap Closure? Does this project close a gap or connect missing links in a route?	Z	z	z	z
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Mockfall Protection Study Yes: Project identified through DOT's Rockfall Protection Study No: Project did not result from DOT's Rockfall Protection Study	Z	z	z	z
Highway Safety Improvement Program Yes: Project identified through DOTs Highway Safety Improvement Program County Safety Improvement Program No: Project did not result from DOTs Highway Safety Improvement Program or County Safety Improvement Program or	z	z	>	z
High: Private industry funding is articipated to complete the industry bronder from DOT's accurate to the control of the complete the control of the complete complete the complete complete complete the complete compl	Improve guardrails and shoulders at various locations.	Safety improvements at Mailhuna 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.	Scope includes but not limited to, installation of milled rumble strips on centerline and shoulders. Super elevation assessment along entire segment along with pavement markings and signing.	Construction of roundabouts at Hauaala Rd (Route 5869)/Kawaihau Rd (Route 5870) Intersection: Sidewalk and pedestrian crossing improvements on Kawaihau Rd (Route 5860); Sidewalk construction on Hauaala Rd (Route 5865) in the vicinity of Saint Catherine School; Roundabout at Kawaihau Rd (Route 5860)/Nunu Rd intersection; Sidewalk construction on intersection; Sidewalk construction on Mailihuna Rd (Route 5800); Bus stop shelters on Kawaihau Rd (Route 5870); Bus stop shelters
Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)	provements on State 4 & 5	Kuhio Highway (Route 56), Mailihuna Road Intersection Improvements and Kapaa Stream Bridge Rehabilitation	fety Improvements,	Kawaihau Road (Route 5860), Hauaala Road (Route 5865), Mailihuna Road (Route 5870), Complete Street & Safety Improvements
Proje sites, gua rock stre ene lntel	KS2.	KS11.	KS12.	KG3.

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gov/highways	Rockfall Protection Study Yes: Project identified through DOT's Rockfall Protection Study No: Project did not result from DOT's Rockfall Protection Study	z
http://hidot.hawaii.	Highway Safety Improvement Program Yes: Project identified through DOTs Highway Safety Improvement Program or County Safety Improvement Program or No: Project did not recult from DOTs Highway Safety Improvement Program or	z
nstrained FFY 15-18(+2) STIP document:	Project Description	Construction of medians, bicycle facilities (bike lanes and sharrows), restriping, bus shelters, and improvements at intersections and pedestrian crossings.
Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf	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)	Construction of medians, bicycle facilities KC10. MP 1.0 and provements, MP 0 to (bike lanes and sharrows), restriping, bus shelters, and improvements at intersection and pedestrian crossings.
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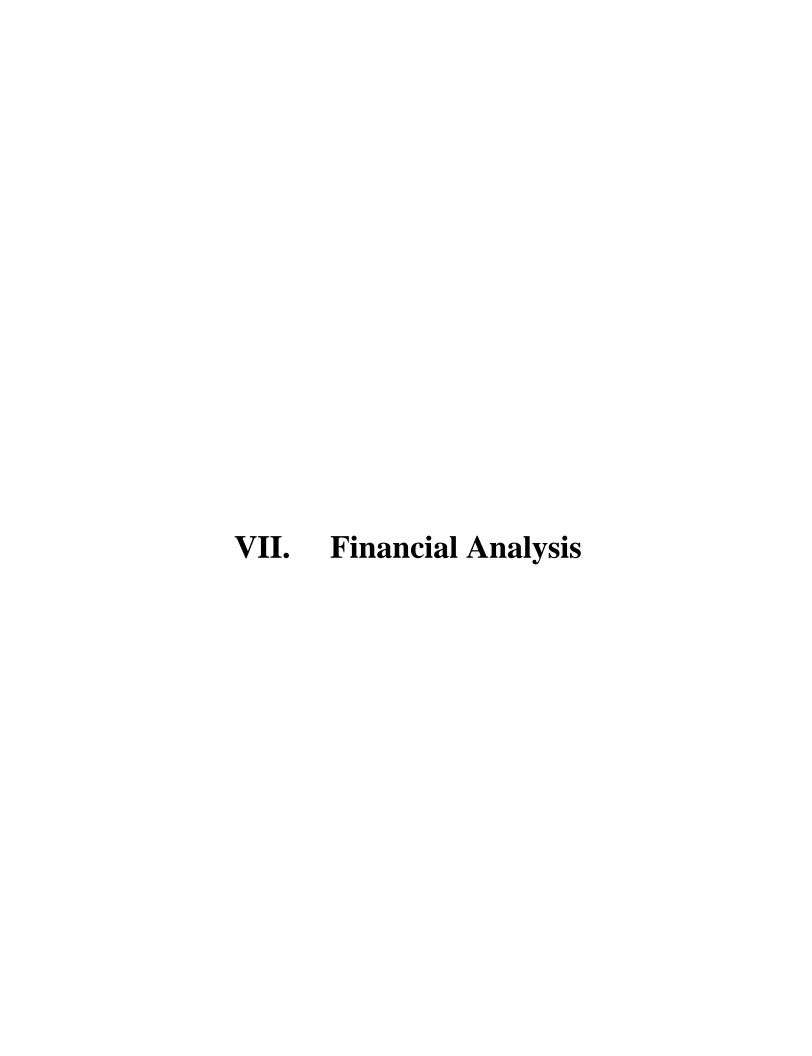
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Traffic Signal Warrante Traffic signal project meets the criteria in the Traffic Signal Warrants	z	z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun	, mer ,	
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Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or No: Project did not result from DOT's No: Project did not result from DOT's	z	z
Congestion Management System Yes: Project identified through a Congestior Management System process No: Project did not result from a Congestior Management System process	>	>
Project Description	Construction for widening of Kaumualii Highway, Anonui Street to vicinity of Kipu Road, from two to four lanes.	Construct a new 4 lane roadway with 12' and 6' shoulders. 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.
MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - widening projects (additional capacity) - second access projects - ITS projects	Kaumualii Highway (Route 50) Improvements, Anonui St to Kipu Rd, Phase IB	Northerfy Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522))
MODERNIZ Projects that a highway syste - new highway - widening pro capacity) - second acce - ITS projects	Kau Imp	

HSTP Goals and Objectives Code	200	G101-3, G201, G301-2, G401-2, G502		G101-4, G201-2, G301-2, G401-2,	G101-4, G201-2, G301-2, G401-2, G502
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Cost Participation High: Private industry funding has been				11 01 2	
Hawaii Statewide Enhancement Program ls the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects?		z		>	>
Project Description		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.		The 10' to 12' wide 6' thick 5.3 mile concrete path from Ahukini Pt, connecting with an existing path at Lydgate Park. A future Phase C will go from Wallua Golf Course to Lydgate Park and cost \$9.5M.	A shared-use path for pedestrians, bicyclists, and other users from Papaloa Road to Uhelekawawa Canal, a distance of approximately 1.2 miles. The bike/ped path will be 10 to 12 feet wide and allow movement in both directions.
Transportation enhancement - bikeway projects - bikeway - bikewa	KAUAI: STATE - FHWA	National Recreational Trails Program - Kauai (DLNR)	COUNTY OF KAUAI - FHWA	Ahukini To Lydgate Park Bike/Pedestrian Path (Phase IV of the Lihue-Anahola Coastal Bike) Path, Bike Plan HI, April '94). Phase A - Ahukini Landing to Hanamaulu Beach Park. Phase B Hanamaulu Beach Park to Wailua Golf Course	Lydgate Park to Kapaa Bike/Pedestrian Path (Phase III of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94) Phases B, & C & D
Trans - bike - land - ped		KS13.		Ž.	,
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HSTP Goals and Objectives Code	G101-4, G201-2, G301-2, G401-2, G502	G101-4, G201-2, G301-2, G401
Listed in Regional Language Insue Transportational Language Langua	z	>
eno tasel ta seseatobA Stotosa prinnalq IS-9AM	>	>
Mandated? Required by federal, state, or municipal laws, regulations or codes?	T Z	z
Gap Closure? Does this project close a gap or connect missing links in a route?	z	z
Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun		
Low: Does not include other financial involvement (i.e. private industry)	Teller ii	
secured Med: Private industry funding is anticipated	_	٠,
Cost Participation High: Private industry funding has been		glif
Hawaii Statewide Enhancement Program Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects?	→ ×	z
Project Description	Path development will consist of a 10 to 12-foot wide concrete shared-use coastal path of various low-maintenance materials. Bike lane and sidewalk improvements to existing and planned street corridors will provide additional conectivity through urban areas.	Construction of sidewalks and bike lanes; Intersection and pedestrian crossing improvements; Construction of a roundabout at Kiahuna Plantation Drive intersection and Ala Kinoiki; Construction of bus stop shelters; Construction of medians and landscaping
Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects	Nawiiwii to Ahukini Bike/Pedestrian Path (Phase VI of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94) Phases A - Ninini Point to Ahukini & Phase B - Ninini Point to Nawiiwii Beach Park	Poipu Road (Route 520) Multimodal Improvements
Trans - bike - lanc - ped	KG4.	KC7.
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DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: FINANCIALLY CONSTRAINED FFY 2011 THRU 2014 (FFY 2015-2016 Informative Only)

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Goals and Sode	0.11		G101-3, G201-2, G301-2, G401	G101-3, G201-2, G301-2, G401
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Click here to access the Proposed Financially Constrained FFY 15-18(+2) STIP document: http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance and the project of the		A	Purchase buses and operate bus transit facilities.	Operate public transit system.
TRANSIT PROJECTS TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance - Bus replacements	- Transit centers - Bus radios - New transit service	COUNTY OF KAUAL-FI	KC11. Bus and Bus Facility	KC12. Program
			¥	X



VII. FINANCIAL ANALYSIS

FHWA Funds

The Federal Highway Administration (FHWA) funds are appropriated by Congress. FHWA funding levels are identified in periodic Transportation Acts. 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 Act for federal fiscal year (FFY) 2015 and beyond. The latest Transportation Act, MAP-21 will expire after September 30, 2014.

Anticipated Funding Levels for FFYs 2015-2018

Future funding levels beyond FFY2014 that would be identified in Transportation Acts were unavailable at the time of this writing. When the next Transportation Act is enacted, should assumptions on funding levels used in this document be significantly different than what is identified in the new Act, The STIP will be revised appropriately.

The future of the Federal Highway Trust Fund is also still uncertain. Future legislation for new methods of tax collection such as Vehicle Miles Traveled (VMT) could help to shore up the Fund. The trust fund was recently supported with an infusion of General funds that will keep the fund solvent until May 2015. Until that time, recognizing that the financial assumptions used in this plan have the potential to be different than actual funding levels, HDOT and its partners are prepared to revise the STIP accordingly through the STIP revision process.

The Code of Federal Regulations (CFR), 23 CFR 450.216(1), states that financial constraint of the STIP must be demonstrated. On July 21, 2014, FHWA Notice N4510.776 was issued. This notice provided revised notification of Federal-aid highway funds to be available for FFY 2014.

Anticipated future funding levels for the 2015 -2018 STIP will be based on expectations of similar funding levels identified for FFY 2014.

The Notice identified for Hawaii approximately \$163.2 million in funds for FFY 2014.

http://www.fhwa.dot.gov/legsregs/directives/notices/n4510776/n4510776.pdf

Assuming a small reduction to account for the actual obligation limitation, it's anticipated that approximately \$161 million will be available for obligation in FFY 2015.

A modest revenue growth rate of 1% was used to estimate obligation limitation for FFYs 2016-2018.

It is assumed that any future discretionary funds will 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 2015-2018 federal fiscal years are as follows:

FFY 2015 - \$161.0 million FFY 2016 - \$162.6 million FFY 2017 - \$164.2 million FFY 2018 - \$165.9 million

The two extra **illustrative** years (2019-2020) will not be endorsed by FHWA or FTA in any way. They are for **informational and planning purposes only**, to provide an idea of the needs in the intermediate future. These years do not need to be financially constrained.

Note: Projects (project phases) seeking to advance from the illustrative years (2019-2020) to the approved years (2015-2018) of the STIP will need to proceed through a major amendment revision process. Financial constraint in the STIP must be strictly maintained from federal fiscal years 2015-2018.

Funding Categories

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.

MAP-21 has consolidated the funding categories into the following major categories of funds:

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 in general, these funds are still programmed to address congestion.

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.

National Highway Performance Program (NHPP) – mainly used for improving and maintaining roads and bridges designated on the National Highway System. The MAP-21 performance based program will focus here on the NHS. States are required to develop a risk and performance based asset management plan for the NHS to improve or preserve asset condition and system performance.

Surface Transportation Program (STP) Flexible – practically any highway project that is federal-aid eligible may use these funds. These funds must be distributed to areas based on population.

Transportation Alternatives Program (**TAP**) – MAP-21 established a new program to provide for a variety of alternative transportation enhancement projects that were previously eligible activities under separately funded programs. This program is funded at a level equal to two percent of the total of all MAP-21 authorized federal-aid highway and highway research funds. Similar to the STP Flexible funds, these TAP funds must be distributed to areas based on population. In addition to this, TAP programs must be developed (Oahu MPO must develop one for the metropolitan areas. HDOT must develop one for the rural area and "any area" TAP funds) to identify and prioritize eligible TAP projects.

Financial Constraint of the 2015-2018 (+2) STIP

The financially constrained 2015-2018 (+2) STIP programs the following amounts of federal funds:

```
FFY 2015 – $160,848,000... say $161 million
FFY 2016 – $162,505,000... say $163 million
FFY 2017 – $164,464,000... say $164 million
FFY 2018 – $166,529,000... say $166 million
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Compared to the future anticipated funding levels identified above:

```
FFY 2015 - $161.0 million... say $161 million
FFY 2016 - $162.6 million... say $163 million
FFY 2017 - $164.2 million... say $164 million
FFY 2018 - $165.9 million... say $166 million
```

The difference between anticipated future funds and the submitted FHWA STIP for fiscal years 2015-2018 (+2):

Using the rounded amounts, the STIP programs an equal amount of funds that are being anticipated in the coming years.

```
FFY 2015: $161 million - $161 million = 0
FFY 2016: $163 million - $163 million = 0
FFY 2017: $164 million - $164 million = 0
FFY 2018: $166 million - $166 million = 0
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Based on this, the 2015-2018 (+2) STIP is financially constrained and compliant with 23 CFR 450.216(1).

Funding Distribution Targets

In Section 6: Project Prioritization, funding allocation targets for each county were identified as desired distributions of federal funds based on DVMT and other factors. The finically constrained 15-18 (+2) STIP programmed the following distributions:

	<u>Target</u>	<u>Actual</u>
Statewide:	4%	5%
Oahu:	55%	54%
Hawaii:	18%	16%
Maui:	16%	14%
Kauai:	7%	11%

The actual distribution of funds in the 15-18 (+2) STIP was fairly close to the targeted distributions. Oahu, Hawaii and Maui ended up with a little less from a percentage of funds perspective and Kauai got a little more. Kauai's 15-18 (+2) STIP program included extra funding for critical emergency system preservation projects due to recent storm damage.

The actual percentage distribution takes into account that sub-allocated metropolitan/urban area funds can only be used in the metropolitan/urban areas.

System Balance

Section 6: Project Prioritization also identified a system distribution of funds. This system distribution was determined in the development of the Statewide and Regional long range land transportation plans.

It was determined that 35% of funding should go to the development of Capacity and Congestion projects and 65% of funding should go to the development of System Preservation, Safety and Other projects.

The actual system ratio in the 15-18 (+2) STIP turned out to also be fairly close to the 35/65 goal. The 15-18 (+2) STIP programs 32% of funds toward Capacity and Congestion projects and 68% of funds toward System Preservation, Safety and Other projects producing a ratio of 32/68, resulting in a fairly well balanced program.

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 Oahu MPO TIP Report provides a discussion on the funding levels and discussion on the FTA funds that are being programmed for Oahu. See Section 7.1.2 FTA Program in the 15-18 TIP report (p. 18).

http://www.oahumpo.org/wp-content/uploads/2013/01/FFYs15to18TIPfinalw.pdf

FTA funds for the Counties of Hawaii, Maui and Kauai are mainly for addressing needs for rural transit, except for the Section 5307 funds that are allotted to the new Kahului Urbanized area on Maui.

FTA Section 5304 – These funds provide funding and procedural requirements for multimodal transportation planning in states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

FTA Section 5307 – These funds provide grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

FTA Section 5310 – This program provides funds to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary para-transit services.

FTA Section 5311 – These funds provide capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

FTA Section 5339 – Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

The FTA numbers reflected in the STIP are based on the latest information of FTA funding levels for FFYs 2014 and information from FTA's website. Similar to the FHWA program, funding projections based on FFY 2014 funding levels are being used. See attached.

http://www.fta.dot.gov/12853_88.html

Using an assumed modest revenue growth rate, these funding levels were then projected to the FFY 2015-2018 (+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/or 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 for the State Highway Fund can be maintained.

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.

The counties have provided documentation that funds for their STIP projects are already currently available or that they are in the process of obtaining them.

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.

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.

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(s).

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

FISCAL YEAR 2014 FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21) (before post-apportionment set-asides; before penalties)

STATE	NATIONAL HIGHWAY PERFORMANCE PROGRAM	SURFACE TRANSPORTATION PROGRAM	HIGHWAY SAFETY IMPROVEMENT PROGRAM	RAILWAY- HIGHWAY CROSSINGS PROGRAM	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM	METROPOLITAN PLANNING PROGRAM	TOTAL
ALABAMA	457,293,242	210,340,534	45,720,399	4,531,606	11,397,192	2,980,070	732,263,043
ALASKA	289,366,285	133,099,405	30,698,493	1,100,000	27,493,201	2,197,655	483,955,039
ARIZONA	413,210,414	190,063,817	42,731,428	2,676,310	51,828,599	5,671,495	706,182,063
ARKANSAS	309,420,570	142,323,747	30,241,707	3,760,553	12,302,362	1,665,227	499,714,166
CALIFORNIA	1,930,325,220	887,888,994	196,843,319	15,280,331	463,637,790	48,492,758	3,542,468,412
COLORADO	298,581,383	137,338,062	29,641,660	3,169,481	42,256,393	5,126,010	516,112,989
CONNECTICUT	277,794,410	127,776,706	29,221,153	1,305,705	44,199,692		
DELAWARE	95,480,033					4,473,039	484,770,705
DIST. OF COL.		43,917,817	9,392,311	1,100,000	11,650,737	1,727,063	163,267,961
	90,575,156	41,661,728	8,853,314	1,100,000	10,092,264	1,720,246	154,002,708
FLORIDA	1,143,438,426	525,945,775	117,188,758	8,463,816	13,584,723	20,067,504	1,828,689,002
GEORGIA	745,815,085	343,051,523	74,082,553	7,875,149	67,884,140	7,530,322	1,246,238,772
HAWAII	96,314,552	44,301,670	9,484,017	1,100,000	10,348,924	1,695,029	163,244,192
IDAHO	166,696,757	76,675,274	16,541,631	1,776,694	12,801,698	1,569,240	276,061,294
ILLINOIS	793,512,627	364,990,894	76,854,409	10,344,781	109,990,798	16,537,875	1,372,231,384
INDIANA	552,613,379	254,184,804	53,354,561	7,372,184	47,071,049	5,072,949	919,668,926
IOWA	293,745,166	135,113,554	27,054,665	5,225,024	11,284,553	1,922,488	474,345,450
KANSAS	225,079,062	103,529,302	18,847,102	5,886,861	9,507,296	1,887,866	364,737,489
KENTUCKY	398,221,019	183,169,166	40,107,694	3,652,857	13,686,440	2,455,282	641,292,458
LOUISIANA	421,573,308	193,910,485	42,305,455	4,021,282	11,435,577	4,166,907	677,413,014
MAINE	105,801,083	48,665,176	10,400,865	1,225,628	10,287,373	1,785,435	178,165,560
MARYLAND	331,011,585	152,254,936	34,083,995	2,290,904	53,644,841	6,721,039	580,007,300
MASSACHUSETTS	327,493,739	150,636,838	33,563,437	2,424,886	63,360,507	8,712,358	586,191,765
MICHIGAN	593,833,751	273,144,880	57,856,114	7,400,342	73,935,815	10,036,726	1,016,207,628
MINNESOTA	377,579,058	173,674,512	35,536,982	5,955,222	32,195,500	4,431,598	629,372,872
MISSISSIPPI	289,164,349	133,006,522	28,397,899	3,378,403	11,208,483	1,648,156	466,803,812
MISSOURI	563,829,611	259,343,919	56,450,758	5,508,540	23,549,081	5,037,832	913,719,741
MONTANA	241,672,550	111,161,785	24,713,762	1,843,661	14,873,228	1,742,478	396,007,464
NEBRASKA	170,137,608	78,257,958	15,132,980	3,563,460	10,278,266	1,606,390	278,976,662
NEVADA	200,497,123	92,222,381	20,932,651	1,100,000	32,538,736	3,181,655	350,472,546
NEW HAMPSHIRE	94,020,076	43,246,283	9,231,877	1,100,000	10,339,416	1,532,191	159,469,843
NEW JERSEY	539,935,156	248,353,219	55,705,052	3,628,482	103,994,877	12,065,878	963,682,664
NEW MEXICO	217,521,011	100,052,835	22,289,018	1,614,390	11,402,307	1,560,029	354,439,590
NEW YORK	899,994,113	413,969,035	92,733,546	6,166,906	183,020,533	24,204,327	1,620,088,460
NORTH CAROLINA	605,015,579	278,288,170	60,040,175	6,445,053	51,203,732	5,637,741	1,006,630,450
NORTH DAKOTA	144,907,391	66,652,850	12,298,708	3,625,181	10,510,377	1,627,295	239,621,802
OHIO	756,020,312	347,745,606	74,490,252	8,588,903	95,666,359	11,227,576	1,293,739,008
OKLAHOMA	380,848,052	175,178,146	36,668,399	5,183,035	11,744,140	2,506,038	612,127,810
OREGON	292,722,412	134,643,119	29,278,564	2,888,734	19,382,241	3,508,427	482,423,497
PENNSYLVANIA	934,242,866	429,722,386	96,083,774	6,580,277	104,402,288	12,571,684	1,583,603,275
RHODE ISLAND	126,674,807	58,266,434	12,820,308	1,100,000	10,420,505	1,799,873	211,081,927
SOUTH CAROLINA	401,416,151	184,638,826	39,889,354	4,222,311	13,087,312	3,052,896	646,306,850
SOUTH DAKOTA	164,487,876	75,659,258	15,753,771	2,321,820	12,255,342	1,712,735	272,190,802
TENNESSEE	492,999,125	226,764,119	49,463,775	4,711,953	37,007,106	4,659,219	815,605,297
TEXAS	2,002,344,975	921,015,821	202,536,637	17,501,272	164,475,841	23,722,254	3,331,596,800
UTAH	203,266,852	93,496,370	20,769,136	1,567,881	12,907,564	3,140,797	335,148,600
VERMONT	115,946,898	53,331,932	11,641,417	1,100,000	11,834,783	2,031,802	195,886,832
VIRGINIA	586,030,497	269,555,629	59,937,031	4,461,924	54,867,429	7,327,530	982,180,040
WASHINGTON	388,755,146	178,815,162	38,657,003	4,063,343	36,917,466	7,096,843	654,304,963
WEST VIRGINIA	258,519,106	118,910,672	26,423,436	1,985,257	14,309,236	1,649,835	421,797,542
WISCONSIN	442,348,084	203,466,230	43,000,082	5,609,598	27,371,694	4,431,220	726,226,908
WYOMING	149,898,722	68,948,706	15,372,387	1,100,000	10,410,501	1,532,307	247,262,623
TOTAL	22,397,991,758	10,302,372,972	2,241,317,774	220,000,000	2,315,856,307	320,461,189	37,798,000,000

FEDERAL TRANSIT ADMINISTRATION

MAP - 21

FISCAL YEAR 2014 APPORTIONMENTS/ALLOCATIONS BY STATE FOR SELECTED FTA PROGRAMS_02/25/2014

		The allocation	s included in this table i	nclude allocations for formul	a programs only, FTA will upd	ate this table to include disc	cretionary allocations after FY 14	discretionary program allo	cations are announced.		
	Section 5303		Section 5307 + 5340		Section 5311 + 5340	Section 5311(b)(3)	Section 5311(c)(2)	Section 5311(c)(1)	Section 5337	Section 5339	
State	Metropolitan Planning	Statewide Planning	Urbanized Area Formula	Enhanced Mobility for Jults and People with Di	Nonurbanized Area Formula	RTAP	Appalachian Dev. Public Trans. Assist. Program	Indian Reserv. Formula	State of Good Repair	Bus and Bus Facilities Formula	State Total
Alabama	849,495	228,253	23,545,904		15,376,885	264,491	5,000,000	186	. 0	3,670,963	53,136,769
Alaska	426,284	114,547	15,117,482		8,104,296	97,062	0	371,566	18,426,377	1,883,446	44,924,964
American Samoa	0	0	(,	300,229	14,512	0	0	0	500,000	826,675
Arizona	2,447,192	502,364	73,254,882		11,609,039	168,567	0	1,538,917	2,454,526	8,848,323	106,397,797
ArkansasCalifornia	427,570 15,985,145	115,880 3,281,279	12,537,954 769,294,575		11,961,160 27,528,541	208,300 375,991	0	0 531,845	234,178 332,546,608	2,541,674 66,768,810	30,510,884 1,244,730,613
Colorado	1,789,985	379,437	71,003,038		11,005,213	159,585	0	152,496	8,700,325	8,041,749	104,952,978
Connecticut	1,107,680	297,621	89,341,848		2,939,493	109,062	0	0	50,071,331	5,437,635	152,460,431
Delaware	426,284	114,547	19,633,728		1,677,748	87,835	0	0	0	2,185,052	24,937,835
District of Columbia	426,284	114,547	20,455,658		0	0	0	0	120,842,304	1,778,568	143,988,889
Florida	7,680,059	1,613,753	239,800,302		15,645,004	256,928	0	0	37,901,845	25,438,253	348,874,799
Georgia	3,032,652	621,775	89,590,357		21,140,769	337,556	592,000	0	44,620,406	8,947,092	175,704,187
Guam Hawaii	426,284	0 114,547	32,023,934	,	786,823 2,681,390	22,952 96,554	0	0	1,110,461	500,000 5,005,660	1,354,957 42,590,463
Idaho	426,284	114,547	10,181,583		7,659,952	128,051	0	1,035,416	0	2,343,911	23,247,046
Illinois	5,083,921	1,007,193	267,629,665		16,127,087	273,881	0	0	206,163,851	17,213,891	523,254,173
Indiana	1,733,759	376,601	55,631,149	5,298,110	15,898,017	280,161	0	0	14,455,549	5,984,164	99,657,510
lowa	463,586	124,562	20,117,620		12,154,940	209,463	0	0	0	3,253,767	38,715,686
Kansas	628,526	140,509	17,380,201		10,948,814	180,552	4.704.000	89,597	0	3,037,123	34,515,578
KentuckyLouisiana	701,950 1,015,756	174,581 272,926	23,664,696 34,051,624		16,656,106 11,388,426	273,140 207,478	1,764,000	0	0 3,834,970	3,871,131 4,693,445	50,523,931 59,497,295
Maine	426,284	114,547	12,588,801		6,848,578	144,671	0	52,311	6,950,229	1,723,266	29,947,514
Maryland	2,398,716	473,415	153,017,372		5,513,378	142,270	636,000	0	52,036,867	9,567,203	228,293,201
Massachusetts	2,851,996	580,394	210,981,673		3,645,768	116,606	0	0	124,360,940	10,598,673	358,956,408
Michigan	2,990,837	643,949	87,165,028	8,773,154	20,646,407	335,126	0	37,455	1,056,425	10,605,415	132,253,796
Minnesota	1,545,570	301,945	58,591,838		15,425,953	246,079	0	1,624,344	11,982,256	6,600,892	99,981,730
Mississippi	426,284	114,547	8,346,091		13,975,849	239,567	254,000	754,708	45.040.000	2,069,435	28,251,557
Missouri	1,657,604 426,284	332,770 114,547	48,449,350 4,630,575		17,491,311 9,960,659	276,231 124,112	0	0 1,605,126	15,042,882 0	5,771,761 1,667,932	93,891,697 19,365,648
N. Mariana Islands	420,204	114,547	4,030,57		288,996	14,380	0	1,003,120	0	500,000	812,806
Nebraska	426,284	114,547	11,220,220		7,631,837	133,610	0	467,019	0	2,471,278	23,694,146
Nevada	1,153,620	229,325	39,323,420		6,425,769	94,612	0	84,587	2,087,316	5,143,422	56,607,086
New Hampshire	426,284	114,547	8,327,634		3,920,099	121,350	0	0	0	1,967,452	15,981,240
New Jersey	4,126,117	796,073	397,263,394		3,793,995	120,430	0	0	167,603,980	17,891,899	598,743,565
New Mexico	426,284	114,547	24,188,215		10,295,158	142,414	0	601,850	3,853,579	2,932,364	44,275,877
New York North Carolina	7,792,019 2,099,540	1,572,350 513,654	664,458,973 65,997,107		20,509,107 26,454,002	338,090 414,714	200,000 1,450,000	56,906 562,919	609,990,778 917,960	34,145,385 8,155,966	1,354,763,306 113,786,146
North Dakota	426,284	114,547	4,809,589		5,112,158	97,798	0,450,000	728,325	317,300	1,716,605	13,582,739
Ohio	3,458,438	739,609	100,961,261		22,777,401	390,260	964,000	0	22,885,529	11,102,757	173,186,842
Oklahoma	627,474	168,598	17,898,162	2,894,587	14,723,323	230,302	0	7,799,238	0	3,087,756	47,429,440
Oregon	1,111,539	234,937	52,286,229		11,944,223	181,852	0	756,754	17,724,780	5,948,626	93,482,907
Pennsylvania	4,154,075	881,240	181,194,966		21,503,489	367,747	4,788,000	0	130,941,038	14,694,771	370,383,053
Puerto Rico	1,576,679	331,780	48,678,397		1,931,318	93,107	0	0	6,544,537	5,051,526	69,300,243
Rhode IslandSouth Carolina	510,864 953,532	114,547 253,259	14,786,715 24,390,342		785,608 12,797,731	73,166 231,239	200,000	99,433	800,260 0	1,630,185 3,761,592	19,666,108 46,671,973
South Dakota	426,284	114,547	3,928,909		6,389,476	111,377	200,000	2,258,062	0	1,659,585	15,533,464
Tennessee	1,402,506	338,724	48,488,286		18,458,481	300,332	1,110,000	0	3,747,295	5,307,730	84,522,268
Texas	9,020,722	1,859,942	283,759,386		40,937,827	568,729	0	0	30,477,201	29,086,669	413,759,571
Utah	982,107	220,217	44,350,124		6,249,917	107,301	0	90,855	7,645,233	4,634,991	65,979,315
Vermont	426,284	114,547	2,426,378		3,465,912	107,021	0	0	0	1,411,288	8,404,935
Virgin Islands	0	0	1,072,281		0	0	0	0	0 542 646	616,781	1,846,429
Virginia Washington	2,624,918 2,385,871	548,132 494,874	124,742,537 140,492,194		14,980,414 12,443,767	261,448 201,796	1,150,000	0 1,840,331	36,513,646 53,464,403	10,604,598 13,905,403	197,318,041 230,962,992
West Virginia	426,284	114,547	9,226,881		7,694,659	165,601	1,892,000	0,040,331	877,165	2,079,206	24,494,341
Wisconsin	1,378,414	311,501	48,918,339		15,536,808	269,301	0	1,722,709	1,251,681	6,268,838	80,239,398
Wyoming	426,285	114,547	2,231,582		6,252,136	99,583	0	137,045	0	1,474,093	11,156,099
Unallocated	0	0	(•	0	0	0	0	0	0	0
Subtotal	106,570,979	22,910,721	4,833,448,449		618,401,446	10,614,343	20,000,000	25,000,000	2,150,118,711	427,800,000	8,472,329,341
Oversight	532,717 0	111,283 0	33,439,875	1,291,500	3,039,000	0	0		15,781,289 0	0	54,195,664
Subtotal	107,103,696	23,022,004	4,866,888,324	258,756,192	621,440,446	10,614,343	20,000,000	25,000,000	2,165,900,000	427,800,000	8,526,525,005
Ferry discretionary Program	0	0	30,000,000		0	0	0	0	0	0	30,000,000
State Safety Oversight Program	0	0	22,293,250		0	0	0	0	0	0	22,293,250
Tribal discretionary Program	0	0	(0	0	0	0	0	0	0	0
National RTAP	0	0 000 004	4040404	0	0	1,823,400	0 000 000	0	0	0	1,823,400
Total	107,103,696	23,022,004	4,919,181,574	258,756,192	621,440,446	12,437,743	20,000,000	25,000,000	2,165,900,000	427,800,000	8,580,641,655

^{*}Allocations for UZAs that are within multiple-states are split between the applicable states.

VIII. Title VI/Environmental Justice Analysis

VIII. 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

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, minority populations were identified as census tract groups where relatively high concentrations of each minority population was 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 Populations

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 2014, the poverty guideline for a family of four is \$27,430 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 US HSS website:

http://aspe.hhs.gov/poverty/14poverty.cfm

The State DOT Title VI Plan (January 2009) outlines the compliance responsibilities and Title VI/EJ considerations for the planning process and all other program areas.

For the purposes of this analysis, low-income populations were identified as census tract groups where relatively high concentrations of low-income populations 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.

Public Involvement/Outreach

See Section 5 on public involvement/outreach plan for the development of the new 2015-2018 (+2) STIP.

Methodology

Utilizing Maps obtained from the Department of Business and Economic Development, Tourism's Office of Planning (OP) and 2010 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 seven categories.

The following is a color identification code for the overlay:

Green - System Preservation
Purple - Safety Improvements
Brown - Congestion Mitigation
Pink - Modernization

Orange – Enhancement
Blue - Human Services Program
Turquoise - Transit

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 and disproportionate Right-

of-Way impacts in the target population areas?

Mobility - How do these projects impact mobility of the target populations?

Analysis and Discussion

The City and County of Honolulu's Rail Transit Project (HRT) was not included in this analysis. At \$1.16 billion, the federal share over four years of this project equals about 58% of the sum total of federal aid funds statewide (FHWA and FTA), the results would be weighted heavily towards the areas in the transit corridor on Oahu. HRT represents a significant investment and will cover significant T6/EJ populations as well as non-T6/EJ populations across Oahu. It would also have indirect benefits to those who are not near a transit station. This makes a statewide analysis difficult as this type of project is currently not feasible in the non-metropolitan areas.

For the purposes of revealing a more useful view of T6/EJ benefits on the entire state, HRT was omitted from the analysis beyond this discussion. Bus operation and capital projects we not included as a part of this analysis as the benefits were considered countywide.

For the purposes of this analysis, STIP projects and programs with a statewide or countywide scope were not included. It is assumed that these projects will have an equal effect on all areas of the state. Also, projects in the FFY 2019 and 2020 illustrative years were not included in this discussion.

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 verses non-T6/EJ tract groups.

Of the 321 census tracts in the State, 232 were identified as minority populations (71% of all tracts) and 73 were identified as low-income populations (22% of all tracts).

The 2015-2018 STIP includes a total of 151 line itemed projects over four years that were analyzed.

The 2015-2018 STIP includes over \$716 million (excluding HRT) in FHWA and FTA funds being programmed for investment in Highway and Transit projects over four years.

Minority Populations

71% of all census tracts in the state were identified as minority populations. 79% (119 projects) of the 151 STIP projects were programmed in minority population areas. 82% (\$587 million) of the \$716 million in federal funds programmed for these projects was programmed in minority population areas. This analysis indicates that minority populations are receiving moderately more than its fair share of transportation benefits relative to non-minority populations. If statewide and/or countywide projects were also considered, the benefits to minority populations increase.

Low-Income Population

22% of all census tracts in the state were identified as low-income populations. 31% (21 projects) of the 151 STIP projects that were analyzed, were programmed in low-income population areas. 25% (\$180 million) of the \$716 million in federal funds programmed for these projects was programmed in low-income population areas. This analysis indicates that low-income population areas are receiving its fair share of funding for transportation improvement benefits. If statewide and/or countywide projects were also considered, the benefits to low-income populations increase.

Displacement: If no right-of-way setbacks or corridors are identified, the potential for displacements occur most for new roadways and sometimes to a greater extent, widening projects. These projects are generally distributed throughout the state based on the need for it as determined by the Highway Capacity program. These projects, including The City and County of Honolulu's High Capacity Transit Project, and projects like the Keaau-Pahoa Road Improvements and the Puainako Street Widening and Realignment projects on the Big Island; the Lahaina and Paia Bypasses on Maui; and the Kaumualii Highway Improvements on Kauai, have the biggest potential to displace T6/EJ populations in those affected tract groups. However, these areas also have the biggest potential to benefit the

mobility and safety of T6/EJ populations as well as non-T6/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 since projects are programmed to be consistent with the regional long range land transportation plans and management plans, which identify upcoming transportation needs, 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 Regional Long Range Land Transportation Plans (RLRLTP) and is consistent with the priorities, needs, goals and objectives identified in these plans.

STIP projects not specifically named in the HSTP and RLRLTPs are consistent with goals, objectives and needs. These needs are prioritized within individual program management plans. 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 and also other local funding sources.

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. Projects that are advanced or deferred due to project implementation readiness can potentially change the results of this analysis.

Through the normal STIP development, update and amendment process, these transportation needs are identified and filled in time in a prioritized manner (not always within the four-year STIP window), as identified by the management systems and as funding is available. Needs are also identified in other planning and traffic circulation studies. These needs are funded based on all funds available, not only with federal aid. 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 be included in the current STIP. These programs are also taken into account in this analysis when addressing statewide needs.

The population data that was available and used in this analysis was at the census tract level, based on the data from the 2010 US Census.

Further T6/EJ analyses in the HSTP, the RLRLTPs, and mid-range plan, as well as an individual project level analysis are conducted in separate documents specific to each effort.

Conclusion

Given the equity analysis and the analysis of the displacement and mobility performance measures; and the outreach efforts and communication tools used to provide a comprehensive public involvement process (see Section 5); 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, and therefore compliant with Title 6 of the Civil Rights Act and the Environmental Justice Executive Order 12898.

Identification	of Minority	y Census Tra	acts																					
NAME10	= High Cor POP10	ncentrations of	of a Minority Popu AIAN alone	ulation	Black alone		Chinese al		Filipino alo		Hawaiian a		Japanese a		Korean alo		Micronesia		Samoan al		Tongan		White alon	
21	3864	Hawaii	63	1.63%	89	2.30%	742	19.20%	494	12.78%	670	17.34%	1403	36.31%	189	4.89%	159	4.11%	78	2.02%	50	1.29%	1238	32.04%
50	4049	Hawaii	59	1.46%	47	1.16%	1264	31.22%	671	16.57%	520	12.84%	1521	37.56%	156	3.85%	55	1.36%	70	1.73%	5	0.12%	742	18.33%
75.06 78.09	933 3377	Hawaii Hawaii	24 42	2.57%	183 82	19.61%	638	0.75%	42 612	4.50% 18.12%	7 395	0.75%	28 1898	3.00% 56.20%	15 223	1.61% 6.60%	29	3.11% 0.98%	13 58	1.39%	0	0.11%	632 746	67.74% 22.09%
83.02	6749	Hawaii	121	1.79%	142	2.10%	867	12.85%	4289	63.55%	1714	25.40%	708	10.49%	108	1.60%	117	1.73%	515	7.63%	50	0.74%	1517	22.48%
89.22	7479	Hawaii	92	1.23%	295	3.94%	1261	16.86%	2280	30.49%	1070	14.31%	2668	35.67%	379	5.07%	54	0.72%	165	2.21%	11	0.15%	2361	31.57%
92 95.02	7963 4243	Hawaii	277 155	3.48% 3.65%	219 829	2.75% 19.54%	1355 39	17.02% 0.92%	3028 206	38.03% 4.86%	2116 86	26.57% 2.03%	2712 64	34.06% 1.51%	465 30	5.84% 0.71%	121 129	1.52% 3.04%	349 49	4.38% 1.15%	17 2	0.21% 0.05%	2930 2791	36.80%
95.03	3403	Hawaii Hawaii	113	3.32%	520	15.28%	21	0.62%	55	1.62%	86	2.53%	18	0.53%	42	1.23%	14	0.41%	10	0.29%	0	0.00%	2479	65.78% 72.85%
105.04	5115	Hawaii	189	3.70%	70	1.37%	1332	26.04%	1010	19.75%	2213	43.26%	1827	35.72%	184	3.60%	48	0.94%	208	4.07%	30	0.59%	2105	41.15%
107.01	3661	Hawaii	78	2.13%	80	2.19%	521	14.23% 19.51%	319	8.71%	549 1438	15.00% 24.27%	949	25.92%	135	3.69%	1	0.03%	40	1.09%	11	0.30%	2350	64.19%
111.06 201	5924 5213	Hawaii Hawaii	122 175	2.06% 3.36%	79 80	1.53%	1156 521	9.99%	628 1630	10.60% 31.27%	1170	22.44%	1751 1274	29.56% 24.44%	196 109	3.31% 2.09%	14 193	0.24% 3.70%	83 55	1.40% 1.06%	32 7	0.54%	3339 2407	56.36% 46.17%
202.02	2568	Hawaii	65	2.53%	46	1.79%	175	6.81%	726	28.27%	696	27.10%	449	17.48%	61	2.38%	28	1.09%	24	0.93%	5	0.19%	1152	44.86%
203	3934	Hawaii	154	3.91%	101	2.57%	447	11.36%	673	17.11%	1171	29.77%	828	21.05%	98	2.49%	133	3.38%	44	1.12%	20	0.51%	1963	49.90%
204 205	3294 5924	Hawaii Hawaii	158 265	4.80% 4.47%	73 139	2.22%	454 1047	13.78% 17.67%	817 1235	24.80% 20.85%	1074 1945	32.60% 32.83%	823 1701	24.98% 28.71%	95 206	2.88% 3.48%	229 511	6.95% 8.63%	46 141	1.40% 2.38%	20 14	0.61% 0.24%	1492 2404	45.29% 40.58%
206	5391	Hawaii	183	3.39%	72	1.34%	1001	18.57%	972	18.03%	3485	64.64%	1084	20.11%	134	2.49%	63	1.17%	45	0.83%	59	1.09%	1976	36.65%
207.01	4507	Hawaii	118	2.62%	58	1.29%	680	15.09%	951	21.10%	1254	27.82%	2246	49.83%	152	3.37%	111	2.46%	33	0.73%	14	0.31%	1405	31.17%
207.02 208.01	4861 4310	Hawaii	119 136	2.45% 3.16%	45 49	0.93% 1.14%	793 730	16.31% 16.94%	1171 865	24.09% 20.07%	1250 1310	25.71% 30.39%	2493 1910	51.29% 44.32%	179 151	3.68% 3.50%	87 88	1.79% 2.04%	39 45	0.80% 1.04%	3 18	0.06% 0.42%	1641 1798	33.76%
208.02	6196	Hawaii Hawaii	180	2.91%	59	0.95%	877	14.15%	1168	18.85%	1664	26.86%	2405	38.82%	195	3.15%	146	2.36%	58	0.94%	16	0.42%	2788	41.72% 45.00%
209	4729	Hawaii	141	2.98%	51	1.08%	791	16.73%	1056	22.33%	1508	31.89%	2019	42.69%	131	2.77%	66	1.40%	35	0.74%	5	0.11%	2122	44.87%
210.03 210.05	6391 11012	Hawaii	409 537	6.40% 4.88%	182 218	2.85% 1.98%	855 1424	13.38% 12.93%	1914 2922	29.95% 26.53%	2207 3556	34.53% 32.29%	696 1485	10.89% 13.49%	98 208	1.53% 1.89%	288 305	4.51% 2.77%	100 143	1.56% 1.30%	44 52	0.69% 0.47%	3485 6513	54.53%
210.05	7884	Hawaii Hawaii	558	7.08%	218	2.75%	901	12.93%	1276	16.18%	2555	32.29%	836	10.60%	208 120	1.89%	111	1.41%	143	1.85%	52 27	0.47%	5608	59.14% 71.13%
210.11	4009	Hawaii	204	5.09%	73	1.82%	722	18.01%	887	22.13%	1578	39.36%	748	18.66%	54	1.35%	49	1.22%	75	1.87%	9	0.22%	2508	62.56%
210.13	4970	Hawaii	156	3.14%	56	1.13%	685	13.78%	1892	38.07%	1466	29.50%	1312	26.40%	88	1.77%	66	1.33%	61	1.23%	23	0.46%	2040	41.05%
211.06 212.02	7529 8451	Hawaii	460 413	6.11% 4.89%	195 148	2.59% 1.75%	898 802	11.93% 9.49%	1732 2051	23.00% 24.27%	2641 2409	35.08% 28.51%	843 756	11.20% 8.95%	68 77	0.90% 0.91%	126 615	1.67% 7.28%	139 85	1.85% 1.01%	30 17	0.40%	4420 4677	58.71%
213	5972	Hawaii Hawaii	183	3.06%	70	1.17%	621	10.40%	839	14.05%	1840	30.81%	801	13.41%	121	2.03%	60	1.00%	68	1.14%	26	0.44%	3608	55.34% 60.42%
214.02	4025	Hawaii	150	3.73%	69	1.71%	392	9.74%	829	20.60%	1184	29.42%	1298	32.25%	52	1.29%	86	2.14%	16	0.40%	2	0.05%	1751	43.50%
215.02	4844	Hawaii	160	3.30%	46	0.95%	420	8.67%	521	10.76%	1338	27.62%	750	15.48%	51	1.05%	52	1.07%	59	1.22%	27	0.56%	3294	68.00%
215.07 215.09	8503 5154	Hawaii Hawaii	300 125	3.53% 2.43%	119 75	1.40% 1.46%	981 340	11.54% 6.60%	1390 533	16.35% 10.34%	2268 846	26.67% 16.41%	1172 675	13.78% 13.10%	174 55	2.05% 1.07%	205 333	2.41% 6.46%	154 54	1.81% 1.05%	101 5	1.19% 0.10%	5569 3329	65.49% 64.59%
216.01	7822	Hawaii	218	2.79%	98	1.25%	663	8.48%	1425	18.22%	1543	19.73%	847	10.83%	222	2.84%	176	2.25%	95	1.21%	70	0.89%	4576	58.50%
216.04	7587	Hawaii	273	3.60%	139	1.83%	550	7.25%	1195	15.75%	1180	15.55%	759	10.00%	97	1.28%	130	1.71%	53	0.70%	36	0.47%	5298	69.83%
217.02 217.04	9540 8087	Hawaii Hawaii	302 235	3.17% 2.91%	80 128	0.84% 1.58%	1370 658	14.36% 8.14%	1984 1301	20.80% 16.09%	3655 1470	38.31% 18.18%	1532 834	16.06% 10.31%	186 76	1.95% 0.94%	251 503	2.63% 6.22%	104 93	1.09% 1.15%	13 22	0.14% 0.27%	5454 5239	57.17%
218	6322	Hawaii	186	2.94%	42	0.66%	1032	16.32%	2075	32.82%	2284	36.13%	1039	16.43%	82	1.30%	39	0.62%	37	0.59%	22	0.35%	3547	64.78% 56.11%
219.02	3925	Hawaii	154	3.92%	32	0.82%	557	14.19%	1586	40.41%	1156	29.45%	670	17.07%	35	0.89%	67	1.71%	26	0.66%	5	0.13%	2126	54.17%
220	2588	Hawaii	119 57	4.60% 2.79%	25 36	0.97% 1.76%	334 257	12.91% 12.59%	1008 714	38.95% 34.98%	635 421	24.54%	401 265	15.49% 12.98%	34 12	1.31% 0.59%	25 6	0.97%	6 19	0.23%	1 6	0.04%	1579	61.01%
221.02 1.06	2041 7704	Hawaii Honolulu	135	1.75%	133	1.76%	1453	12.59%	604	7.84%	694	20.63% 9.01%	2642	34.29%	590	7.66%	69	0.29%	56	0.93%	16	0.29%	1198 3668	58.70% 47.61%
1.07	2818	Honolulu	51	1.81%	31	1.10%	593	21.04%	237	8.41%	345	12.24%	1111	39.43%	188	6.67%	1	0.04%	31	1.10%	1	0.04%	1300	46.13%
1.08	3264	Honolulu	66	2.02%	60	1.84%	604	18.50%	206	6.31%	306	9.38%	786	24.08%	237	7.26%	20	0.61%	12	0.37%	5	0.15%	1872	57.35%
1.10 1.11	4288 5035	Honolulu Honolulu	83 64	1.94% 1.27%	53 58	1.24% 1.15%	892 1173	20.80%	329 543	7.67% 10.78%	595 796	13.88% 15.81%	1699 2344	39.62% 46.55%	241 308	5.62% 6.12%	11 18	0.26% 0.36%	25 56	0.58% 1.11%	7 3	0.16% 0.06%	2041 1926	47.60% 38.25%
1.12	5555	Honolulu	83	1.49%	57	1.03%	1130	20.34%	358	6.44%	761	13.70%	2461	44.30%	398	7.16%	20	0.36%	42	0.76%	12	0.22%	2214	39.86%
1.14	1594	Honolulu	13	0.82%	24	1.51%	201	12.61%	80	5.02%	128	8.03%	307	19.26%	80	5.02%	5	0.31%	13	0.82%	0	0.00%	1050	65.87%
2 3.01	5742 3307	Honolulu	111 44	1.93% 1.33%	48 34	0.84% 1.03%	1468 865	25.57% 26.16%	427 206	7.44% 6.23%	1147 355	19.98% 10.73%	2412 1341	42.01% 40.55%	265 157	4.62% 4.75%	37 3	0.64% 0.09%	70 18	1.22% 0.54%	23	0.40% 0.00%	2312 1225	40.26%
3.01	2990	Honolulu Honolulu	66	2.21%	34 25	0.84%	816	27.29%	188	6.29%	438	14.65%	1341	40.55%	162	4.75% 5.42%	11	0.09%	29	0.54%	3	0.00%	1185	37.04% 39.63%
4.01	2893	Honolulu	28	0.97%	21	0.73%	566	19.56%	120	4.15%	253	8.75%	1360	47.01%	132	4.56%	8	0.28%	3	0.10%	0	0.00%	1112	38.44%
4.02	3999	Honolulu	26	0.65%	28	0.70%	1094	27.36%	243	6.08%	240	6.00%	1568	39.21%	323	8.08%	2	0.05%	10	0.25%	0	0.00%	1404	35.11%
5 6	3807 1218	Honolulu Honolulu	28 14	0.74% 1.15%	26 8	0.68%	848 390	22.27% 32.02%	165 36	4.33% 2.96%	326 118	8.56% 9.69%	1198 312	31.47% 25.62%	209 58	5.49% 4.76%	20 3	0.53% 0.25%	14 3	0.37%	1 3	0.03%	1808 569	47.49% 46.72%
7	2966	Honolulu	50	1.69%	6	0.20%	728	24.54%	225	7.59%	373	12.58%	1664	56.10%	177	5.97%	1	0.03%	19	0.64%	7	0.24%	722	24.34%
8	3771	Honolulu	67	1.78%	41	1.09%	1084	28.75%	337	8.94%	560	14.85%	1675	44.42%	216	5.73%	14	0.37%	43	1.14%	7	0.19%	1100	29.17%
9.01	2736	Honolulu	35 72	1.28%	31	1.13%	524	19.15%	116	4.24%	235	8.59%	1322	48.32%	177	6.47%	8	0.29%	30	1.10%	0 8	0.00%	971	35.49%
9.02 9.03	4088 2858	Honolulu Honolulu	73 44	1.79% 1.54%	44 41	1.08% 1.43%	975 707	23.85% 24.74%	288 204	7.05% 7.14%	507 439	12.40% 15.36%	1427 1289	34.91% 45.10%	151 165	3.69% 5.77%	17 10	0.42% 0.35%	26 19	0.64% 0.66%	0	0.20% 0.00%	1860 940	45.50% 32.89%
10	3096	Honolulu	96	3.10%	41	1.32%	596	19.25%	318	10.27%	506	16.34%	1427	46.09%	140	4.52%	28	0.90%	23	0.74%	35	1.13%	1187	38.34%
11	3862	Honolulu	77	1.99%	54	1.40%	570	14.76%	364	9.43%	754	19.52%	1161	30.06%	100	2.59%	685	17.74%	274	7.09%	116	3.00%	815	21.10%
12.01 12.02	2924 3030	Honolulu	53 48	1.81% 1.58%	50 34	1.71% 1.12%	730 726	24.97% 23.96%	283 301	9.68% 9.93%	446 486	15.25% 16.04%	1299 1587	44.43% 52.38%	157 118	5.37% 3.89%	40 76	1.37% 2.51%	48 20	1.64% 0.66%	36 21	1.23% 0.69%	766 762	26.20%
13	4207	Honolulu Honolulu	72	1.71%	53	1.12%	1263	30.02%	443	10.53%	714	16.97%	1676	39.84%	246	5.85%	38	0.90%	57	1.35%	11	0.89%	1250	25.15% 29.71%
14	2550	Honolulu	21	0.82%	29	1.14%	617	24.20%	175	6.86%	328	12.86%	1214	47.61%	139	5.45%	13	0.51%	20	0.78%	18	0.71%	742	29.10%
15	3527	Honolulu	49	1.39%	47	1.33%	901	25.55%	362	10.26%	598	16.95% 62	1524	43.21%	189	5.36%	33	0.94%	44	1.25%	8	0.23%	1071	30.37%

	16	3783	Honolulu	75	1.98%	52	1.37%	893	23.61%	344	9.09%	620	16.39%	1557	41.16%	191	5.05%	40	1.06%	53	1.40%	57	1.51%	1213	32.06%
1.00			Honolulu																			1			74.48%
14																									
14																									
14																									
Page	19.03	2770		37	1.34%	89	3.21%	297	10.72%	156	5.63%	119	4.30%	726	26.21%	213	7.69%	35	1.26%	9	0.32%	5	0.18%	1416	
Page	19.04	3912	Honolulu	100	2.56%	148	3.78%	305	7.80%	248	6.34%	201	5.14%	750	19.17%	224	5.73%	69	1.76%	19	0.49%	4	0.10%	2198	56.19%
14			Honolulu																			4			49.78%
14																						1			
2-15 1-15																									
14																						19			
March Marc	22.02	3400	Honolulu	45	1.32%	96	2.82%	649	19.09%	240	7.06%	280	8.24%	1027	30.21%	411	12.09%	70	2.06%	33	0.97%	3	0.09%	1179	
March Marc			Honolulu																						27.39%
14																									
March Marc																									
Prof. Prof																									
24 14 15 15 15 15 15 15 1	27.01	5093		112	2.20%	172	3.38%	777	15.26%	648	12.72%	636	12.49%	1401	27.51%	204	4.01%	87	1.71%	121	2.38%	22	0.43%	2287	
24			Honolulu																						37.99%
14																									
March Marc																						-			
Secondary 19	31.02	3335		48	1.44%	18	0.54%	535	16.04%	241	7.23%	291	8.73%	2129	63.84%	196	5.88%	13	0.39%	10	0.30%	0	0.00%	914	
March Marc			Honolulu																			0			58.46%
March Marc																						_			
March Marc																									
Marcon 1977 New Journal 1978																									
Second S	34.06	5777		125	2.16%	165	2.86%	1162	20.11%	671	11.62%	731	12.65%	1688	29.22%	637	11.03%	397	6.87%	108	1.87%	20	0.35%	1501	
Solid Solid Headers So			Honolulu			14														•		0			36.47%
Month Mont																									
Second S																						19			
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98 3079 November 50 1,750% 192 2,80% 100 1,751% 307 2,92% 209 1,90% 120 1,90%	36.04	2519		27	1.07%	41	1.63%	394	15.64%	184	7.30%	105	4.17%	839	33.31%	646	25.65%	51	2.02%	9	0.36%	2	0.08%	463	
9 655 Horseland 5 0 07% by 625 387% 133 2037% 77 11,75% 79 11,65% 127 18,67% 34 51,7% 127 19,35% 19 230% 1 0,15% 160 425% 246% 140 125% 130 205% 64 125% 246% 140 225% 650 15,10% 615 13,85% 1100 24,42% 396 213% 322 72,5% 108 240% 10 0,24% 16 0,47% 121 32,35% 140 140 140 140 140 140 140 140 140 140	37	5579	Honolulu	58	1.04%	155	2.78%	959	17.19%	408	7.31%	350	6.27%	1728	30.97%	693	12.42%	60	1.08%	46	0.82%	5	0.09%	1937	34.72%
40 1562 Normal 31 2,07% 66 427% 249 16,04% 175 11,29% 190 8,59% 800 120% 14,09% 195 225% 800 15,09% 151 129% 150% 150% 150% 150% 150% 150% 150% 150			Honolulu	50		112	2 920/	COE		267	0.249/	301		1050		620	15.82%	125	3.15%	36	0.01%	7		1162	29 29%
44 464 Honelly 68 1996 339 3.996, 915 23.38% 680 15.196, 915 13.89% 190 24.99% 190 24.00% 21 04.79% 191 22.39% 190 190 190 190 190 190 190 190 190 190	39																	407	40.000/			- 1			
44 6166 Henchulu 173 2 4,99% 400 2,57% 14179 26,45% 602 16,67% 1009 18,42% 1466 28,76% 221 3,35% 186 3,51% 125 2,24% 75 13,99% 1819 2,25% 44 6166 Henchulu 173 2,24% 30 0,70% 1216 2,32% 618 11,97% 2000 38,88% 1932 2,09% 44 1,82% 84 1,82% 84 0,04% 84 1,82% 24 0,44% 1929 25,05% 44 5 1,45% 1939 2,09% 44 1,42% 24 0,44% 1929 25,05% 44 5 1,45% 1939 2,04% 45 0,44% 47 0,44% 46 0,44% 86 0	40		Honolulu	5	0.76%	25	3.82%	133	20.31%	77	11.76%	76	11.60%	121	18.47%	34	5.19%			19	2.90%		0.15%	166	25.34%
4 5165 Novellati 123 2 28% 38 0 78% 1929 257% 618 1137% 2000 3 88% 1922 37.21% 1398 2.69% 64 1.62% 64 1.63% 24 0.46% 1298 2.62% 46 5 1.64% 1929 2.62% 46 5 1.64% 1929 2.62% 46 0.64% 1929 2.62% 14 1.62% 1929 1.6		1552	Honolulu Honolulu	5 31	0.76% 2.00%	25 66	3.82% 4.25%	133 249	20.31% 16.04%	77 175	11.76% 11.28%	76 139	11.60% 8.96%	121 228	18.47% 14.69%	34 69	5.19% 4.45%	12	0.77%	19 13	2.90% 0.84%	0	0.15% 0.00%	166 814	25.34% 52.45%
46 5146 Herodulu 85 1.69% 52 1.01% 1215 2.80% 591 7.02% 656 12.79% 2291 44.59% 278 5.40% 47 0.91% 48 0.98% 8 0.59% 1997 36.57% 146 375 Herodulu 48 1.02% 47 1.02% 1571 34.50% 496 10.88% 525 18.12% 1999 43.91% 211 4.63% 23 0.62% 32 0.65% 1 3.02% 1164 22.57% 148 149 119 119 119 119 119 119 119 119 119	41 42	1552 4504 3432	Honolulu Honolulu Honolulu	5 31 88 35	0.76% 2.00% 1.95%	25 66 139 95	3.82% 4.25% 3.09% 2.77%	133 249 915 833	20.31% 16.04% 20.32%	77 175 680	11.76% 11.28% 15.10%	76 139 615 313	11.60% 8.96% 13.65%	121 228 1100 913	18.47% 14.69% 24.42%	34 69 366 253	5.19% 4.45% 8.13%	12 352 38	0.77% 7.82%	19 13 108 30	2.90% 0.84% 2.40%	0 21	0.15% 0.00% 0.47%	166 814 1457 1213	25.34% 52.45% 32.35%
46 375 Horselad 89 2.38% 40 1.07% 1919 3189% 307 10.85% 538 14.39% 1772 47.44% 154 4.12% 23 0.82% 32 0.89% 1 1.003% 028 24.85% 147 4.553 Horselad 48 1.05% 47 1.03% 1571 34.50% 486 10.89% 625 18.12% 1989 43.81% 211 4.83% 21 0.81% 54 1.19% 13 0.29% 1164 52.57% 148 677 Horselad 113 1.69% 17 1.00% 122 24.20% 17 0.53% 1275 33.87% 681 21.29% 415 12.89% 816 25.52% 110 3.72% 101 3.10% 102 3.19% 34 1.05% 47 1.20% 415 12.89% 816 25.52% 110 3.72% 101 3.10% 102 3.19% 34 1.05% 47 1.20% 415 12.89% 816 25.52% 110 3.72% 101 3.10% 102 3.19% 34 1.05% 47 1.20% 415 1.20	41 42 43	1552 4504 3432 5591	Honolulu Honolulu Honolulu Honolulu Honolulu	5 31 88 35 139	0.76% 2.00% 1.95% 1.02% 2.49%	25 66 139 95 140	3.82% 4.25% 3.09% 2.77% 2.50%	133 249 915 833 1479	20.31% 16.04% 20.32% 24.27% 26.45%	77 175 680 296 932	11.76% 11.28% 15.10% 8.62% 16.67%	76 139 615 313 1030	11.60% 8.96% 13.65% 9.12% 18.42%	121 228 1100 913 1496	18.47% 14.69% 24.42% 26.60% 26.76%	34 69 366 253 221	5.19% 4.45% 8.13% 7.37% 3.95%	12 352 38 196	0.77% 7.82% 1.11% 3.51%	19 13 108 30 125	2.90% 0.84% 2.40% 0.87% 2.24%	0 21 16 76	0.15% 0.00% 0.47% 0.47% 1.36%	166 814 1457 1213 1811	25.34% 52.45% 32.35% 35.34% 32.39%
47 4553 Horodulu 151 168% 177 100% 1571 34.50% 480 10.89% 152 10.89% 152 10.89% 152 27.9%	41 42 43 44	1552 4504 3432 5591 5165	Honolulu Honolulu Honolulu Honolulu Honolulu	5 31 88 35 139 123	0.76% 2.00% 1.95% 1.02% 2.49% 2.38%	25 66 139 95 140 39	3.82% 4.25% 3.09% 2.77% 2.50% 0.76%	133 249 915 833 1479 1329	20.31% 16.04% 20.32% 24.27% 26.45% 25.73%	77 175 680 296 932 618	11.76% 11.28% 15.10% 8.62% 16.67% 11.97%	76 139 615 313 1030 2060	11.60% 8.96% 13.65% 9.12% 18.42% 39.88%	121 228 1100 913 1496 1922	18.47% 14.69% 24.42% 26.60% 26.76% 37.21%	34 69 366 253 221 139	5.19% 4.45% 8.13% 7.37% 3.95% 2.69%	12 352 38 196 94	0.77% 7.82% 1.11% 3.51% 1.82%	19 13 108 30 125 84	2.90% 0.84% 2.40% 0.87% 2.24% 1.63%	0 21 16 76	0.15% 0.00% 0.47% 0.47% 1.36% 0.46%	166 814 1457 1213 1811 1296	25.34% 52.45% 32.35% 35.34% 32.39% 25.09%
49 3188 Horolulu 72 2.25% 17 0.53% 1276 39.87% 681 21.29% 415 12.99% 816 22.52% 119 3.75% 101 3.19% 102 3.19% 34 1.06% 470 14.77% 10.53% 10.00% 619 20.09% 610 20.09%	41 42 43 44 45	1552 4504 3432 5591 5165 5145	Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu	5 31 88 35 139 123 85	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65%	25 66 139 95 140 39 52	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01%	133 249 915 833 1479 1329 1215	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62%	77 175 680 296 932 618 361	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02%	76 139 615 313 1030 2060 656	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75%	121 228 1100 913 1496 1922 2291	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53%	34 69 366 253 221 139 278	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40%	12 352 38 196 94 47	0.77% 7.82% 1.11% 3.51% 1.82% 0.91%	19 13 108 30 125 84 46	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89%	0 21 16 76	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16%	166 814 1457 1213 1811 1296 1897	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87%
51 3090 Honolulu 33 1 107% 36 1.17% 1454 47.06% 137 4.43% 116 3.75% 407 13.17% 399 12.91% 29 0.94% 10 0.32% 0 0.00% 619 20.03% 62 3333 Honolulu 51 1.55% 123 3.73% 1465 44.45% 408 12.39% 329 9.99% 184 5.59% 244 7.41% 21 0.64% 83 2.52% 6 0.10% 557 16.91% 653 3.058 Honolulu 51 1.40% 43 1.18% 2117 58.22% 419 11.52% 415 11.41% 384 10.56% 414 11.39% 21 0.65% 118 3.25% 0 0.00% 325 89.4% 10 0.00% 3	41 42 43 44 45 46	1552 4504 3432 5591 5165 5145 3735	Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu	5 31 88 35 139 123 85	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38%	25 66 139 95 140 39 52 40	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01%	133 249 915 833 1479 1329 1215 1191	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89%	77 175 680 296 932 618 361 397	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02%	76 139 615 313 1030 2060 656 536	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35%	121 228 1100 913 1496 1922 2291 1772	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44%	34 69 366 253 221 139 278 154	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12%	12 352 38 196 94 47 23	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62%	19 13 108 30 125 84 46 32	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86%	0 21 16 76 24 8	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03%	166 814 1457 1213 1811 1296 1897 928	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85%
\$\frac{52}{52}\$\frac{3239}{30}\$\frac{1}{10}\$	41 42 43 44 45 46 47 48	1552 4504 3432 5591 5165 5145 3735 4553 6707	Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu	5 31 88 35 139 123 85 89 48	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68%	25 66 139 95 140 39 52 40 47	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60%	133 249 915 833 1479 1329 1215 1191 1571 1623	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20%	77 175 680 296 932 618 361 397 496 2379	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47%	76 139 615 313 1030 2060 656 536 825 1583	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60%	121 228 1100 913 1496 1922 2291 1772 1999 1844	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49%	34 69 366 253 221 139 278 154 211	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50%	12 352 38 196 94 47 23 23 182	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71%	19 13 108 30 125 84 46 32 54 275	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10%	0 21 16 76 24 8 1 13 42	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29%	166 814 1457 1213 1811 1296 1897 928 1164 1333	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57%
S3 3636 Honolulu 51 1.40% 43 1.18% 2117 58.22% 419 11.52% 415 11.41% 384 10.58% 414 11.38% 21 0.58% 118 3.25% 0 0.00% 325 8.94% 54 1637 Honolulu 33 1.59% 14 0.67% 221 13.50% 202 12.34% 181 11.06% 39 2.38% 9 0.55% 633 38.67% 256 15.64% 15 0.92% 125 7.68% 155 2078 Honolulu 33 1.59% 14 0.67% 625 30.08% 633 30.08% 632 41.53% 219 10.54% 117 5.63% 61 3.90% 63 3.30% 188 9.05% 19 0.91% 156 7.51% 156 7.51% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 125 7.68% 156 10.92% 126 7.62% 156 7.51% 156	41 42 43 44 45 46 47 48 49	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198	Honolulu	5 31 88 35 139 123 85 89 48 113	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25%	25 66 139 95 140 39 52 40 47 107	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87%	77 175 680 296 932 618 361 397 496 2379 681	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29%	76 139 615 313 1030 2060 656 536 825 1583 415	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52%	34 69 366 253 221 139 278 154 211 168 119	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72%	12 352 38 196 94 47 23 23 182 101	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16%	19 13 108 30 125 84 46 32 54 275 102	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19%	0 21 16 76 24 8 1 13 42	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70%
54 1637 Honolulu 39 2.38% 47 2.87% 221 13.50% 202 12.34% 181 11.06% 39 2.38% 9 0.55% 633 38.67% 256 15.64% 15 0.92% 125 7.64% 55 2078 Honolulu 33 1.59% 14 0.67% 625 30.08% 863 41.53% 219 10.54% 117 5.63% 81 3.00% 63 3.03% 188 9.05% 19 0.91% 156 7.51% 56 6749 Honolulu 61 0.90% 10 1.48% 1347 19.99% 3568 52.87% 652 9.68% 80 11.87% 247 12.60% 95 1.41% 189 9.66% 066 0.99% 50 8.74% 57 2148 Honolulu 60 2.79% 78 3.63% 435 20.25% 547 25.47% 376 17.60% 212 9.87% 117 5.45% 144 6.70% 114 5.31% 21 0.98% 516 24.02% 59 3353 Honolulu 64 1.86% 64 1.86% 392 11.40% 209 61.02% 653 16.37% 262 7.62% 88 2.59% 182 5.29% 216 6.28% 22 0.64% 386 11.22% 66 6.421 Honolulu 24 0.44% 33 0.61% 288 5.31% 4951 80.45% 431 7.45% 276 5.09% 31 0.57% 25 21 153 2.82% 190 3.50% 20 0.37% 292 5.39% 61 4175 Honolulu 30 0.72% 34 0.81% 312 7.47% 3224 77.22% 431 10.32% 365 8.74% 19 0.48% 50 1.20% 50 1.20% 103 2.47% 21 0.50% 309 7.40% 62.01 Honolulu 53 0.88% 83 1.37% 553 9.15% 3177 52.54% 744 12.30% 550 9.10% 76 1.26% 875 14.47% 591 9.77% 24 0.40% 567 9.38% 63.01 3773 Honolulu 53 0.88% 83 1.37% 553 9.15% 3177 52.54% 744 12.30% 550 9.10% 76 1.26% 875 14.47% 591 9.47% 11 0.29% 410 10.87% 63.02 2700 Honolulu 38 1.40% 39 1.43% 228 8.38% 590 2.69% 448 14.59% 68 4.00% 3 0.88% 60 1.20% 14.47% 591 9.77% 24 0.40% 567 9.38% 63.01 3773 Honolulu 38 1.40% 39 1.43% 228 8.38% 590 2.69% 448 14.59% 68 4.00% 3 0.88% 70 4.13.99% 66 3.88% 43 0.25% 410 10.87% 64.01 0.05% 430 1.15% 228 8.38% 590 2.69% 448 16.47% 293 10.77% 13 0.48% 70 0.57% 64 2.37% 66 2.39% 326 11.99% 66 0.48% 13.03% 77 1.21% 126 1.97% 61 1.59% 45 0.40% 10.15% 12.00% 10.15%	41 42 43 44 45 46 47 48 49 51	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090	Honolulu	5 31 88 35 139 123 85 89 48 113 72	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25%	25 66 139 95 140 39 52 40 47 107 17	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06%	77 175 680 296 932 618 361 397 496 2379 681	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43%	76 139 615 313 1030 2060 656 536 825 1583 415 116	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17%	34 69 366 253 221 139 278 154 211 168 119 399	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91%	12 352 38 196 94 47 23 23 182 101 29	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94%	19 13 108 30 125 84 46 32 54 275 102	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32%	0 21 16 76 24 8 1 13 42	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03%
66 6749 Honolulu 61 0.90% 100 1.48% 1347 19.96% 3568 52.87% 652 9.66% 801 11.87% 247 3.66% 95 1.41% 189 2.80% 66 0.98% 590 8.74% 57 2448 Honolulu 60 2.79% 78 3.63% 435 20.25% 547 25.47% 378 17.60% 212 9.87% 117 5.45% 144 6.70% 114 5.31% 21 0.98% 516 24.02% 58 3440 Honolulu 64 1.86% 64 1.86% 392 11.40% 2099 61.02% 563 16.37% 262 7.82% 89 2.59% 182 5.29% 216 6.28% 22 0.64% 386 14.22% 59 3353 Honolulu 23 0.69% 103 3.07% 193 5.76% 1294 38.59% 858 25.59% 292 8.71% 42 1.25% 231 6.89% 205 6.11% 14 0.42% 551 16.43% 60 5421 Honolulu 24 0.44% 33 0.61% 288 5.31% 4361 80.45% 431 7.95% 276 5.99% 31 0.57% 153 2.82% 190 3.50% 20 0.37% 292 5.39% 61 4175 Honolulu 30 0.72% 34 0.81% 312 7.47% 3224 77.22% 431 10.32% 365 8.74% 19 0.46% 50 1.20% 103 2.47% 21 0.50% 309 7.40% 62.01 6047 Honolulu 42 2.47% 68 4.00% 99 5.82% 121 7.11% 248 14.58% 68 4.00% 3 0.18% 704 41.39% 626 36.80% 43 2.53% 140 8.23% 63.01 3773 Honolulu 42 2.47% 68 4.00% 99 5.82% 121 7.11% 248 14.58% 68 4.00% 3 0.18% 704 41.39% 626 36.80% 43 2.53% 140 8.23% 63.01 3773 Honolulu 31 0.82% 23 0.61% 432 11.48% 210 56.19% 476 12.62% 789 20.91% 65 1.72% 95 2.52% 179 4.74% 11 0.29% 410 10.87% 64.01 20.99 Honolulu 31 0.82% 2 0.61% 432 11.48% 210 56.19% 476 12.62% 789 20.91% 65 1.72% 95 2.52% 179 4.74% 11 0.29% 410 10.87% 64.01 20.99 Honolulu 76 1.19% 45 0.70% 640 10.02% 410 10.87% 650 1.19% 62 1.15% 24 1.15% 24 1.15% 24 1.10% 64 1.15	41 42 43 44 45 46 47 48 49 51	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07%	25 66 139 95 140 39 52 40 47 107 17 36 123	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49%	77 175 680 296 932 618 361 397 496 2379 681 137 408	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59%	34 69 366 253 221 139 278 154 211 168 119 399 244	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41%	12 352 38 196 94 47 23 23 182 101 29 21	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64%	19 13 108 30 125 84 46 32 54 275 102 10 83	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52%	0 21 16 76 24 8 1 13 42	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91%
57 2148 Honolulu 60 2.79% 78 3.63% 435 20.25% 547 25.47% 378 17.60% 212 9.87% 117 5.45% 144 6.70% 114 5.31% 21 0.98% 516 24.02% 58 3440 Honolulu 64 1.86% 64 1.86% 392 11.40% 2099 61.02% 563 16.37% 262 7.62% 89 2.59% 182 5.29% 216 6.28% 22 0.64% 386 11.22% 59 3353 Honolulu 23 0.69% 103 3.07% 193 5.76% 1294 38.59% 858 25.59% 292 8.71% 42 1.25% 231 6.89% 205 6.11% 14 0.42% 551 16.43% 60 5421 Honolulu 30 0.72% 34 0.81% 312 7.47% 324 77.22% 431 10.32% 365 8.74% 19 0.46% 50 1.20% 103 3.67% 20 0.37% 292 5.39% 62.01 4175 Honolulu 53 0.88% 83 1.37% 553 9.15% 3177 52.54% 744 12.30% 550 9.10% 76 12.66% 875 14.47% 591 9.77% 24 0.40% 567 9.38% 62.02 1701 Honolulu 42 2.47% 68 4.00% 99 5.82% 121 7.11% 248 14.58% 68 4.00% 3 0.18% 704 41.39% 626 36.80% 43 2.53% 410 8.23% 64.01 8.25% 61.02% 61.02% 6	41 42 43 44 45 46 47 48 49 51 52 53	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55%	25 66 139 95 140 39 52 40 47 107 17 36 123 43	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22%	777 175 680 296 932 618 361 397 496 2379 681 137 408 419	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56%	34 69 366 253 221 139 278 154 211 168 119 399 244 414	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39%	12 352 38 196 94 47 23 23 182 101 29 21 21	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58%	19 13 108 30 125 84 46 32 54 275 102 10 83 118	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25%	0 21 16 76 24 8 1 13 42 34 0 6	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.03% 0.29% 0.63% 1.06% 0.00%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94%
58 3440 Honolulu 23 0.69% 103 3.07% 193 5.76% 1294 38.59% 858 25.59% 292 8.71% 42 1.25% 231 6.89% 205 6.11% 14 0.42% 551 16.43% 60 5421 Honolulu 24 0.44% 33 0.61% 288 5.31% 4361 80.45% 431 7.95% 276 5.09% 31 0.57% 153 2.82% 190 3.50% 20 0.37% 292 6.39% 61 4175 Honolulu 30 0.72% 34 0.81% 312 7.47% 3224 77.22% 431 10.32% 365 8.74% 19 0.46% 50 1.20% 103 2.47% 21 0.50% 309 7.40% 62.01 6047 Honolulu 53 0.88% 83 1.37% 553 9.15% 3177 52.54% 744 12.30% 550 9.10% 76 1.26% 875 14.47% 591 9.77% 24 0.40% 567 9.38% 63.01 3773 Honolulu 42 2.47% 68 4.00% 99 5.82% 121 7.11% 248 14.58% 68 4.00% 3 0.18% 704 41.39% 626 36.80% 43 2.53% 140 8.23% 63.01 3773 Honolulu 38 1.40% 39 1.43% 228 8.38% 590 21.69% 448 16.47% 293 10.77% 13 0.48% 700 25.74% 646 23.75% 65 2.39% 326 11.99% 64.01 2059 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 63.66% 1089 10.15% 247 12.00% 23 1.12% 20 0.97% 61 2.96% 44 2.14% 160 7.77% 64.02 6387 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 63.66% 1089 10.15% 247 12.00% 23 1.12% 20 0.97% 61 2.96% 44 2.14% 160 7.77% 66 4.02 6387 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 64.66% 1089 17.05% 632 13.03% 77 1.21% 126 1.97% 233 3.65% 101 1.58% 110 17.30% 66 374 Honolulu 77 1.87% 62 16.58% 54 1.19% 526 11.58% 2360 51.97% 676 14.89% 93 20.55% 98 2.16% 165 3.63% 171 3.77% 1 1.00% 13 0.27% 5 1.34% 1 0.02% 1356 23.26% 10.00% 1 1.00% 13.00% 170 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.55% 30.50 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54	1552 4504 3432 5591 5165 5145 3735 4553 45707 3198 3090 3293 3636 1637 2078	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 39 33	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1466 2117 221 625	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90%	12 352 38 196 94 47 23 23 182 101 29 21 21 633 63	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58% 38.67% 3.03%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64%	0 21 16 76 24 8 1 13 42 34 0 6 0	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64%
59 3353 Honolulu 23 0.69% 103 3.07% 193 5.76% 1294 38.59% 858 25.59% 292 8.71% 42 1.25% 231 6.89% 205 6.11% 14 0.42% 551 16.43% 60 5421 Honolulu 24 0.44% 33 0.61% 288 5.31% 4361 80.45% 431 7.95% 276 5.09% 31 0.57% 153 2.82% 190 3.50% 20 0.37% 292 5.39% 61 4175 Honolulu 30 0.72% 34 0.81% 312 7.47% 3224 77.22% 431 10.32% 365 8.74% 19 0.46% 50 1.20% 103 2.47% 21 0.50% 309 7.40% 62.01 6047 Honolulu 53 0.88% 83 1.37% 553 9.15% 3177 52.54% 744 12.30% 550 9.10% 76 1.26% 875 14.47% 591 9.77% 24 0.40% 567 9.38% 62.02 1701 Honolulu 42 2.47% 68 4.00% 99 5.82% 121 7.11% 248 14.58% 68 4.00% 3 0.18% 704 41.39% 626 36.80% 43 2.55% 140 8.23% 63.01 3773 Honolulu 31 0.82% 23 0.61% 432 11.45% 2120 56.19% 476 12.62% 789 20.91% 65 1.72% 95 2.52% 179 4.74% 11 0.29% 410 10.87% 63.02 2720 Honolulu 38 1.40% 39 14.3% 228 8.83% 590 21.69% 448 16.47% 293 10.177% 13 0.48% 700 25.74% 646 23.75% 65 2.39% 326 11.99% 64.01 2059 Honolulu 14 0.68% 2 0.10% 170 8.26% 1531 74.36% 299 10.15% 247 12.00% 23 1.12% 20 0.97% 61 2.96% 44 2.14% 160 7.77% 64.01 2059 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 64.66% 1089 17.05% 832 13.03% 77 1.21% 126 1.97% 233 3.65% 101 1.58% 106 7.77% 66 14.89% 933 20.55% 98 2.16% 165 3.63% 171 3.77% 61 1.34% 945 20.81% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 10.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 10.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 10.07% 6 1.60% 6 1.60% 1 0.02% 43 0.04% 43 0.74% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.02% 1356 23.26% 10.00% 1 0.0	41 42 43 44 45 46 47 48 49 51 52 53 54 55	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 51 39 33 61	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.65% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 8 81	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66%	12 352 38 196 94 47 23 23 182 101 29 21 21 633 63	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58% 38.67% 3.03% 1.41%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 188	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80%	0 21 16 76 24 8 1 13 42 34 0 6 0 15	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.18%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 126 590	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74%
60 5421 Honolulu 24 0.44% 33 0.61% 288 5.31% 4361 80.45% 431 7.95% 276 5.09% 31 0.57% 153 2.82% 190 3.50% 20 0.37% 292 5.39% 61 4175 Honolulu 30 0.72% 34 0.81% 312 7.47% 3224 77.22% 431 10.32% 365 8.74% 19 0.46% 50 1.20% 103 2.47% 21 0.50% 309 7.40% 62.01 6047 Honolulu 53 0.88% 83 1.37% 553 9.15% 3177 52.54% 744 12.30% 550 9.10% 76 1.26% 875 14.47% 591 9.77% 24 0.40% 567 9.38% 62.02 1701 Honolulu 42 2.47% 68 4.00% 99 5.82% 121 7.11% 248 14.58% 68 4.00% 3 0.18% 704 41.39% 626 36.80% 43 2.53% 140 8.23% 63.01 3773 Honolulu 31 0.82% 23 0.61% 432 11.45% 2120 56.19% 476 12.62% 789 20.91% 65 1.72% 95 2.52% 179 4.74% 11 0.29% 410 10.87% 64.01 2059 Honolulu 38 1.40% 39 1.43% 228 8.38% 590 21.69% 448 16.47% 293 10.77% 13 0.48% 700 25.74% 646 23.75% 65 2.39% 326 11.99% 64.01 2059 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 64.66% 1089 17.05% 832 13.03% 77 1.21% 126 1.97% 233 3.65% 101 1.58% 1105 17.30% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 1.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 67.01 5830 Honolulu 7 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.53% 3050 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 39 33 61 60	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 20.25%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53% 52.87%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219 652 378	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39 117 801	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45%	12 352 38 196 94 47 23 23 182 101 29 21 21 633 63 95	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58% 38.67% 3.03% 1.41% 6.70%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 188 189	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31%	0 21 16 76 24 8 1 13 42 34 0 6 0 15	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 125 590 516	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02%
62.01 6047 Honolulu 53 0.88% 83 1.37% 553 9.15% 3177 52.54% 744 12.30% 550 9.10% 76 1.26% 875 14.47% 591 9.77% 24 0.40% 567 9.38% 62.02 1701 Honolulu 42 2.47% 68 4.00% 99 5.82% 121 7.11% 248 14.58% 68 4.00% 3 0.18% 704 41.39% 626 36.80% 43 2.53% 140 8.23% 63.01 3773 Honolulu 31 0.82% 23 0.61% 432 11.45% 2120 56.19% 476 12.62% 789 20.91% 65 1.72% 95 2.52% 179 4.74% 11 0.29% 410 10.87% 63.02 2720 Honolulu 38 1.40% 39 1.43% 228 8.38% 590 21.69% 448 16.47% 293 10.77% 13 0.48% 700 25.74% 646 23.75% 65 2.39% 326 11.99% 64.01 2059 Honolulu 14 0.68% 2 0.10% 170 8.26% 1531 74.36% 209 10.15% 247 12.00% 23 1.12% 20 0.99% 61 2.96% 44 2.14% 160 7.77% 64.02 6387 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 64.66% 1089 17.05% 832 13.03% 77 1.21% 126 1.97% 233 3.65% 101 1.58% 1105 17.30% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 1.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 66.01 5830 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 1.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 67.01 5830 Honolulu 67 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.53% 3050 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54 55 66 57	1552 4504 43432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148 3440	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 51 39 33 61 60 64	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90% 2.79%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 20.25%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 4.52% 61.02%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219 652 378	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39 117 801 212	18.47% 14.69% 24.42% 26.60% 27.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45%	12 352 38 196 94 47 23 23 182 101 29 21 21 633 63 95 144	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58% 38.67% 3.03% 1.41% 6.70% 5.29%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 188 189 114	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28%	0 21 16 76 24 8 1 13 42 34 0 6 0 15 19 66 21	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 156 590 516	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02%
62.02 1701 Honolulu 42 2.47% 68 4.00% 99 5.82% 121 7.11% 248 14.58% 68 4.00% 3 0.18% 704 41.39% 626 36.80% 43 2.53% 140 8.23% 63.01 3773 Honolulu 31 0.82% 23 0.61% 432 11.45% 2120 56.19% 476 12.62% 789 20.91% 65 1.72% 95 2.52% 179 4.74% 11 0.29% 410 10.87% 63.02 2720 Honolulu 38 1.40% 39 1.43% 228 8.38% 590 21.69% 448 16.47% 293 10.77% 13 0.48% 700 25.74% 646 23.75% 65 2.39% 326 11.99% 64.01 2059 Honolulu 14 0.68% 2 0.10% 170 8.26% 1531 74.36% 209 10.15% 247 12.00% 23 11.2% 20 0.97% 61 2.96% 44 2.14% 160 7.77% 64.02 6387 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 64.66% 1089 17.05% 832 13.03% 77 1.21% 126 1.97% 233 3.68% 101 1.58% 1105 17.30% 65 4541 Honolulu 86 1.89% 54 1.19% 526 11.56% 2360 51.97% 676 14.89% 933 20.55% 98 2.16% 165 3.63% 171 3.77% 61 1.34% 945 20.81% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 1.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 67.01 5830 Honolulu 67 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.53% 3050 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56 67 78 88	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148 3440 3353	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 51 39 33 61 60 64 23	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90% 2.79% 1.86% 0.69%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 20.25% 11.40% 5.76%	777 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53% 52.87% 61.02% 38.59%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219 652 378 563 858	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.66% 17.60% 16.37% 25.59%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39 117 801 212 262 292	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87% 7.62% 8.71%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25%	12 352 38 196 94 47 23 23 182 101 29 21 21 633 63 95 144 182 231	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.58% 38.67% 3.03% 1.41% 6.70% 5.29% 6.89%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 188 189 114 216 205	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11%	0 21 16 76 24 8 1 13 42 34 0 6 0 15 19 66 21 22 14	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98% 0.98%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 156 590 516 386 551	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02% 11.22% 16.43%
63.01 3773 Honolulu 31 0.82% 23 0.61% 432 11.45% 2120 56.19% 476 12.62% 789 20.91% 65 1.72% 95 2.52% 179 4.74% 11 0.29% 410 10.87% 63.02 2720 Honolulu 38 1.40% 39 1.43% 228 8.38% 590 21.69% 448 16.47% 293 10.77% 13 0.48% 700 25.74% 646 23.75% 65 2.39% 326 11.99% 64.01 2059 Honolulu 14 0.68% 2 0.10% 170 8.26% 1531 74.36% 209 10.15% 247 12.00% 23 1.12% 20 0.97% 61 2.96% 44 2.14% 160 7.77% 64.02 6387 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 64.66% 1089 17.05% 832 13.03% 77 1.21% 126 1.97% 233 3.65% 101 1.58% 1105 17.30% 65 4541 Honolulu 86 1.89% 54 1.19% 526 11.58% 2360 51.97% 676 14.89% 933 20.55% 98 2.16% 165 3.63% 171 3.77% 61 1.34% 945 20.81% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 1.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 67.01 5830 Honolulu 67 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.53% 3050 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56 57 58 60 61	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148 3440 3353 5421 4175	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 39 33 61 60 64 23 24 30	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.65% 1.65% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90% 2.79% 1.86% 0.69% 0.44% 0.72%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64 103 33 34	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07% 0.61% 0.81%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193 288 312	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 20.25% 11.40% 5.76% 5.31% 7.47%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099 1294 4361	11.76% 11.28% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53% 52.87% 25.47% 61.02% 38.59% 80.45% 77.22%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219 652 378 563 888 431	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60% 16.37% 25.59% 7.95% 10.32%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39 117 801 212 262 292 276 365	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87% 7.62% 8.71% 5.09% 8.74%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42 31	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25% 0.57% 0.46%	12 352 38 196 94 47 23 23 182 101 29 21 21 633 63 95 144 182 231 153 50	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58% 38.67% 3.03% 1.41% 6.70% 5.29% 6.89% 2.82% 1.20%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 286 188 189 114 216 205 190 103	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11% 3.50% 2.47%	0 21 16 76 24 8 1 13 42 34 0 6 6 0 15 19 66 21 22 21	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98% 0.98% 0.64% 0.42% 0.37% 0.50%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 126 590 516 386 551 292 309	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02% 11.22% 16.43% 5.39%
63.02 2720 Honolulu 38 1.40% 39 1.43% 228 8.38% 590 21.69% 448 16.47% 293 10.77% 13 0.48% 700 25.74% 646 23.75% 65 2.39% 326 11.99% 64.01 2059 Honolulu 14 0.68% 2 0.10% 170 8.26% 1531 74.36% 209 10.15% 247 12.00% 23 1.12% 20 0.97% 61 2.96% 44 2.14% 160 7.77% 64.02 6387 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 64.66% 1089 17.05% 832 13.03% 77 1.21% 126 1.97% 233 3.65% 101 1.58% 1105 17.30% 65 4541 Honolulu 86 1.89% 54 1.19% 526 11.58% 2360 51.97% 676 14.89% 933 20.55% 98 2.16% 165 3.63% 171 3.77% 61 1.34% 945 20.81% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 1.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 67.01 5830 Honolulu 67 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.53% 3050 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54 55 66 57 58 60 61 62,01	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148 3440 3353 5421 4175 6047	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 39 33 61 60 64 23 24 30 53	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90% 2.79% 1.86% 0.69% 0.44% 0.72% 0.88%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64 103 33 34 83	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07% 0.61% 0.81% 1.37%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193 288 312 553	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 20.25% 11.40% 5.76% 5.31% 7.47% 9.15%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099 1294 4361 3224 3177	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 4.43% 12.34% 41.53% 52.87% 25.47% 61.02% 38.59% 80.45% 77.22% 52.54%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219 652 378 563 858 8431 431 744	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60% 65.55% 7.95% 10.32% 10.32% 10.32%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 39 117 801 212 262 292 276 365 550	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87% 7.62% 8.71% 5.09% 8.74% 9.10%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42 31 19 76	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25% 0.57% 0.46% 1.26%	12 352 38 196 94 47 23 23 182 101 29 21 21 63 95 144 182 231 153 50 875	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58% 38.67% 3.03% 1.41% 6.70% 5.29% 6.89% 2.82% 1.20%	19 13 108 30 125 84 46 32 54 102 10 83 118 256 188 189 114 216 205 103 591	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11% 3.50% 2.47% 9.77%	0 21 16 76 24 8 1 13 42 34 0 6 6 0 15 19 666 21 12 22 14 20 21 24	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98% 0.98% 0.46% 0.42% 0.37% 0.50% 0.40%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 125 156 590 516 386 551 292 309 567	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02% 11.22% 15.39% 7.40% 9.38%
64.01 2059 Honolulu 14 0.68% 2 0.10% 170 8.26% 1531 74.36% 209 10.15% 247 12.00% 23 1.12% 20 0.97% 61 2.96% 44 2.14% 160 7.77% 64.02 6387 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 64.66% 1089 17.05% 832 13.03% 77 1.21% 126 1.97% 233 3.65% 101 1.58% 1105 17.30% 65 4541 Honolulu 86 1.89% 54 1.19% 526 11.58% 2360 51.97% 676 14.89% 933 20.55% 98 2.16% 165 3.63% 171 3.77% 61 1.34% 945 20.81% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 1.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 67.01 5830 Honolulu 67 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.53% 3050 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56 67 58 60 61 62.01 62.02	1552 4504 43432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148 3440 3353 5421 4175 6047	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 39 33 61 60 64 23 24 30 53 42	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.65% 1.05% 1.40% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90% 2.79% 1.86% 0.69% 0.44% 0.72% 0.88% 2.47%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64 103 33 34 83 68	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07% 0.61% 0.81% 1.37% 4.00%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193 288 312 553 99	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 20.25% 11.40% 5.76% 5.31% 7.47% 9.15% 5.82%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099 1294 4361 3224 3177 121	11.76% 11.28% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53% 52.87% 25.47% 61.02% 38.59% 80.45% 77.22% 52.54% 7.11%	76 139 615 313 1030 2060 656 536 825 1583 4415 116 329 415 181 219 662 378 563 858 431 431 744 248	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.129 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60% 16.37% 25.59% 7.95% 10.32% 12.30% 14.58%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39 117 801 212 262 292 276 365 550 68	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87% 7.62% 8.71% 5.09% 8.74% 9.10%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42 31 19 76 3	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25% 0.57% 0.46% 1.26% 0.18%	12 352 38 196 94 47 23 23 182 101 29 21 21 63 63 95 144 182 231 153 60 875 704	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.58% 3.67% 3.03% 1.41% 6.70% 5.29% 6.89% 2.82% 1.20% 14.47% 41.39%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 188 189 114 216 205 190 103 591 626	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11% 3.50% 2.47% 9.77% 36.80%	0 21 16 76 24 8 1 13 42 34 0 6 0 15 19 66 21 22 14 20 21 24 43	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.92% 0.91% 0.98% 0.98% 0.64% 0.42% 0.37% 0.50% 0.40% 2.53%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 156 590 516 386 551 292 309 567 140	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.61% 8.74% 24.02% 11.22% 16.43% 5.39% 7.40% 9.38% 8.23%
64.02 6387 Honolulu 76 1.19% 45 0.70% 640 10.02% 4130 64.66% 1089 17.05% 832 13.03% 77 1.21% 126 1.97% 233 3.65% 101 1.58% 1105 17.30% 65 4541 Honolulu 86 1.89% 54 1.19% 526 11.58% 2360 51.97% 676 14.89% 933 20.55% 98 2.16% 165 3.63% 171 3.77% 61 1.34% 945 20.81% 66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 1.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 67.01 5830 Honolulu 67 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.53% 3050 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56 67 58 59 60 61 62.01 62.02 63.01	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 3440 3353 5421 4175 6047 1701 3773	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 51 39 33 61 60 64 23 24 30 53 42 31	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90% 2.79% 1.86% 0.69% 0.44% 0.72% 0.88% 2.47% 0.82%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64 103 33 34 88 68 23	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07% 0.61% 0.81% 1.37% 4.00% 0.61%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193 288 312 553 99 432	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 20.25% 11.40% 5.76% 5.31% 7.47% 9.15% 5.82% 11.45%	777 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099 1294 4361 3224 3177 121	11.76% 11.28% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53% 52.87% 25.47% 61.02% 38.59% 80.45% 77.22% 52.54% 7.11% 56.19%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219 652 378 563 888 431 734 248	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60% 16.37% 25.59% 7.95% 10.32% 12.30% 14.58% 12.62%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39 117 801 212 262 292 276 365 550 68 789	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87% 7.62% 8.71% 5.09% 8.74% 9.10% 4.00% 20.91%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42 31 19 76 3 65	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25% 0.46% 1.26% 0.18% 1.72%	12 352 38 196 94 47 23 23 182 101 29 21 21 63 95 144 182 231 153 50 875 704 95	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58% 38.67% 3.03% 1.41% 6.70% 5.29% 6.89% 2.82% 1.20% 14.47% 41.39% 2.52%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 188 189 114 216 205 190 103 591 626 179	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11% 3.50% 2.47% 9.77% 36.80% 4.74%	0 21 16 76 24 8 1 13 42 34 0 6 0 15 19 66 21 22 14 20 21 24 43 11	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98% 0.98% 0.98% 0.64% 0.42% 0.37% 0.50% 0.40% 2.53% 0.29%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 156 590 516 386 551 292 309 567 140 410	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02% 11.22% 16.43% 5.39% 7.40% 9.38% 8.23% 10.87%
66 374 Honolulu 7 1.87% 62 16.58% 12 3.21% 21 5.61% 4 1.07% 6 1.60% 6 1.60% 1 0.27% 5 1.34% 1 0.27% 266 71.12% 67.01 5830 Honolulu 67 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.53% 3050 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56 67 77 88 59 60 61 62.01 62.02 63.01 63.02	1552 4504 3432 5591 5165 6145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148 3440 3353 5421 4175 6047 1701 3773 2720	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 51 39 33 61 60 64 23 24 30 53 24 30 53 24 31 38 38 38 38 38 38 38 38 38 38 38 38 38	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.99% 0.90% 2.79% 1.86% 0.69% 0.44% 0.72% 0.88% 2.47% 0.82% 1.40%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64 103 33 34 83 68 23 39	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07% 0.61% 0.81% 1.37% 4.00% 0.61%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193 288 312 553 99 432 228	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 20.25% 11.40% 5.76% 5.31% 7.47% 9.15% 5.82% 11.45% 8.38%	777 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099 1294 4361 3224 3177 121 2120 590	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53% 52.87% 61.02% 38.59% 80.45% 77.22% 52.54% 7.11% 56.19% 21.69%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219 652 378 563 858 431 431 744 248 476	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60% 16.37% 25.59% 7.95% 10.32% 12.30% 14.58% 12.62% 16.47%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39 117 801 212 262 292 276 365 550 68 789 293	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 7.62% 8.71% 5.09% 8.74% 9.10% 4.00% 20.91% 10.77%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42 31 19 76 3 65 13	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25% 0.57% 0.46% 1.26% 0.18% 1.72% 0.48%	12 352 38 196 94 47 23 23 182 101 29 21 21 633 63 95 144 182 231 153 50 875 704 95 700	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.58% 38.67% 3.03% 1.41% 6.70% 5.29% 6.89% 2.82% 1.20% 14.47% 41.39% 2.52% 25.74%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 188 189 114 216 205 190 103 591 626 179 646	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11% 3.50% 2.47% 9.77% 36.80% 4.74% 23.75%	0 21 16 76 24 8 1 13 42 34 0 6 0 15 19 66 21 22 14 20 21 24 43 11 65	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98% 0.94% 0.42% 0.37% 0.50% 0.40% 2.53% 0.29% 2.39%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 156 590 516 386 551 292 309 567 140 410 326	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02% 11.22% 16.43% 5.39% 7.40% 9.38% 8.23% 10.87% 11.99%
67.01 5830 Honolulu 67 1.15% 154 2.64% 1101 18.89% 966 16.57% 614 10.53% 3050 52.32% 262 4.49% 49 0.84% 43 0.74% 1 0.02% 1356 23.26%	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56 57 58 60 61 62.01 62.01 62.02 63.02 64.01 64.02	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148 3440 3353 5421 4175 6047 1701 3773 2720 2059 6387	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 51 39 33 61 60 64 23 24 30 53 42 31 38 42 31 42 31 42 44 44 46 47 47 47 47 47 47 47 47 47 47 47 47 47	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.28% 0.90% 2.79% 1.86% 0.69% 0.44% 0.72% 0.88% 2.47% 0.82% 1.40% 0.68%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64 103 33 34 83 68 23 39 2	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07% 0.61% 0.81% 1.37% 4.00% 0.61% 1.43% 0.10% 0.70%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193 312 553 99 432 228 170 640	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 20.25% 11.40% 5.76% 5.31% 7.47% 9.15% 5.82% 11.45% 8.38% 8.26% 10.02%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099 1294 4361 3224 3177 121 2120 590 1531	11.76% 11.28% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 4.43% 12.34% 41.53% 52.87% 25.47% 61.02% 38.59% 80.45% 77.22% 52.54% 7.11% 56.19% 21.69% 74.36% 64.66%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219 652 378 563 858 431 431 744 248 476 448 209 1089	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60% 16.37% 25.59% 7.95% 10.32% 12.30% 14.58% 12.62% 16.47% 10.15%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 39 117 801 212 262 292 276 365 550 68 789 293 247	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87% 7.62% 8.71% 5.09% 8.74% 9.10% 4.00% 20.91% 10.77% 12.00% 13.03%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42 31 19 76 3 65 13 23 77	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25% 0.46% 1.25% 0.18% 1.72% 0.48% 1.12%	12 352 38 196 94 47 23 23 182 101 29 21 21 63 95 144 182 231 153 50 875 704 95 700 20 126	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58% 38.67% 3.03% 1.41% 6.70% 5.29% 6.89% 2.82% 1.20% 14.47% 41.39% 2.52% 25.74% 0.97% 1.97%	19 13 108 30 125 84 46 32 54 47 75 102 10 83 118 256 188 189 114 216 205 103 591 626 179 646 61 233	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11% 3.50% 2.47% 9.77% 36.80% 4.74% 23.75% 2.96% 3.65%	0 21 16 76 24 8 1 13 42 34 0 6 0 15 19 66 21 22 14 20 21 24 43 11 65 44	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98% 0.98% 0.64% 0.42% 0.37% 0.50% 0.40% 2.53% 0.29% 2.99% 2.14%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 125 156 590 516 386 551 292 309 567 140 410 410 410 410 410 410 410 410 410	25.34% 52.45% 32.35% 35.34% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02% 11.22% 16.43% 5.39% 7.40% 9.38% 8.23% 10.87% 11.99% 7.77%
	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56 57 58 59 60 61 62.01 62.02 63.02 64.01 64.02 65	1552 4504 43432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148 3440 3353 5421 4175 6047 1701 3773 2720 6059 6387 4541	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 39 33 61 60 64 23 24 30 53 42 31 38 42 31 48 48 48 48 48 48 48 48 48 48 48 48 48	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90% 2.79% 1.86% 0.69% 0.44% 0.72% 0.82% 1.40% 0.68% 1.19% 1.89%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64 103 33 34 83 68 23 39 2	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07% 0.61% 0.81% 1.37% 4.00% 0.61% 1.43% 0.10% 0.70% 1.19%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193 288 312 553 99 432 228 170 640 526	20.31% 16.04% 20.32% 24.27% 26.45% 25.73% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 5.76% 5.31% 7.47% 9.15% 5.82% 11.45% 8.38% 8.26% 10.02% 11.58%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099 1294 4361 3224 3177 121 2120 590 1531 4130 2360	11.76% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53% 52.87% 25.47% 61.02% 38.59% 80.45% 77.22% 52.54% 7.11% 56.19% 21.69% 74.96% 64.66% 51.97%	76 139 615 313 1030 2060 656 536 825 1583 4415 116 329 4415 181 219 652 378 563 858 431 441 744 248 476 448 209 1089 676	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.99% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60% 16.37% 25.59% 7.95% 10.32% 12.30% 14.58% 12.62% 16.47% 10.15% 17.05% 14.89%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39 117 801 212 262 292 276 365 550 68 789 293 247 832 933	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87% 7.62% 8.71% 5.09% 8.74% 9.10% 4.00% 20.91% 10.77% 12.00% 13.03% 20.55%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42 31 19 76 3 65 13	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25% 0.57% 0.46% 1.26% 0.18% 1.72% 0.48% 1.72% 0.48% 1.72% 1.21% 2.16%	12 352 38 196 94 47 23 23 182 101 29 21 21 63 95 144 182 231 50 875 704 95 700 20 126 165	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.58% 3.67% 3.03% 1.41% 6.70% 5.29% 6.89% 2.82% 1.20% 14.47% 41.39% 2.52% 25.74% 0.97% 1.97% 3.63%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 188 189 114 216 205 190 103 591 626 179 646 61 233 171	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11% 3.50% 2.47% 9.77% 36.80% 4.74% 23.75% 2.96% 3.65% 3.77%	0 21 16 76 24 8 1 13 42 34 0 6 0 15 19 66 21 22 14 20 21 24 43 11 65 24	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98% 0.98% 0.46% 0.42% 0.37% 0.50% 0.40% 2.53% 0.29% 2.39% 2.39% 2.14% 1.58%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 125 126 590 516 386 551 292 309 567 140 410 326 160 1105 945	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02% 11.22% 16.43% 5.39% 7.40% 9.38% 8.23% 10.87% 11.99% 7.77% 17.30% 20.81%
	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56 67 58 59 60 61 62.01 62.02 63.01 64.02 65 66	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 6749 2148 3440 3353 5421 4175 6047 1701 3773 2720 2059 6387 4541 374	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 39 33 61 60 64 23 24 30 53 42 31 38 42 31 48 48 48 48 48 48 48 48 48 48 48 48 48	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90% 2.79% 1.86% 0.69% 0.44% 0.72% 0.88% 2.47% 0.82% 1.40% 0.68% 1.19% 1.89% 1.89%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64 103 33 34 83 68 23 39 2 45 54 66	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07% 0.61% 0.81% 1.37% 4.00% 0.61% 0.61% 1.43% 0.10% 0.70% 1.19%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193 288 312 553 99 432 228 170 640 526	20.31% 16.04% 20.32% 24.27% 26.45% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.50% 30.08% 19.96% 5.76% 5.31% 7.47% 9.15% 5.82% 11.45% 8.38% 8.26% 10.02% 11.58% 3.21%	77 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099 1294 4361 3224 3177 121 2120 590 1531 4130 2360 21	11.76% 11.28% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53% 52.87% 25.47% 61.02% 38.59% 80.45% 77.22% 55.61%	76 139 615 313 1030 2060 656 536 825 1583 4415 116 329 445 181 219 652 378 563 858 431 431 744 248 476 448 209 1089 676	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 10.06% 10.54% 9.66% 17.60% 16.37% 25.59% 7.95% 10.32% 12.30% 14.58% 12.62% 16.47% 10.15% 17.05% 14.89% 1.07%	121 228 1100 913 1496 1922 2291 1772 1999 1844 816 407 184 384 39 117 801 212 262 292 276 365 550 68 789 293 247 832 933 6	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87% 7.62% 8.71% 5.09% 8.74% 9.10% 4.00% 20.91% 10.77% 12.00% 13.03% 20.55% 1.60%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42 31 19 76 3 65 13 23 77 98 6	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25% 0.46% 0.18% 1.72% 0.48% 1.72% 0.48% 1.12% 1.21% 2.16% 1.60%	12 352 38 196 94 47 23 23 182 101 29 21 21 63 95 144 182 231 153 50 875 704 95 700 20 21 21 21 21 21 21 21 21 21 21	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.64% 0.58% 38.67% 3.03% 1.41% 6.70% 5.29% 6.89% 2.82% 1.20% 14.47% 41.39% 2.52% 25.74% 0.97% 1.97% 3.63% 0.27%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 189 114 216 205 190 646 61 233 171 5	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11% 3.50% 2.47% 9.77% 36.80% 4.74% 23.75% 2.96% 3.65% 3.77% 1.34%	0 21 16 76 24 8 1 13 42 34 0 6 0 15 19 66 21 22 14 20 21 24 43 11 65 24	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.18% 0.00% 0.92% 0.91% 0.92% 0.91% 0.98% 0.98% 0.50% 0.40% 2.53% 0.29% 2.39% 2.14% 1.58% 1.34%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 156 590 516 386 551 292 309 567 140 410 326 160 1105 945 266	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02% 11.22% 16.43% 5.39% 7.40% 9.38% 8.23% 10.87% 11.99% 7.77% 17.30% 20.81% 71.12%
	41 42 43 44 45 46 47 48 49 51 52 53 54 55 56 67 61 62,01 62,02 63,01 63,02 64,01 64,02 65 66 67,01	1552 4504 3432 5591 5165 5145 3735 4553 6707 3198 3090 3293 3636 1637 2078 3440 3353 5421 4175 6047 1701 3773 2720 2059 6387 4541 374 5830	Honolulu	5 31 88 35 139 123 85 89 48 113 72 33 51 51 51 39 33 61 60 64 23 24 30 53 42 31 38 54 66 67 67	0.76% 2.00% 1.95% 1.02% 2.49% 2.38% 1.65% 2.38% 1.05% 1.68% 2.25% 1.07% 1.55% 1.40% 2.38% 1.59% 0.90% 2.79% 1.86% 0.69% 0.44% 0.72% 0.82% 1.40% 0.82% 1.40% 0.68% 1.19% 1.89% 1.89% 1.89% 1.87%	25 66 139 95 140 39 52 40 47 107 17 36 123 43 47 14 100 78 64 103 33 34 83 68 23 39 2 45 54 62	3.82% 4.25% 3.09% 2.77% 2.50% 0.76% 1.01% 1.07% 1.03% 1.60% 0.53% 1.17% 3.74% 1.18% 2.87% 0.67% 1.48% 3.63% 1.86% 3.07% 0.61% 0.81% 1.37% 4.00% 0.61% 1.43% 0.10% 0.70% 1.19% 16.58% 2.64%	133 249 915 833 1479 1329 1215 1191 1571 1623 1275 1454 1465 2117 221 625 1347 435 392 193 288 312 553 99 432 228 170 640 640	20.31% 16.04% 20.32% 24.27% 26.45% 23.62% 31.89% 34.50% 24.20% 39.87% 47.06% 44.49% 58.22% 13.55% 30.08% 19.96% 20.25% 11.40% 5.76% 5.31% 7.47% 9.15% 6.82% 11.45% 8.38% 8.26% 10.02% 11.58% 3.21% 18.89%	777 175 680 296 932 618 361 397 496 2379 681 137 408 419 202 863 3568 547 2099 1294 4361 3224 43777 121 2120 590 1531 4130 2360 21	11.76% 11.28% 11.28% 15.10% 8.62% 16.67% 11.97% 7.02% 10.63% 10.89% 35.47% 21.29% 4.43% 12.39% 11.52% 12.34% 41.53% 52.87% 25.47% 61.02% 38.59% 80.45% 77.22% 52.54% 7.11% 56.19% 21.69% 74.36% 64.66% 51.97% 5.61%	76 139 615 313 1030 2060 656 536 825 1583 415 116 329 415 181 219 652 378 563 888 431 744 248 476 448 209 1089 676 4	11.60% 8.96% 13.65% 9.12% 18.42% 39.88% 12.75% 14.35% 18.12% 23.60% 12.98% 3.75% 9.99% 11.41% 11.06% 10.54% 9.66% 17.60% 16.37% 25.59% 7.95% 10.32% 12.62% 16.47% 10.15% 17.65% 14.89% 1.05%	121 228 1100 913 1496 1922 2291 1772 1999 1844 384 39 117 801 212 262 292 276 365 550 68 789 293 247 832 933 6	18.47% 14.69% 24.42% 26.60% 26.76% 37.21% 44.53% 47.44% 43.91% 27.49% 25.52% 13.17% 5.59% 10.56% 2.38% 5.63% 11.87% 9.87% 7.62% 8.71% 5.09% 8.74% 9.10% 4.00% 20.91% 10.77% 12.00% 13.03% 20.55% 1.60% 52.32%	34 69 366 253 221 139 278 154 211 168 119 399 244 414 9 81 247 117 89 42 31 19 76 3 65 13 23 77 98 6	5.19% 4.45% 8.13% 7.37% 3.95% 2.69% 5.40% 4.12% 4.63% 2.50% 3.72% 12.91% 7.41% 11.39% 0.55% 3.90% 3.66% 5.45% 2.59% 1.25% 0.46% 1.26% 0.18% 1.72% 0.48% 1.12% 1.21% 2.16% 1.60% 4.49%	12 352 38 196 94 47 23 23 182 101 29 21 21 633 95 144 182 231 153 50 875 704 95 700 20 126 165 1	0.77% 7.82% 1.11% 3.51% 1.82% 0.91% 0.62% 0.51% 2.71% 3.16% 0.94% 0.58% 38.67% 3.03% 1.41% 6.70% 5.29% 6.89% 2.82% 1.20% 14.47% 41.39% 2.52% 25.74% 0.97% 1.97% 0.97% 1.97%	19 13 108 30 125 84 46 32 54 275 102 10 83 118 256 188 189 114 216 205 190 103 591 626 179 646 61 233 171 5	2.90% 0.84% 2.40% 0.87% 2.24% 1.63% 0.89% 0.86% 1.19% 4.10% 3.19% 0.32% 2.52% 3.25% 15.64% 9.05% 2.80% 5.31% 6.28% 6.11% 3.50% 2.47% 9.77% 36.80% 4.74% 23.75% 2.96% 3.65% 3.65% 3.67% 1.34% 0.74%	0 21 16 76 24 8 1 13 42 34 0 6 0 15 19 66 21 22 14 20 21 24 43 11 65 44 101 61 1 1	0.15% 0.00% 0.47% 0.47% 1.36% 0.46% 0.16% 0.03% 0.29% 0.63% 1.06% 0.00% 0.18% 0.00% 0.92% 0.91% 0.98% 0.64% 0.42% 0.37% 0.50% 0.40% 2.53% 0.29% 2.39% 2.14% 1.58% 1.34% 0.27%	166 814 1457 1213 1811 1296 1897 928 1164 1333 470 619 557 325 126 590 516 386 551 292 309 567 140 410 326 160 1105 945 266 1356	25.34% 52.45% 32.35% 35.34% 32.39% 25.09% 36.87% 24.85% 25.57% 19.87% 14.70% 20.03% 16.91% 8.94% 7.64% 7.51% 8.74% 24.02% 11.22% 16.43% 5.39% 7.40% 9.38% 8.23% 10.87% 11.99% 7.77% 17.30% 20.81% 71.12% 23.26%

Mathematical Math	68.02	6842	Honolulu	83	1.21%	128	1.87%	614	8.97%	4186	61.18%	934	13.65%	793	11.59%	107	1.56%	228	3.33%	301	4.40%	63	0.92%	1264	18.47%
14	68.04 68.05	2835 6167	Honolulu	98 54	3.46% 0.88%	800 118	28.22% 1.91%	32 1382	1.13% 22.41%	159 975	5.61% 15.81%	53 608	1.87% 9.86%	61 2466	2.15% 39.99%	34 746	1.20% 12.10%	96 72	3.39% 1.17%	106 79	3.74% 1.28%	0 7	0.00% 0.11%	1611 1291	56.83% 20.93%
May	68.06	1704		14	0.82%	16	0.94%	440	25.82%	315	18.49%	156	9.15%	870	51.06%	97	5.69%	19	1.12%	17	1.00%	0	0.00%		13.09%
May																									23.26%
14																									23.12% 71.49%
14	70	4041		117	2.90%	643	15.91%	53	1.31%	362	8.96%	75	1.86%	179	4.43%	62	1.53%	45	1.11%	44	1.09%	8	0.20%	2810	69.54%
14																									70.59%
14																									77.83% 77.71%
Part	74	3981		116	2.91%	438	11.00%	51	1.28%	300	7.54%	42	1.06%	124	3.11%	30	0.75%	29	0.73%	5	0.13%	1	0.03%	3025	75.99%
140																									36.19%
Part																									26.72% 22.93%
1.75			Honolulu		1.31%				15.75%		37.99%		13.00%		21.81%		4.16%		1.70%		3.62%				28.31%
Mary																									28.23%
March Marc																									18.83%
1.50 1.50			Honolulu																						29.19%
March Marc																									38.04%
Part																									24.39% 24.15%
March Marc																									33.45%
Month Mont																									24.64%
Model Mode																									38.41%
March Marc			Honolulu																						33.01%
March Marc																									18.83%
March Marc																									58.06%
March Sept			Honolulu																						28.84%
March Marc																									31.50%
March Marc																									47.73%
Mart																									53.34%
Feb																									32.78% 35.32%
Before 1969 Months 29 2,88% 644 4.17% 1970 17.59% 39874 39879% 3957 2828 2427% 17.28% 27	84.12	6543		180	2.75%	394	6.02%	977	14.93%	2861	43.73%	1426	21.79%	1196	18.28%	205	3.13%	118	1.80%	325	4.97%	24	0.37%	2281	34.86%
Part																									52.15%
Bell 1051 Herioldy 15 Herioldy 16 Herioldy 16 Herioldy 16 Herioldy 16 Herioldy 16 Herioldy 16 Herioldy 17 Herioldy 18																									36.87% 42.93%
86.13 904 Honolulu 170 2,89% 966 6,77% 961 15,97% 1809 30,50% 1949 195 1838 30,50% 1949 183,39% 2011 3,34% 194 1,77% 202 4,499% 20 0,48% 319 30,44% 3						31																			82.30%
86.14 82.2 Horselady 28 2.2 Hr. 18.1 90.4 Horselady 17.7 Horselady 18.2 Horselady 28 2.2 Hr. 27 Hr. 28 14.2 Hr. 28.2 Horselady 28 2.2 Hr. 28.4 47 6.7 Hr. 28.2 Hr. 28.4 Hr. 28.4 Hr. 28.4 Hr. 28.4 Lr. 28.4 Hr. 28.4 Lr. 28																									63.10%
86.17 9964 Hornolay 137 1.46% 165 1.76% 1201 1.2.83% 5855 62.53% 1928 2.59% 1308 14.50% 285 3.04% 131 1.21% 400 4.37% 22 0.23% 2302 24.68 86.22 4008 Hornolay 133 3.27% 142 3.45% 662 17.01% 1532 45.03% 1233 3.00% 664 16.32% 153 3.76% 66 1.62% 233 6.26% 45 1.11% 1803 3.44% 67.01 87.77 Hornolay 79 0.05% 117 1.33% 566 6.75% 644 1.24% 688 9.88% 1274 14.50% 144 1.64% 102 1.16% 233 6.26% 45 1.11% 1803 3.44% 67.01 87.77 Hornolay 109 1.59% 225 3.29% 71 10.24% 145 161 16.96% 619 9.05% 144 1.65% 102 1.16% 233 6.26% 45 1.11% 1808 13.11% 180.2 1.25% 100 1.05% 10.25% 10																									43.58%
86.22 40.88 Horolulu 133 3.27% 142 3.49% 692 17.01% 1832 45.03% 1223 30.06% 664 16.32% 153 3.76% 66 1.62% 253 6.22% 45 1.11% 1603 33.41 87.07 87			Honolulu																						45.80%
87.01 8787 Honolulu 79 0.00% 117 133% 596 6.78% 6454 73.45% 886 9.88% 1274 14.60% 144 1.64% 1102 1.16% 253 2.88% 22 0.25% 981 11.16% 67.02 5633 Honolulu 109 1.59% 225 3.29% 716 10.47% 2455 3.89% 1116 16.89% 619 9.00% 114 1.67% 1066 15.88% 1453 21.25% 174 2.54% 10.58 8.89% 11.16% 10.16% 10.1																									24.58%
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89.21 2668 Honolulu 47 1.76% 71 2.66% 296 11.09% 1626 60.94% 420 15.74% 523 19.60% 44 1.65% 11 0.41% 73 2.74% 12 0.45% 532 19.60% 89.23 4737 Honolulu 104 2.20% 135 2.85% 831 17.54% 1457 30.76% 810 17.10% 1915 40.43% 235 4.96% 63 1.33% 107 2.26% 13 0.27% 1450 30.61% 89.24 7623 Honolulu 103 1.35% 153 2.01% 916 12.02% 4145 54.37% 1019 13.37% 1584 20.78% 251 3.29% 95 1.25% 276 3.62% 16 0.21% 1756 23.04% 89.25 6902 Honolulu 113 1.64% 280 4.06% 771 11.17% 3558 51.55% 1036 15.01% 1125 16.30% 172 2.49% 167 2.42% 343 4.97% 43 0.62% 1862 26.98% 89.26 1572 Honolulu 50 3.18% 138 8.78% 161 10.24% 240 15.27% 218 13.87% 259 16.48% 60 3.82% 20 1.27% 24 1.53% 5 0.32% 935 59.48% 89.27 5180 Honolulu 116 2.24% 188 3.63% 1001 19.32% 1395 26.93% 949 18.32% 2133 41.18% 371 7.16% 31 0.60% 50 0.97% 4 0.08% 2000 38.61% 89.28 3884 Honolulu 80 2.06% 97 2.50% 708 18.23% 1106 28.48% 642 16.53% 1706 43.92% 314 8.08% 41 1.06% 56 1.44% 0 0.00% 1377 35.45%																									41.85%
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89.25 6902 Honolulu 113 1.64% 280 4.06% 771 11.17% 3558 51.55% 1036 15.01% 1125 16.30% 172 2.49% 167 2.42% 343 4.97% 43 0.62% 1862 26.92% 89.26 1572 Honolulu 50 3.18% 138 8.78% 161 10.24% 240 15.27% 218 13.87% 259 16.48% 60 3.82% 20 1.27% 24 1.53% 5 0.32% 935 59.46% 89.27 5180 Honolulu 116 2.24% 188 3.63% 1001 19.32% 1395 26.93% 949 18.32% 2133 41.18% 371 7.16% 31 0.60% 50 0.97% 4 0.08% 2000 38.61% 89.28 3884 Honolulu 80 2.06% 97 2.50% 708 18.23% 1106 28.48% 642 16.53% 1706 43.92% 314 8.08% 41 1.06% 56 1.44% 0 0.00% 1377 35.45%	89.23	4737		104	2.20%	135	2.85%	831	17.54%	1457	30.76%	810	17.10%	1915	40.43%		4.96%	63	1.33%	107	2.26%	13	0.27%	1450	30.61%
89.26 1572 Honolulu 50 3.18% 138 8.78% 161 10.24% 240 15.27% 218 13.87% 259 16.48% 60 3.82% 20 1.27% 24 1.53% 5 0.32% 935 59.48 89.27 5180 Honolulu 116 2.24% 188 3.63% 1001 19.32% 1395 26.93% 949 18.32% 2133 41.18% 371 7.16% 31 0.60% 50 0.97% 4 0.08% 2000 38.61 89.28 3884 Honolulu 80 2.06% 97 2.50% 708 18.23% 1106 28.48% 642 16.53% 1706 43.92% 314 8.08% 41 1.06% 56 1.44% 0 0.00% 1377 35.45																									23.04%
89.27 5180 _{Honolulu} 116 2.24% 188 3.63% 1001 19.32% 1395 26.93% 949 18.32% 2133 41.18% 371 7.16% 31 0.60% 50 0.97% 4 0.08% 2000 _{38.61} 89.28 3884 _{Honolulu} 80 2.06% 97 2.50% 708 18.23% 1106 28.48% 642 16.53% 1706 43.92% 314 8.08% 41 1.06% 56 1.44% 0 0.00% 1377 35.45							_																<u></u>		26.98% 59.48%
101																									38.61%
01.20 1.000 NUMBER 1.000																									35.45%
	-00.20	.000	HOHOIUIU			.02	0.5070		.0.3070	.250	20.3070	. 33	.0 3/4 04		.0.3070		1.3270		0.0070	- 31	0070		0.0470	.312	34.31%

89.30 89.31	2560 3310	Honolulu	44 53	1.72% 1.60%	66 74	2.58% 2.24%	449 593	17.54% 17.92%	445 846	17.38% 25.56%	285 506	11.13% 15.29%	1433 1432	55.98% 43.26%	176 183	6.88% 5.53%	13 17	0.51% 0.51%	23 35	0.90% 1.06%	1 1	0.04% 0.03%	731 1202	28.55%
90	1634	Honolulu Honolulu	50	3.06%	217	13.28%	22	1.35%	67	4.10%	29	1.77%	21	1.29%	29	1.77%	38	2.33%	6	0.37%	1	0.06%	1248	36.31% 76.38%
91	5332	Honolulu	105	1.97%	153	2.87%	499	9.36%	3590	67.33%	842	15.79%	508	9.53%	83	1.56%	105	1.97%	187	3.51%	12	0.23%	1302	24.42%
93 94	4762 5155	Honolulu	132 238	2.77% 4.62%	201 273	4.22% 5.30%	631 659	13.25% 12.78%	1992 1814	41.83% 35.19%	1313 1354	27.57% 26.27%	943 1118	19.80% 21.69%	151 208	3.17% 4.03%	236 359	4.96% 6.96%	260 327	5.46% 6.34%	38 54	0.80% 1.05%	1309 1600	27.49%
95.01	4893	Honolulu Honolulu	210	4.29%	1120	22.89%	72	1.47%	245	5.01%	102	2.08%	65	1.33%	63	1.29%	152	3.11%	61	1.25%	0	0.00%	3068	31.04% 62.70%
95.04	1271	Honolulu	26	2.05%	161	12.67%	8	0.63%	47	3.70%	32	2.52%	16	1.26%	12	0.94%	24	1.89%	8	0.63%	5	0.39%	961	75.61%
95.07 96.03	2560 10289	Honolulu	86 390	3.36% 3.79%	441 542	17.23% 5.27%	14 1866	0.55% 18.14%	51 3590	1.99% 34.89%	58 4985	2.27% 48.45%	27 1167	1.05% 11.34%	14 248	0.55% 2.41%	35 218	1.37% 2.12%	34 973	1.33% 9.46%	1 56	0.04% 0.54%	1823 4233	71.21%
96.08	5682	Honolulu Honolulu	179	3.15%	169	2.97%	1102	19.39%	1735	30.54%	3299	58.06%	553	9.73%	75	1.32%	83	1.46%	842	14.82%	53	0.93%	1838	41.14% 32.35%
97.01	6635	Honolulu	328	4.94%	292	4.40%	1386	20.89%	1899	28.62%	3667	55.27%	757	11.41%	101	1.52%	504	7.60%	575	8.67%	54	0.81%	2496	37.62%
97.03 97.04	6227 3066	Honolulu	255 103	4.10% 3.36%	174 62	2.79% 2.02%	1181 537	18.97% 17.51%	1967 861	31.59% 28.08%	3947 1686	63.39% 54.99%	892 434	14.32% 14.16%	129 65	2.07% 2.12%	52 76	0.84% 2.48%	383 150	6.15% 4.89%	23 25	0.37% 0.82%	2270 1211	36.45%
98.01	2834	Honolulu Honolulu	123	4.34%	151	5.33%	320	11.29%	454	16.02%	1253	44.21%	229	8.08%	47	1.66%	22	0.78%	127	4.48%	12	0.42%	1559	39.50% 55.01%
98.02	6386	Honolulu	288	4.51%	266	4.17%	1216	19.04%	1928	30.19%	3591	56.23%	752	11.78%	130	2.04%	117	1.83%	545	8.53%	71	1.11%	2830	44.32%
99.02 99.04	3740 5986	Honolulu	134 184	3.58%	62 128	1.66% 2.14%	529 508	14.14% 8.49%	1506 2056	40.27% 34.35%	1095 1067	29.28% 17.82%	554 795	14.81% 13.28%	107 69	2.86%	38 43	1.02% 0.72%	85 91	2.27% 1.52%	28 11	0.75%	1710 3268	45.72%
100	3320	Honolulu Honolulu	110	3.31%	404	12.17%	97	2.92%	225	6.78%	214	6.45%	261	7.86%	28	0.84%	12	0.36%	33	0.99%	10	0.30%	2358	54.59% 71.02%
101	7881	Honolulu	231	2.93%	102	1.29%	781	9.91%	1481	18.79%	1651	20.95%	685	8.69%	108	1.37%	28	0.36%	535	6.79%	413	5.24%	4722	59.92%
102.01 102.02	5882 7643	Honolulu Honolulu	239 148	4.06% 1.94%	133 140	2.26% 1.83%	1039 1066	17.66% 13.95%	659 474	11.20% 6.20%	2935 2123	49.90% 27.78%	567 539	9.64% 7.05%	115 205	1.96% 2.68%	77 66	1.31% 0.86%	641 1654	10.90% 21.64%	203 634	3.45% 8.30%	3237 3589	55.03%
103.03	4766	Honolulu	178	3.73%	80	1.68%	1078	22.62%	919	19.28%	2240	47.00%	1155	24.23%	109	2.29%	70	1.47%	122	2.56%	59	1.24%	2435	46.96% 51.09%
103.05	5063	Honolulu	139	2.75%	97	1.92%	1208	23.86%	922	18.21%	1991	39.32%	1427	28.18%	167	3.30%	61	1.20%	115	2.27%	19	0.38%	2560	50.56%
103.06 103.08	6369 3319	Honolulu	182 74	2.86% 2.23%	118 30	1.85% 0.90%	1314 744	20.63% 22.42%	809 471	12.70% 14.19%	1664 809	26.13% 24.37%	2202 1751	34.57% 52.76%	256 121	4.02% 3.65%	51 37	0.80% 1.11%	94 45	1.48% 1.36%	19 28	0.30% 0.84%	3382 1061	53.10%
105.03	1980	Honolulu Honolulu	76	3.84%	45	2.27%	453	22.88%	460	23.23%	733	37.02%	669	33.79%	57	2.88%	16	0.81%	60	3.03%	2	0.10%	750	31.97% 37.88%
105.05	3531	Honolulu	60	1.70%	30	0.85%	818	23.17%	438	12.40%	984	27.87%	1558	44.12%	125	3.54%	14	0.40%	59	1.67%	22	0.62%	1463	41.43%
105.07 105.08	5421 2569	Honolulu	210 61	3.87% 2.37%	124 58	2.29%	1266 425	23.35% 16.54%	996 277	18.37% 10.78%	2056 489	37.93% 19.03%	1632 493	30.11% 19.19%	185 86	3.41%	62 9	0.35%	249	4.59% 0.93%	44 5	0.81%	2617 1621	48.28%
106.01	3422	Honolulu Honolulu	77	2.25%	31	0.91%	783	22.88%	687	20.08%	1262	36.88%	1262	36.88%	131	3.83%	21	0.61%	110	3.21%	29	0.85%	1379	63.10%
106.02	5449	Honolulu	101	1.85%	72	1.32%	1185	21.75%	808	14.83%	1632	29.95%	2476	45.44%	226	4.15%	31	0.57%	76	1.39%	18	0.33%	2164	39.71%
107.02 108.01	3666 2969	Honolulu	91 48	2.48% 1.62%	33 319	0.90% 10.74%	824 35	22.48% 1.18%	562 99	15.33% 3.33%	942 43	25.70% 1.45%	1705 46	46.51% 1.55%	141 24	3.85% 0.81%	21 16	0.57% 0.54%	60 2	1.64% 0.07%	8	0.22%	1387 2418	37.83%
108.02	6548	Honolulu Honolulu	168	2.57%	580	8.86%	55	0.84%	240	3.67%	74	1.13%	123	1.88%	41	0.63%	35	0.53%	30	0.46%	0	0.00%	5233	81.44% 79.92%
109.01	3140	Honolulu	77	2.45%	63	2.01%	305	9.71%	194	6.18%	502	15.99%	387	12.32%	74	2.36%	3	0.10%	31	0.99%	12	0.38%	2484	79.11%
109.03	4133																							61.24%
		Honolulu	138	3.34%	98 79	2.37%	731 633	17.69%	576 434	13.94%	1454 984	35.18% 27.56%	866 610	20.95% 17.09%	135 122	3.27%	20	0.56%	132 96	3.19% 2.69%	22	0.53%	2531 2463	
109.04 109.05	3570 2513	Honolulu Honolulu	113	3.17% 2.39%	79 42	2.21% 1.67%	633 427	17.69% 17.73% 16.99%	434 348	13.94% 12.16% 13.85%	984 713	27.56% 28.37%	866 610 547	20.95% 17.09% 21.77%	135 122 53	3.42% 2.11%		0.56% 0.88%	96 38	2.69% 1.51%		0.53% 0.03% 0.36%	2463 1474	68.99% 58.65%
109.04 109.05 110	3570 2513 4151	Honolulu Honolulu Honolulu	113 60 83	3.17% 2.39% 2.00%	79 42 74	2.21% 1.67% 1.78%	633 427 712	17.73% 16.99% 17.15%	434 348 362	12.16% 13.85% 8.72%	984 713 978	27.56% 28.37% 23.56%	610 547 1025	17.09% 21.77% 24.69%	122 53 95	3.42% 2.11% 2.29%	20 22 23	0.56% 0.88% 0.55%	96 38 60	2.69% 1.51% 1.45%	1 9 15	0.03% 0.36% 0.36%	2463 1474 2381	68.99% 58.65% 57.36%
109.04 109.05	3570 2513	Honolulu Honolulu Honolulu Honolulu	113 60	3.17% 2.39%	79 42	2.21% 1.67%	633 427	17.73% 16.99%	434 348	12.16% 13.85%	984 713	27.56% 28.37%	610 547	17.09% 21.77%	122 53	3.42% 2.11%	20 22	0.56% 0.88%	96 38	2.69% 1.51%	1 9	0.03% 0.36%	2463 1474	68.99% 58.65% 57.36% 51.11%
109.04 109.05 110 111.03	3570 2513 4151 3796	Honolulu Honolulu Honolulu	113 60 83 77	3.17% 2.39% 2.00% 2.03%	79 42 74 51	2.21% 1.67% 1.78% 1.34%	633 427 712 774	17.73% 16.99% 17.15% 20.39%	434 348 362 435	12.16% 13.85% 8.72% 11.46%	984 713 978 930	27.56% 28.37% 23.56% 24.50%	610 547 1025 1342	17.09% 21.77% 24.69% 35.35%	122 53 95 148	3.42% 2.11% 2.29% 3.90%	20 22 23 15	0.56% 0.88% 0.55% 0.40%	96 38 60 42	2.69% 1.51% 1.45% 1.11%	1 9 15 9	0.03% 0.36% 0.36% 0.24%	2463 1474 2381 1940	68.99% 58.65% 57.36%
109.04 109.05 110 111.03 111.04 111.05 112.01	3570 2513 4151 3796 4860 3205 4380	Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu	113 60 83 77 76 103 76	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74%	79 42 74 51 59 90 49	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12%	633 427 712 774 787 332 401	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16%	434 348 362 435 462 220 208	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75%	984 713 978 930 1268 550 617	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09%	610 547 1025 1342 1241 348 421	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61%	122 53 95 148 139 95	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33%	20 22 23 15 34 16 26	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59%	96 38 60 42 76 7 23	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53%	1 9 15 9 31 2 8	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18%	2463 1474 2381 1940 3025 2490 3638	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06%
109.04 109.05 110 111.03 111.04 111.05	3570 2513 4151 3796 4860 3205	Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu	113 60 83 77 76	3.17% 2.39% 2.00% 2.03% 1.56% 3.21%	79 42 74 51 59	2.21% 1.67% 1.78% 1.34% 1.21% 2.81%	633 427 712 774 787 332	17.73% 16.99% 17.15% 20.39% 16.19%	434 348 362 435 462 220	12.16% 13.85% 8.72% 11.46% 9.51% 6.86%	984 713 978 930 1268 550	27.56% 28.37% 23.56% 24.50% 26.09% 17.16%	610 547 1025 1342 1241 348	17.09% 21.77% 24.69% 35.35% 25.53% 10.86%	122 53 95 148 139	3.42% 2.11% 2.29% 3.90% 2.86% 2.96%	20 22 23 15 34	0.56% 0.88% 0.55% 0.40% 0.70%	96 38 60 42 76	2.69% 1.51% 1.45% 1.11% 1.56% 0.22%	1 9 15 9 31 2	0.03% 0.36% 0.36% 0.24% 0.64%	2463 1474 2381 1940 3025 2490	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02	3570 2513 4151 3796 4860 3205 4380 1609	Honolulu Honolulu Honolulu Honolulu Honolulu Honolulu	113 60 83 77 76 103 76 32	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99%	79 42 74 51 59 90 49	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93%	633 427 712 774 787 332 401	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27%	434 348 362 435 462 220 208 47	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92%	984 713 978 930 1268 550 617	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13%	610 547 1025 1342 1241 348 421 122	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58%	122 53 95 148 139 95 102 23	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43%	20 22 23 15 34 16 26 1	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06%	96 38 60 42 76 7 23	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62%	1 9 15 9 31 2 8	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18%	2463 1474 2381 1940 3025 2490 3638 1444	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493	Honolulu	113 60 83 77 76 103 76 32 191 152 146	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66%	79 42 74 51 59 90 49 15 101 954 180	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28%	633 427 712 774 787 332 401 117 1092 67	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72%	434 348 362 435 462 220 208 47 1608 378 1789	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57%	984 713 978 930 1268 550 617 163 2791 80 2842	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 51.74%	610 547 1025 1342 1241 348 421 122 841 94	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 17.86%	122 53 95 148 139 95 102 23 160 52 204	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71%	20 22 23 15 34 16 26 1 1111 35	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66%	96 38 60 42 76 7 23 10 275 39 258	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70%	1 9 15 9 31 2 8 1 64 0	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372	Honolulu	113 60 83 77 76 103 76 32 191	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83%	79 42 74 51 59 90 49 15 101 954	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76%	633 427 712 774 787 332 401 117 1092 67	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25%	434 348 362 435 462 220 208 47 1608 378	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04%	984 713 978 930 1268 550 617 163 2791 80	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49%	610 547 1025 1342 1241 348 421 122 841	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75%	122 53 95 148 139 95 102 23 160 52	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97%	20 22 23 15 34 16 26 1	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65%	96 38 60 42 76 7 23 10 275 39	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73%	1 9 15 9 31 2 8 1 64 0	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 69.75% 39.20% 68.67% 36.48% 76.78%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551	Honolulu	1113 60 83 77 76 103 76 32 191 152 146 186	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.66% 5.27% 3.30% 1.58%	79 42 74 51 59 90 49 15 101 954 180 91 63 58	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27%	633 427 712 774 787 332 401 117 1092 67 1138 163 505	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 51.74% 14.56% 41.51% 81.02%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 4.98% 11.58% 10.72%	122 53 95 148 139 95 102 23 160 52 204 29 61	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22%	20 22 23 15 34 16 26 1 1111 35 91 15	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46%	96 38 60 42 76 7 23 10 275 39 258 17 138	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22%	1 9 15 9 31 2 8 1 64 0 9 4 48 10	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965	Honolulu	1113 60 83 77 76 103 76 32 191 152 146 186	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66% 5.27% 3.30% 1.58% 2.61%	79 42 74 51 59 90 49 15 101 954 180 91 63	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01%	633 427 712 774 787 332 401 117 1092 67 1138 163 505	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49%	434 348 362 435 462 220 208 47 1608 378 1789 423	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17%	984 713 978 930 1268 550 617 163 2791 80 2842 514	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 51.74% 14.56% 41.51% 81.02%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 4.98% 11.58% 10.72% 8.41%	122 53 95 148 139 95 102 23 160 52 204 29 61	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18%	20 22 23 15 34 16 26 1 111 35 91 15	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46%	96 38 60 42 76 7 23 10 275 39 258 17	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74%	1 9 15 9 31 2 8 1 64 0 9 4 48	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21% 0.22% 0.81%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 63.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400	Honolulu	1113 60 83 77 76 103 76 32 191 152 146 186	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.66% 5.27% 3.30% 1.58%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463 1295	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 51.74% 14.56% 41.51% 81.02%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 4.98% 11.58% 10.72%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22%	1 9 15 9 31 2 8 1 64 0 9 4 48 10 60	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01 9400.02 9800 9802 9808	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5	Honolulu	1113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0	3.17% 2.39% 2.00% 2.00% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 4.83% 0.00%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00%	434 348 362 435 462 220 208 47 1608 378 423 1117 463 1295 0 188 0	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 7.04% 32.57% 11.98% 28.17% 10.17% 17.50% 0.00% 26.70%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 51.74% 14.56% 41.51% 80.76% 0.00% 37.50%	610 547 1025 1342 1241 348 421 122 841 176 459 488 622 0 94 0	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 17.86% 4.98% 11.58% 0.00% 13.35% 0.00%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18% 0.00% 3.13% 0.00%	20 22 23 15 34 16 26 1 111 35 91 15 404 21 110 0 28 0	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795 0 48 0	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00%	1 9 15 9 31 2 8 1 64 0 9 4 48 10 60 0 9 0	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21% 0.22% 0.81% 0.00% 1.28%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01 9400.02 9800 9800 9800 9800 9810	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5 704	Honolulu	113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00% 0.00%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 0.00%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00% 13.92% 0.00% 15.38%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463 1295 0 188	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17% 0.00% 0.00% 0.00%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.456% 41.51% 81.02% 80.76% 0.00% 38.46%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622 0	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.756 11.86% 4.98% 11.58% 10.72% 8.41% 0.00% 13.35% 0.00% 15.38%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18% 0.00% 0.00%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 110 0	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00% 0.00%	96 38 60 42 76 7 23 10 275 39 288 17 138 192 795 0 48	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00%	1 9 15 9 31 2 8 1 64 0 9 4 48 10 60 0 9 9	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21% 0.22% 0.81% 0.00% 1.28% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247 1	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00% 30.77%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01 9400.02 9800 9802 9808	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5	Honolulu	1113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0	3.17% 2.39% 2.00% 2.00% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0 0	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 4.83% 0.00%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98 0 2	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00%	434 348 362 435 462 220 208 47 1608 378 423 1117 463 1295 0 188 0	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 7.04% 32.57% 11.98% 28.17% 10.17% 17.50% 0.00% 0.00%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0 264 0 5	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 51.74% 14.56% 41.51% 80.76% 0.00% 37.50%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622 0 94 0 2	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 17.86% 4.98% 11.58% 0.00% 13.35% 0.00%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0 22 0	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18% 0.00% 3.13% 0.00%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 110 0 28 0	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795 0 48 0	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00%	1 9 15 9 31 2 8 1 64 0 9 4 48 10 60 0 9 0 0 0	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21% 0.22% 0.81% 0.00% 1.28%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.02 9800 9802 9808 9810 9811 9813	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5 704 1 1 13 19 8	Honolulu	113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0 39 0 0 0	3.17% 2.39% 2.00% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00% 5.54% 0.00% 0.00% 0.00% 1.03%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0 0 2	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 4.83% 0.00% 0.00% 10.53% 0.00% 7.22%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98 0 2 0 0	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00% 13.92% 0.00% 15.38% 0.00% 4.12%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463 1295 0 188 0 0 0 3 1 13	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17% 17.50% 0.00% 0.00% 15.79% 12.50% 13.40%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0 264 0 5	27.56% 28.37% 28.36% 24.50% 24.50% 17.16% 14.09% 10.13% 51.20% 1.4.99% 1.4.56% 41.51% 81.02% 80.76% 0.00% 37.50% 0.00% 38.46% 0.00% 12.50% 36.08%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622 0 94 0 2 0 0 14	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 17.86% 4.98% 11.58% 0.00% 13.35% 0.00% 15.38% 0.00% 0.00% 14.43%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0 22 0	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18% 0.00% 3.13% 0.00% 0.00% 1.03%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 1110 0 28 0 0	0.56% 0.88% 0.88% 0.55% 0.40% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00% 3.98% 0.00% 0.00% 0.00% 0.00% 2.06%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795 0 48 0 0 0 0	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00% 0.00% 0.00% 0.00%	1 9 15 9 31 2 8 1 64 0 9 4 48 100 600 0 9 0 0 0 0 0 0 0 0	0.03% 0.36% 0.36% 0.24% 0.66% 0.18% 0.06% 1.17% 0.00% 1.21% 0.22% 0.81% 0.00% 1.28% 0.00% 0.00% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247 1 4 15 5	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 69.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00% 35.09% 100.00% 30.77% 78.95% 62.50% 29.90%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01 9800 9800 9802 9808 9810 9811 9813 9814 319	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5 704 1 13 19 8 97	Honolulu	1113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0 0 0 0 0	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00% 0.00% 0.00% 0.00% 0.00%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0 0 2 0 7	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 4.83% 0.00% 0.00% 10.53% 0.00% 7.22%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98 0 2 0 0 4 6	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00% 13.92% 0.00% 15.38% 0.00% 4.12% 6.67%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463 1295 0 188 0 0 3 1 13 8	12.16% 13.85% 8.72% 11.46% 9.519% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17% 17.50% 0.00% 0.00% 15.79% 12.50% 13.40% 8.89%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0 264 0 5	27.56% 28.37% 28.36% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 41.51% 81.02% 80.76% 0.00% 37.50% 0.00% 38.46% 0.00% 12.50% 36.08% 51.11%	610 547 1025 1342 1241 348 421 122 841 176 459 488 622 0 94 0 2 0 0 14 7	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 17.86% 4.98% 11.58% 0.00% 13.35% 0.00% 15.38% 0.00% 14.43% 7.78%	122 53 95 148 139 95 102 23 160 29 61 101 87 0 22 0 0 0	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18% 0.00% 3.13% 0.00% 0.00% 0.00% 1.03% 0.00%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 1110 0 28 0 0 0	0.56% 0.88% 0.55% 0.40% 0.50% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00% 0.00% 0.00% 0.00% 1.11%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795 0 48 0 0 0	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00% 0.00% 0.00% 7.78%	1 9 15 9 31 2 8 1 64 0 9 4 48 10 60 0 9 0 0 0 0 0 0	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00% 0.16% 0.22% 0.81% 0.00% 1.28% 0.00% 0.00% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247 1 4 15 5 29 33	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00% 35.09% 100.00% 30.77% 78.95% 62.50% 29.90% 36.67%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.02 9800 9802 9808 9810 9811 9813	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5 704 1 1 13 19 8	Honoiulu	113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0 39 0 0 0	3.17% 2.39% 2.00% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00% 5.54% 0.00% 0.00% 0.00% 1.03%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0 0 2	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 4.83% 0.00% 0.00% 10.53% 0.00% 7.22%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98 0 2 0 0	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00% 13.92% 0.00% 15.38% 0.00% 4.12%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463 1295 0 188 0 0 0 3 1 13	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17% 17.50% 0.00% 0.00% 15.79% 12.50% 13.40%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0 264 0 5	27.56% 28.37% 28.36% 24.50% 24.50% 17.16% 14.09% 10.13% 51.20% 1.4.99% 1.4.56% 41.51% 81.02% 80.76% 0.00% 37.50% 0.00% 38.46% 0.00% 12.50% 36.08%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622 0 94 0 2 0 0 14	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 17.86% 4.98% 11.58% 0.00% 13.35% 0.00% 15.38% 0.00% 0.00% 14.43%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0 22 0	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18% 0.00% 3.13% 0.00% 0.00% 1.03%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 1110 0 28 0 0	0.56% 0.88% 0.88% 0.55% 0.40% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00% 3.98% 0.00% 0.00% 0.00% 0.00% 2.06%	96 38 60 42 76 7 23 10 275 39 288 17 138 192 795 0 48 0 0 0 7	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00% 0.00% 0.00% 0.00%	1 9 15 9 31 2 8 1 64 0 9 4 48 10 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.03% 0.36% 0.36% 0.24% 0.66% 0.18% 0.06% 1.17% 0.00% 1.21% 0.22% 0.81% 0.00% 1.28% 0.00% 0.00% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247 1 4 15 5	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 69.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00% 35.09% 100.00% 30.77% 78.95% 62.50% 29.90%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01 9400.02 9800 9800 9801 9811 9813 9814 319 401.03 401.04 402.04	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5 704 1 13 19 8 97 90 6484 1344 5047	Honolulu Kalawao Kauai Kauai	1113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0 0 0 0 0 0 0	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0 0 2 0 7 0 74 10 63	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 4.83% 0.00% 0.00% 10.53% 0.00% 7.22% 0.00% 1.14% 0.74% 1.25%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98 0 2 0 0 4 6 290 64 453	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00% 13.92% 0.00% 15.38% 0.00% 4.12% 6.67% 4.47% 4.76% 8.98%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463 1295 0 0 3 1 1 1 8 8 8 4 5 9 7 1008 1008 110	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17% 17.50% 0.00% 26.70% 0.00% 15.79% 12.50% 13.40% 8.89% 13.03% 7.22% 20.37%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0 264 0 5 0 1 35 46 629 288 1154	27.56% 28.37% 28.36% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 51.74% 14.56% 41.51% 81.02% 80.76% 0.00% 37.50% 0.00% 38.46% 0.00% 12.50% 36.08% 51.11% 9.70% 21.43% 22.87%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622 0 94 0 2 0 0 14 7 393 94 861	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 17.86% 4.98% 11.58% 10.72% 8.41% 0.00% 13.35% 0.00% 15.38% 0.00% 14.43% 7.78% 6.06% 6.99% 17.06%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.18% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 1.03% 0.00% 0.00% 1.03% 0.00% 1.03% 0.00% 1.03% 0.00%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 110 0 28 0 0 0 0 0 2 1 1 4 3 7	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00% 0.00% 0.00% 0.00% 1.11% 0.66% 0.52% 0.65%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795 0 48 0 0 0 7 8 2 40	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00% 0.00% 0.00% 7.78% 0.15% 0.79%	1 9 15 9 31 2 8 1 64 0 9 4 48 10 660 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21% 0.22% 0.81% 0.00% 1.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247 1 4 15 5 29 33 33 5063 1034 3348	68.99% 58.65% 57.36% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00% 30.77% 78.95% 62.50% 29.90% 36.67% 78.08% 76.98% 76.93% 66.34%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01 9400.02 9800 9801 9811 9811 9811 9813 9814 319 401.03 401.04	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5 704 1 13 19 8 97 90 6484 1344 5047 3845	Honolulu Kalawao Kauai Kauai	113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0 0 0 0 0 1 0 1 0 1 1 0 1 1 1 1 1 1 1	3.17% 2.39% 2.00% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00% 5.54% 0.00% 0.00% 1.03% 0.00% 1.03% 0.00% 3.50% 3.50% 3.50%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0 0 2 0 7 0 74 10 63 46	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 4.83% 0.00% 0.00% 10.53% 0.00% 7.22% 0.00% 1.14% 0.74% 1.25% 1.20%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98 0 2 0 0 4 6 6 9 0 0	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00% 13.92% 0.00% 4.12% 6.67% 4.47% 4.47% 4.76% 8.98% 9.31%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463 1295 0 0 3 1 188 0 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17% 17.50% 0.00% 0.00% 15.79% 12.50% 13.40% 8.89% 13.03% 7.22% 20.37% 22.11%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0 264 0 5 0 1 35 46 629 288 1154 816	27.56% 28.37% 28.36% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.4.99% 4.1.51% 81.02% 80.76% 0.00% 37.50% 0.00% 38.46% 0.00% 12.50% 36.08% 51.11% 9.70% 21.43% 22.87% 21.22%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622 0 94 0 2 0 0 14 7 393 94 861 889	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 17.86% 4.98% 10.72% 8.41% 0.00% 13.35% 0.00% 15.38% 0.00% 15.38% 6.06% 6.99% 17.06% 23.12%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0 22 0 0 0 0 1 0 0 35 6 6 7 0 4 5	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18% 0.00% 3.13% 0.00% 0.00% 0.00% 1.03% 0.00% 0.00% 1.03% 0.00% 1.03% 0.00% 1.03% 1.04% 0.05% 1.39% 1.17%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 110 0 28 0 0 0 0 2 1 4 3 7 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.56% 0.88% 0.88% 0.55% 0.40% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00% 3.98% 0.00% 0.00% 2.06% 1.11% 0.66% 0.52% 0.65% 0.39%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795 0 48 0 0 0 7 8 2 40 19	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00% 0.00% 0.00% 0.00% 0.00% 0.15% 0.12% 0.15% 0.79%	1 9 15 9 31 2 8 1 1 64 0 9 4 48 100 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.03% 0.36% 0.36% 0.24% 0.66% 0.18% 0.06% 0.11% 1.21% 0.22% 0.81% 0.00% 1.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247 1 4 15 5 29 33 5063 1034 3348 2220	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00% 35.09% 100.00% 30.77% 78.95% 62.50% 29.90% 36.67% 78.08% 76.93% 66.34% 57.74%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01 9800 9802 9808 9810 9811 9813 9814 319 401.03 402.04 402.04 402.04	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5 704 1 13 19 8 97 90 6484 1344 5047	Honolulu Kalawao Kauai Kauai	1113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0 0 0 0 0 0 0	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0 0 2 0 7 0 74 10 63	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 4.83% 0.00% 0.00% 10.53% 0.00% 7.22% 0.00% 1.14% 0.74% 1.25%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98 0 2 0 0 4 6 290 64 453	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00% 13.92% 0.00% 15.38% 0.00% 4.12% 6.67% 4.47% 4.76% 8.98%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463 1295 0 188 0 0 0 3 1 13 8 845 97 1028 850	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17% 17.50% 0.00% 26.70% 0.00% 15.79% 12.50% 13.40% 8.89% 13.03% 7.22% 20.37%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0 264 0 5 0 1 35 46 629 288 1154	27.56% 28.37% 28.36% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 51.74% 14.56% 41.51% 81.02% 80.76% 0.00% 37.50% 0.00% 38.46% 0.00% 12.50% 36.08% 51.11% 9.70% 21.43% 22.87%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622 0 94 0 2 0 0 14 7 393 94 861	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.75% 17.86% 4.98% 11.58% 10.72% 8.41% 0.00% 13.35% 0.00% 15.38% 0.00% 14.43% 7.78% 6.06% 6.99% 17.06%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.18% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 1.03% 0.00% 0.00% 1.03% 0.00% 1.03% 0.00% 1.03% 0.00%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 110 0 28 0 0 0 0 0 2 1 1 4 3 7	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00% 0.00% 0.00% 0.00% 1.11% 0.66% 0.52% 0.65%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795 0 48 0 0 0 7 8 2 40	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00% 0.00% 0.00% 7.78% 0.15% 0.79%	1 9 15 9 31 2 8 1 64 0 9 4 48 10 660 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21% 0.22% 0.81% 0.00% 1.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247 1 4 15 5 29 33 33 5063 1034 3348	68.99% 58.65% 57.36% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00% 30.77% 78.95% 62.50% 29.90% 36.67% 78.08% 76.98% 76.93% 66.34%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01 9400.02 9800 9801 9811 9811 9811 9814 319 401.03 401.04 402.04 402.04 402.04 405	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 704 1 13 19 8 97 90 6484 1344 5047 3845 8385 8740 5943	Honolulu Kalawao Kauai Kauai Kauai Kauai Kauai Kauai	1113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0 0 0 0 0 0 1 0 195 47 184 91 334 152 160	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.83% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00% 0.00% 0.00% 0.00% 0.00% 1.03% 0.00% 3.01% 3.50% 3.65% 2.37% 3.98% 1.74% 2.69%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0 0 2 0 7 0 74 10 63 46 1333 88 69	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 0.00% 0.00% 10.53% 0.00% 7.22% 0.00% 1.14% 0.74% 1.25% 1.25% 1.20% 1.59% 1.01%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98 0 2 0 0 4 6 290 64 453 358 879 791 642	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00% 15.38% 0.00% 4.12% 6.67% 4.47% 4.76% 8.98% 9.31% 10.48% 9.05%	434 348 362 435 462 220 208 47 1608 378 423 1117 463 1295 0 0 188 0 0 3 1 13 8 845 97 1028 850 2822 4831 1863	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17% 0.00% 0.00% 0.00% 15.79% 12.50% 13.40% 8.89% 13.03% 7.22% 20.37% 22.11% 33.66% 55.27% 31.35%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0 264 0 5 0 1 35 46 629 288 1154 816 2176 1700	27.56% 28.37% 28.36% 24.50% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 14.56% 41.51% 81.02% 80.76% 0.00% 37.50% 0.00% 38.46% 0.00% 12.50% 36.08% 51.11% 9.70% 21.43% 22.87% 21.22% 25.95%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622 0 0 0 14 7 393 94 861 889 1563 1491 1870	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.756 11.86% 4.98% 11.58% 0.00% 11.335% 0.00% 15.38% 0.00% 14.43% 7.78% 6.06% 6.99% 17.06% 23.12% 18.64% 17.06% 31.47%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0 0 0 0 0 0 0 1 0 0 35 6 6 7 0 4 5 7	3.42% 2.11% 2.29% 3.90% 2.86% 2.36% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18% 0.00% 0.00% 0.00% 0.00% 0.00% 1.03% 0.00% 0.45% 1.39% 1.17% 0.93% 1.03% 1.11%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 110 0 28 0 0 0 0 2 1 1 4 3 7 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 1.11% 0.66% 0.52% 0.65% 0.39% 1.28% 1.54% 0.72%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795 0 48 0 0 0 7 8 2 40 19 70 35 53	2.69% 1.51% 1.45% 1.111% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.12% 0.15% 0.79% 0.42% 0.15% 0.79% 0.43% 0.83% 0.40% 0.89%	1 9 15 9 31 2 8 1 1 64 0 9 4 48 10 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21% 0.22% 0.81% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.10% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247 1 4 15 5 29 33 5063 1034 3348 2220 4145 2842 2389	68.99% 58.65% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00% 30.77% 78.95% 62.50% 29.90% 36.67% 78.08% 76.93% 66.34% 57.74% 49.43% 32.52% 40.20%
109.04 109.05 110 111.03 111.04 111.05 112.01 112.02 113 114 115 211.01 215.04 9400.01 9400.02 9800 9801 9811 9811 9813 9814 319 401.03 401.04 402.04 402.04 405 406.03	3570 2513 4151 3796 4860 3205 4380 1609 5451 5372 5493 3531 3965 4551 7400 5 704 1 13 19 8 97 90 6484 1344 5047 3845 8385 8740 5943 2544	Honolulu Kalawao Kauai	1113 60 83 77 76 103 76 32 191 152 146 186 131 72 193 0 0 0 0 0 0 1 0 1 0 1 9 1 9 1 9 1 9 1 9	3.17% 2.39% 2.00% 2.03% 1.56% 3.21% 1.74% 1.99% 3.50% 2.66% 5.27% 3.30% 1.58% 2.61% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 1.03% 0.00% 1.03% 0.00% 1.03% 1.50% 3.65% 2.37% 3.98% 1.74% 2.69% 2.12%	79 42 74 51 59 90 49 15 101 954 180 91 63 58 223 0 34 0 0 2 0 7 0 74 10 63 46 133 88 69 23	2.21% 1.67% 1.78% 1.34% 1.21% 2.81% 1.12% 0.93% 1.85% 17.76% 3.28% 2.58% 1.59% 1.27% 3.01% 0.00% 0.00% 0.00% 1.653% 0.00% 0.00% 1.44% 0.74% 1.25% 1.20% 1.59% 1.16% 0.90%	633 427 712 774 787 332 401 117 1092 67 1138 163 505 1023 1442 0 98 0 2 0 0 4 6 290 64 453 358 879 791 642	17.73% 16.99% 17.15% 20.39% 16.19% 10.36% 9.16% 7.27% 20.03% 1.25% 20.72% 4.62% 12.74% 22.48% 19.49% 0.00% 13.92% 0.00% 4.12% 6.67% 4.47% 4.76% 8.98% 9.31% 10.48% 9.05% 10.80% 7.47%	434 348 362 435 462 220 208 47 1608 378 1789 423 1117 463 1295 0 188 0 0 3 1 13 8 845 97 1028 850 2822 4831 1863 876	12.16% 13.85% 8.72% 11.46% 9.51% 6.86% 4.75% 2.92% 29.50% 7.04% 32.57% 11.98% 28.17% 10.17% 0.00% 0.00% 15.79% 12.50% 13.40% 8.89% 13.03% 7.22% 20.37% 22.11% 33.66% 55.27% 31.35% 34.43%	984 713 978 930 1268 550 617 163 2791 80 2842 514 1646 3687 5976 0 264 0 5 0 1 35 46 629 288 1154 816 2170 1311	27.56% 28.37% 23.56% 24.50% 26.09% 17.16% 14.09% 10.13% 51.20% 1.49% 51.74% 14.56% 41.51% 81.02% 80.76% 0.00% 38.46% 0.00% 38.46% 0.00% 12.50% 36.08% 51.11% 9.70% 21.43% 22.87% 21.22% 25.95% 19.45% 22.06% 18.32%	610 547 1025 1342 1241 348 421 122 841 94 981 176 459 488 622 0 0 0 14 7 393 94 861 889 1563 1491 1870 410	17.09% 21.77% 24.69% 35.35% 25.53% 10.86% 9.61% 7.58% 15.43% 1.756 11.58% 10.72% 8.41% 0.00% 13.35% 0.00% 15.38% 0.00% 14.43% 7.78% 6.06% 6.99% 17.06% 23.12% 18.64% 17.06% 31.47% 16.12%	122 53 95 148 139 95 102 23 160 52 204 29 61 101 87 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	3.42% 2.11% 2.29% 3.90% 2.86% 2.96% 2.33% 1.43% 2.94% 0.97% 3.71% 0.82% 1.54% 2.22% 1.18% 0.00% 0.00% 0.00% 0.00% 0.00% 1.03% 0.00% 0.45% 1.39% 1.17% 0.93% 1.11% 0.63%	20 22 23 15 34 16 26 1 1111 35 91 15 404 21 1100 0 28 0 0 0 0 2 1 1 4 3 7 3 3 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.56% 0.88% 0.55% 0.40% 0.70% 0.50% 0.59% 0.06% 2.04% 0.65% 1.66% 0.42% 10.19% 0.46% 1.49% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 1.11% 0.66% 0.52% 0.65% 0.39% 1.28% 1.54% 0.72% 0.94%	96 38 60 42 76 7 23 10 275 39 258 17 138 192 795 0 48 0 0 0 7 8 2 40 19 70 35 53 13	2.69% 1.51% 1.45% 1.11% 1.56% 0.22% 0.53% 0.62% 5.04% 0.73% 4.70% 0.48% 3.48% 4.22% 10.74% 0.00% 6.82% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.12% 0.15% 0.79% 0.49% 0.49% 0.89% 0.51%	1 9 15 9 31 2 8 1 64 0 9 4 48 10 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.03% 0.36% 0.36% 0.24% 0.64% 0.06% 0.18% 0.06% 1.17% 0.00% 0.16% 0.11% 1.21% 0.22% 0.81% 0.00%	2463 1474 2381 1940 3025 2490 3638 1444 2137 3689 2004 2711 1666 1723 2132 5 247 1 4 15 5 29 33 5063 1034 3348 2220 4145 2842 2389	68.99% 58.65% 57.36% 57.36% 51.11% 62.24% 77.69% 83.06% 89.75% 39.20% 68.67% 36.48% 76.78% 42.02% 37.86% 28.81% 100.00% 30.77% 78.95% 62.50% 29.90% 36.67% 78.08% 76.93% 66.34% 57.74% 49.43% 32.52% 40.20% 51.93%
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412	170	Kauai	1	0.59%	2	1.18%	0	0.00%	10	5.88%	149	87.65%	6	3.53%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	14	8.24%
9400	3715	Kauai	137	3.69%	41	1.10%	445	11.98%	631	16.99%	1950	52.49%	444	11.95%	32	0.86%	29	0.78%	28	0.75%	30	0.81%	1932	52.01%
301	2291	Maui	89	3.88%	37	1.62%	385	16.80%	277	12.09%	1314	57.35%	174	7.59%	63	2.75%	17	0.74%	11	0.48%	17	0.74%	1224	53.43%
302.01	2453	Maui	97	3.95%	52	2.12%	156	6.36%	168	6.85%	412	16.80%	134	5.46%	19	0.77%	15	0.61%	6	0.24%	13	0.53%	2013	82.06%
302.02	7635	Maui	260	3.41%	100	1.31%	604	7.91%	840	11.00%	1624	21.27%	769	10.07%	95	1.24%	100	1.31%	34	0.45%	22	0.29%	5881	77.03%
303.01	8013	Maui	239	2.98%	89	1.11%	843	10.52%	779	9.72%	1988	24.81%	1238	15.45%	119	1.49%	42	0.52%	41	0.51%	8	0.10%	5597	69.85%
303.03	3567	Maui	52	1.46%	38	1.07%	106	2.97%	161	4.51%	164	4.60%	174	4.88%	40	1.12%	5	0.14%	5	0.14%	4	0.11%	3079	86.32%
304.02	8652	Maui	239	2.76%	119	1.38%	995	11.50%	1896	21.91%	2510	29.01%	1972	22.79%	194	2.24%	126	1.46%	76	0.88%	33	0.38%	4919	56.85%
304.03	3269	Maui	110	3.36%	44	1.35%	365	11.17%	569	17.41%	879	26.89%	549	16.79%	38	1.16%	19	0.58%	16	0.49%	8	0.24%	2408	73.66%
304.04	5609	Maui	244	4.35%	82	1.46%	717	12.78%	1378	24.57%	1649	29.40%	965	17.20%	99	1.77%	184	3.28%	45	0.80%	48	0.86%	3449	61.49%
305.01	2689	Maui	81	3.01%	18	0.67%	260	9.67%	760	28.26%	618	22.98%	308	11.45%	22	0.82%	29	1.08%	15	0.56%	3	0.11%	1562	58.09%
307.05	3791	Maui	80	2.11%	48	1.27%	271	7.15%	1806	47.64%	592	15.62%	281	7.41%	57	1.50%	20	0.53%	81	2.14%	174	4.59%	1494	39.41%
307.06	2448	Maui	78	3.19%	77	3.15%	165	6.74%	676	27.61%	342	13.97%	210	8.58%	31	1.27%	65	2.66%	23	0.94%	18	0.74%	1472	60.13%
307.07	8009	Maui	271	3.38%	171	2.14%	477	5.96%	1727	21.56%	1017	12.70%	639	7.98%	90	1.12%	124	1.55%	88	1.10%	192	2.40%	5008	62.53%
307.08	2909	Maui	108	3.71%	82	2.82%	104	3.58%	482	16.57%	334	11.48%	182	6.26%	35	1.20%	28	0.96%	5	0.17%	51	1.75%	1972	67.79%
307.09	3727	Maui	72	1.93%	95	2.55%	102	2.74%	236	6.33%	200	5.37%	167	4.48%	26	0.70%	7	0.19%	25	0.67%	2	0.05%	3123	83.79%
307.10	2441	Maui	58	2.38%	56	2.29%	91	3.73%	174	7.13%	131	5.37%	108	4.42%	24	0.98%	11	0.45%	3	0.12%	9	0.37%	2018	82.67%
308	6907	Maui	148	2.14%	123	1.78%	900	13.03%	1894	27.42%	2757	39.92%	1526	22.09%	198	2.87%	61	0.88%	62	0.90%	57	0.83%	3056	44.24%
309.01	2617	Maui	95	3.63%	52	1.99%	401	15.32%	654	24.99%	947	36.19%	721	27.55%	66	2.52%	91	3.48%	40	1.53%	35	1.34%	1054	40.28%
309.02	3205	Maui	69	2.15%	62	1.93%	369	11.51%	1089	33.98%	920	28.71%	850	26.52%	115	3.59%	51	1.59%	37	1.15%	25	0.78%	1195	37.29%
309.03	6481	Maui	132	2.04%	43	0.66%	798	12.31%	3280	50.61%	2265	34.95%	1007	15.54%	187	2.89%	80	1.23%	101	1.56%	79	1.22%	1695	26.15%
310	8426	Maui	210	2.49%	98	1.16%	1055	12.52%	2155	25.58%	2139	25.39%	2512	29.81%	314	3.73%	117	1.39%	67	0.80%	33	0.39%	3606	42.80%
311.01	8167	Maui	204	2.50%	136	1.67%	831	10.18%	3150	38.57%	2131	26.09%	1516	18.56%	194	2.38%	748	9.16%	131	1.60%	108	1.32%	2276	27.87%
311.02	5426	Maui	71	1.31%	37	0.68%	460	8.48%	2687	49.52%	1014	18.69%	1280	23.59%	73	1.35%	181	3.34%	50	0.92%	60	1.11%	1170	21.56%
311.03	7580	Maui	135	1.78%	78	1.03%	721	9.51%	4646	61.29%	1411	18.61%	1322	17.44%	118	1.56%	262	3.46%	53	0.70%	92	1.21%	1550	20.45%
314.02	3003	Maui	62	2.06%	22	0.73%	287	9.56%	1098	36.56%	857	28.54%	463	15.42%	46	1.53%	15	0.50%	18	0.60%	64	2.13%	1277	42.52%
314.04	3250	Maui	103	3.17%	59	1.82%	142	4.37%	415	12.77%	460	14.15%	318	9.78%	49	1.51%	9	0.28%	64	1.97%	98	3.02%	1993	61.32%
314.05	5491	Maui	75	1.37%	53	0.97%	276	5.03%	3253	59.24%	832	15.15%	517	9.42%	51	0.93%	60	1.09%	48	0.87%	166	3.02%	1343	24.46%
315.01	2368	Maui	61	2.58%	29	1.22%	94	3.97%	831	35.09%	274	11.57%	122	5.15%	37	1.56%	3	0.13%	16	0.68%	81	3.42%	1208	51.01%
315.02	5036	Maui	89	1.77%	76	1.51%	217	4.31%	654	12.99%	451	8.96%	311	6.18%	59	1.17%	8	0.16%	35	0.69%	90	1.79%	3669	72.86%
315.03	2366	Maui	30	1.27%	48	2.03%	73	3.09%	198	8.37%	205	8.66%	119	5.03%	20	0.85%	8	0.34%	27	1.14%	66	2.79%	1722	72.78%
316.01	3135	Maui	51	1.63%	48	1.53%	319	10.18%	2003	63.89%	611	19.49%	338	10.78%	90	2.87%	71	2.26%	32	1.02%	8	0.26%	870	27.75%
317	4503	Maui	98	2.18%	76	1.69%	742	16.48%	1382	30.69%	2616	58.09%	546	12.13%	57	1.27%	33	0.73%	75	1.67%	9	0.20%	1861	41.33%
318.01	2752	Maui	90	3.27%	44	1.60%	497	18.06%	864	31.40%	1865	67.77%	304	11.05%	61	2.22%	14	0.51%	69	2.51%	16	0.58%	1030	37.43%
319	5624	Maui	83	1.48%	72	1.28%	459	8.16%	2643	47.00%	1117	19.86%	1100	19.56%	93	1.65%	297	5.28%	73	1.30%	56	1.00%	1498	26.64%
320	994	Maui	18	1.81%	12	1.21%	34	3.42%	67	6.74%	112	11.27%	60	6.04%	8	0.80%	4	0.40%	7	0.70%	5	0.50%	798	80.28%

Median Income and Poverty Level Data

			JUDUIALIUH DEIUW LHE	poverty level
NAME10	County	POP10	Median	Person_Pov
203	Hawaii	3934	22,724	0.433
211.06	Hawaii	7529	33,344	0.312
205	Hawaii	5924	28,770	0.311
204	Hawaii	3294	34,100	0.293
210.10	Hawaii	7884	38,468	0.292
212.02	Hawaii	8451	39,415	0.273
210.13	Hawaii	4970	36,296	0.246
210.05	Hawaii	11012	35,513	0.24
210.11	Hawaii	4009	45,606	0.211
210.03	Hawaii	6391	39,645	0.19
83.02	Hawaii	6749	69,232	0.186
201	Hawaii	5213	40,625	0.178
213	Hawaii	5972	58,295	0.177
218	Hawaii	6322	52,180	0.157
95.02	Hawaii	4243	50,708	0.154
215.09	Hawaii	5154	58,405	0.148
208.02	Hawaii	6196	58,793	0.141
95.03	Hawaii	3403	60,962	0.115
207.01	Hawaii	4507	66,518	0.114
220	Hawaii	2588	54,158	0.109
21	Hawaii	3864	52,122	0.107
215.02	Hawaii	4844	65,503	0.104
209	Hawaii	4729	75,893	0.1
206	Hawaii	5391	54,470	0.098
202.02	Hawaii	2568	41,357	0.093
219.02	Hawaii	3925	60,966	0.091
216.04	Hawaii	7587	62,056	0.087
217.04	Hawaii	8087	74,147	0.085
214.02	Hawaii	4025	50,313	0.083
216.01	Hawaii	7822	65,901	0.081
105.04	Hawaii	5115	78,920	0.08
50	Hawaii	4049	52,292	0.078
217.02	Hawaii	9540	74,217	0.069
221.02	Hawaii	2041	73,256	0.067
107.01	Hawaii	3661	97,875	0.055
92	Hawaii	7963	68,203	0.047
215.07	Hawaii	8503	72,139	0.042
75.06	Hawaii	933	50,682	0.04
208.01	Hawaii	4310	71,944	0.035
207.02	Hawaii	4861	73,948	0.029
111.06	Hawaii	5924	105,000	0.028
78.09	Hawaii	3377	121,349	0.026
89.22	Hawaii	7479	89,146	0.023
09.22				

9810	Honolulu	13	<null></null>	<null></null>
9813	Honolulu	8	<null></null>	<null></null>
9814	Honolulu	97	<null></null>	<null></null>
54	Honolulu	1637	21,635	0.654
62.02	Honolulu	1701	27,109	0.645
63.02	Honolulu	2720	26,473	0.528
20.03	Honolulu	2477	27,990	0.399
97.01	Honolulu	6635	42,500	0.361
36.03	Honolulu	2807	21,458	0.347
86.11	Honolulu	84	127,727	0.335
98.02	Honolulu	6386	39,611	0.334
98.01	Honolulu	2834	41,667	0.325
57	Honolulu	2148	40,865	0.321
58	Honolulu	3440	38,063	0.316
87.03	Honolulu	6837	50,743	0.311
75.04	Honolulu	3171	34,141	0.292
19.03	Honolulu	2770	27,157	0.255
18.01	Honolulu	1717	27,433	0.248
52	Honolulu	3293	20,327	0.244
34.05	Honolulu	3250 3090	46,858	0.236
51	Honolulu	10289	41,995	0.235
96.03	Honolulu	5682	64,464	0.227
96.08 211.01	Honolulu Honolulu	3531	50,682 44,099	0.225 0.225
36.04	Honolulu	2519	39,073	0.223
94	Honolulu	5155	43,494	0.207
20.05	Honolulu	2389	36,901	0.198
26	Honolulu	4249	41,328	0.198
95.01	Honolulu	4893	43,706	0.189
62.01	Honolulu	6047	52,321	0.184
27.01	Honolulu	5093	44,784	0.183
40	Honolulu	1552	64,741	0.179
114	Honolulu	5372	53,639	0.178
105.03	Honolulu	1980	72,634	0.177
34.06	Honolulu	5777	46,053	0.176
53	Honolulu	3636	38,487	0.176
87.02	Honolulu	5593	37,978	0.176
11	Honolulu	3862	49,464	0.175
68.09	Honolulu	5040	55,183	0.174
108.01	Honolulu	2969	56,563	0.173
102.01	Honolulu	5882	63,324	0.172
113	Honolulu	5451	69,974	0.17
93	Honolulu	4762	44,375	0.164
23	Honolulu	5523	41,086	0.163
109.03	Honolulu	4133	76,055	0.162
25	Honolulu	3915	38,892	0.161
39	Honolulu	655	27,083	0.157

78.04	Honolulu	1907	69,922	0.157
80.01	Honolulu	2005	37,308	0.157
85.02	Honolulu	2136	65,625	0.156
84.02	Honolulu	8206	69,438	0.153
27.02	Honolulu	5057	58,460	0.152
68.06	Honolulu	1704	88,098	0.15
215.04	Honolulu	3965	46,047	0.148
95.04	Honolulu	1271	64,625	0.147
43	Honolulu	5591	57,591	0.146
100	Honolulu	3320	52,417	0.144
108.02	Honolulu	6548	47,391	0.143
24.01	Honolulu	3096	37,656	0.14
80.03	Honolulu	4668	50,691	0.14
9400.02	Honolulu	7400	56,563	0.138
18.04	Honolulu	1849	43,182	0.135
89.14	Honolulu	5098	66,538	0.132
20.04	Honolulu	1398	41,469	0.131
24.02	Honolulu	3228	41,685	0.13
61	Honolulu	4175	86,027	0.13
83.01	Honolulu	4661	75,893	0.128
55	Honolulu	2078	44,412	0.127
10	Honolulu	3096	65,878	0.124
56	Honolulu	6749	49,545	0.124
95.07	Honolulu	2560	39,335	0.124
13	Honolulu	4207	75,341	0.115
42	Honolulu	3432	62,016	0.115
64.02	Honolulu	6387	78,333	0.115
20.06	Honolulu	2364	40,853	0.113
112.02	Honolulu	1609	81,905	0.112
35.01	Honolulu	2282	53,021	0.108
37	Honolulu	5579	63,405	0.108
102.02	Honolulu	7643	73,676	0.107
109.05	Honolulu	2513	68,359	0.104
30	Honolulu	4321	97,204	0.103
34.03	Honolulu	5530	55,826	0.103
84.11	Honolulu	3448	86,250	0.103
9800	Honolulu	5	<null></null>	0.103
19.01	Honolulu	837	67,083	0.102
19.04	Honolulu	3912	50,490	0.102
17	Honolulu	2437	62,908	0.099
22.02	Honolulu	3400	60,636	0.099
35.02	Honolulu	3876	40,093	0.099
59	Honolulu	3353	51,667	0.098
86.13	Honolulu	904	84,821	0.098
34.07	Honolulu	913	63,048	0.097
88	Honolulu	8054	80,906	0.097
41	Honolulu	4504	43,846	0.096

99.02	Honolulu	3740	73,685	0.095
101	Honolulu	7881	66,031	0.094
9400.01	Honolulu	4551	67,008	0.092
111.04	Honolulu	4860	104,453	0.091
105.07	Honolulu	5421	67,054	0.088
32	Honolulu	833	121,042	0.087
69	Honolulu	3823	66,125	0.087
97.04	Honolulu	3066	71,516	0.085
91	Honolulu	5332	74,844	0.083
60	Honolulu	5421	76,042	0.081
89.13	Honolulu	4116	74,955	0.08
38	Honolulu	3970	69,548	0.075
89.12	Honolulu	2570	95,577	0.074
77.01	Honolulu	4240	76,080	0.073
112.01	Honolulu	4380	94,912	0.073
18.03	Honolulu	3360	45,934	0.072
68.05	Honolulu	6167	69,811	0.072
78.08	Honolulu	3346	61,635	0.072
97.03	Honolulu	6227	76,780	0.072
44	Honolulu	5165	72,663	0.071
109.04	Honolulu	3570	85,128	0.071
48	Honolulu	6707	88,492	0.069
87.01	Honolulu	8787	79,151	0.069
33	Honolulu	1132	128,319	0.067
67.01	Honolulu	5830	91,480	0.067
86.17	Honolulu	9364	74,109	0.066
89.25	Honolulu	6902	90,993	0.066
89.07	Honolulu	4232	78,042	0.065
89.24	Honolulu	7623	108,824	0.065
103.03	Honolulu	4766	70,282	0.065
47	Honolulu	4553	91,094	0.064
68.02	Honolulu	6842	85,926	0.064
68.08	Honolulu	4423	55,682	0.064
86.09	Honolulu	2066	89,183	0.064
22.01	Honolulu	3684	50,613	0.063
80.05	Honolulu	6864	91,222	0.061
12.01	Honolulu	2924	73,250	0.06
15	Honolulu	3527	71,480	0.059
28	Honolulu	3678	77,865	0.059
68.04	Honolulu	2835	55,781	0.058
36.01	Honolulu	4109	57,656	0.056
73.02	Honolulu	3866	62,500	0.056
89.15	Honolulu	5236	62,179	0.056
64.01	Honolulu	2059	89,352	0.055
89.21	Honolulu	2668	87,860	0.055
90	Honolulu	1634	51,875	0.055
99.04	Honolulu	5986	76,883	0.054

103.05	Honolulu	5063	99,043	0.054
63.01	Honolulu	3773	77,411	0.053
86.14	Honolulu	8232	85,194	0.053
74	Honolulu	3981	58,906	0.052
89.20	Honolulu	4296	79,398	0.052
106.02	Honolulu	5449	88,938	0.052
106.01	Honolulu	3422	78,820	0.051
8	Honolulu	3771	91,447	0.05
75.02	Honolulu	1376	64,750	0.049
46	Honolulu	3735	96,548	0.048
89.09	Honolulu	3806	73,160	0.048
1.12	Honolulu	5555	99817	0.047
5	Honolulu	3807	125922	0.047
80.06	Honolulu	4858	95,170	0.046
86.10	Honolulu	1051	118,796	0.046
67.02	Honolulu	1989	64,688	0.045
34.04	Honolulu	4716	52,993	0.043
80.02	Honolulu	2837	80,400	0.044
1.06	Honolulu	7704	95366	
3.02		2990	131771	0.043
7	Honolulu	2966		0.042
	Honolulu	3335	70,855	0.042
31.02	Honolulu	5997	122,965	0.042
84.06	Honolulu	1594	96,750	0.042
1.14	Honolulu		125,590	0.041
3.01	Honolulu	3307	106771	0.041
9.03	Honolulu	2858	72,548	0.041
45	Honolulu	5145	93,473	0.04
49	Honolulu	3198	56,413	0.039
70	Honolulu	4041	55,868	0.039
1.10	Honolulu	4288	108693	0.038
12.02	Honolulu	3030	58,184	0.038
80.07	Honolulu	5306	91,710	0.038
103.06	Honolulu	6369	108,987	0.038
1.11	Honolulu	5035	110389	0.037
86.22	Honolulu	4068	91,213	0.037
111.05	Honolulu	3205	87,220	0.036
77.02	Honolulu	5098	100,057	0.035
89.29	Honolulu	4836	74,277	0.035
105.08	Honolulu	2569	103,421	0.035
2	Honolulu	5742	99730	0.034
6	Honolulu	1218	92,656	0.031
9.02	Honolulu	4088	90,833	0.031
86.06	Honolulu	9693	97,452	0.031
9.01	Honolulu	2736	76,402	0.03
78.07	Honolulu	5405	67,007	0.03
75.03	Honolulu	5160	78,516	0.029
89.06	Honolulu	3771	88,229	0.026

14	Honolulu	2550	84,107	0.025
16	Honolulu	3783	77,065	0.024
78.11	Honolulu	4990	91,172	0.024
65	Honolulu	4541	76,523	0.023
109.01	Honolulu	3140	105,510	0.023
115	Honolulu	5493	93,813	0.023
75.05	Honolulu	5338	88,227	0.021
84.05	Honolulu	4664	88,143	0.021
84.12	Honolulu	6543	69,500	0.02
86.12	Honolulu	6017	98,438	0.019
1.08	Honolulu	3264	108304	0.018
84.08	Honolulu	4728	85,337	0.018
89.23	Honolulu	4737	78,355	0.018
78.05	Honolulu	5136	83,750	0.017
31.01	Honolulu	3687	94,297	0.016
71	Honolulu	2713	52,065	0.016
103.08	Honolulu	3319	99,228	0.016
111.03	Honolulu	3796	112,169	0.016
89.08	Honolulu	5837	107,801	0.014
107.02	Honolulu	3666	81,712	0.014
89.17	Honolulu	4554	103,750	0.012
29	Honolulu	2415	102,045	0.01
84.10	Honolulu	2346	100,000	0.01
110	Honolulu	4151	117,721	0.01
78.10	Honolulu	5450	116,106	0.009
89.31	Honolulu	3310	115,357	0.009
4.01	Honolulu	2893	106500	0.008
89.18	Honolulu	5429	102,516	0.006
105.05	Honolulu	3531	100,887	0.006
4.02	Honolulu	3999	160417	0.005
89.27	Honolulu	5180	96,957	0.005
1.07	Honolulu	2818	129844	0
66	Honolulu	374	126,250	0
73.03	Honolulu	341	<null></null>	0
84.07	Honolulu	3325	103,807	0
89.26	Honolulu	1572	76,250	0
89.28	Honolulu	3884	111,389	0
89.30	Honolulu	2560	130,586	0
9808	Honolulu	1	<null></null>	0
9811	Honolulu	19	<null></null>	0
319	Kalawao	90	56,875	0.071
412	Kauai	170	<null></null>	<null></null>
401.04	Kauai	1344	44,353	0.134
405	Kauai	5943	64,466	0.129
9400	Kauai	3715	55,441	0.126
407	Kauai	8403	62,540	0.118
401.03	Kauai	6484	57,356	0.115

406.04	Kauai	3139	61,552	0.115				
403	Kauai	8385	65,705	0.104				
402.05	Kauai	3845	58,250	0.103				
409	Kauai	5561	62,440	0.103				
404	Kauai	8740	67,421	0.088				
402.04	Kauai	5047	82,703	0.063				
408	Kauai	3771	61,648	0.038				
406.03	Kauai	2544	68,056	0.036				
307.10	Maui	2441	51,133	0.238				
307.06	Maui	2448	57,691	0.235				
317	Maui	4503	46,385	0.215				
318.01	Maui	2752	39,438	0.205				
304.04	Maui	5609	68,657	0.167				
302.02	Maui	7635	63,016	0.143				
309.01	Maui	2617	42,500	0.13				
307.09	Maui	3727	58,589	0.125				
314.04	Maui	3250	48,639	0.123				
319	Maui	5624	59,063	0.115				
311.01	Maui	8167	60,987	0.108				
311.02	Maui	5426	45,736	0.106				
307.07	Maui	8009	65,037	0.105				
304.03	Maui	3269	60,665	0.102				
311.03	Maui	7580	66,496	0.093				
303.01	Maui	8013	77,567	0.087				
314.05	Maui	5491	61,671	0.08				
301	Maui	2291	67,094	0.077				
309.02	Maui	3205	70,909	0.075				
315.03	Maui	2366	65,694	0.074				
303.03	Maui	3567	83,301	0.073				
305.01	Maui	2689	67,188	0.066				
307.08	Maui	2909	46,350	0.062				
320	Maui	994	80,625	0.061				
314.02	Maui	3003	81,464	0.059				
310	Maui	8426	83,247	0.056				
309.03	Maui	6481	95,558	0.047				
316.01	Maui	3135	69,464	0.043				
308	Maui	6907	85,417	0.031				
302.01	Maui	2453	51,691	0.03				
304.02	Maui	8652	77,998	0.028				
315.01	Maui	2368	80,165	0.028				
307.05	Maui	3791	85,789	0.021				
315.02	Maui	5036	63,750	0.018				
9800			<null></null>	<null></null>				
9803			<null></null>	<null></null>				
9807			<null></null>	<null></null>				
9806			<null></null>	0				

FFY 2015-2018 STIP Title 6 & Environmental Justice Analysis Identification of T6-EJ Populations

County	Total Number of Census Tracts	Total Number of Minority Tracts	Total Number of Low Income Tracts
Honolulu	232	171	52
Hawaii	43	35	16
Maui	36	19	5
Kauai	14	7	0
State of Hawaii Total	325	232	73

County	Total Percentage of Census Tracts	Total Percentage of Minority Tracts	Total Percentage of Low Income Tracts
Honolulu	71%	53%	16%
Hawaii	13%	11%	5%
Maui	11%	6%	2%
Kauai	4%	2%	0%
State of Hawaii Total	100%	71%	22%

FFY 2015-2018 STIP Title 6 & Environmental Justice Equity Analysis for Minority Populations

	Projec	t Equity	
County	Total Number of Projects	Total Projects in or adjacent to Minority Populations	% of Projects located in or adjacent to Minority Populations
Oahu			
FHWA	53	52	98%
FTA	10	1	10%
Total	63	53	84%
Hawaii			
FHWA	24	20	83%
FTA	2	0	0%
Total	26	20	77%
Maui			
FHWA	35	30	86%
FTA	4	1	25%
Total	39	31	79%
Kauai			
FHWA	21	15	71%
FTA	2	0	0%
Total	23	15	65%
GRAND TOTAL	151	119	79%

	Investme	ent Equity									
County	Federal Share of Projects (x \$1000)	Federal Share of projects in or adjacent to Minority Populations (x \$1000)	% of Federal Investments located in or adjacent to Minority Populations								
Oahu											
FHWA	\$ 362,115	\$347,995	96%								
FTA	\$ 67,055	\$1,327	2%								
Total	\$ 429,170	\$349,322	81%								
Hawaii											
FHWA	\$ 99,897	\$90,846	91%								
FTA	\$ 5,923	\$0	0%								
Total	\$ 105,820	\$90,846	86%								
Maui											
FHWA	\$ 90,099	\$79,443	88%								
FTA	\$ 10,902	\$4,270	39%								
Total	\$ 101,001	\$83,713	83%								
Kauai											
FHWA	\$ 73,889	\$63,653	86%								
FTA	\$ 5,923	\$0	0%								
Total	\$ 79,812	\$63,653									
GRAND TOTAL	\$ 715,803	\$ 587,534	82%								

FFY 2015-2018 STIP Title 6 & Environmental Justice Analysis Equity Analysis for Low-Income Populations

	Projec	t Equity	
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	53	14	26%
FTA	10	1	10%
Total	63	15	24%
Hawaii			
FHWA	24	8	33%
FTA	2		0%
Total	26	8	31%
Maui			
FHWA	35	8	23%
FTA	4		0%
Total	39	8	21%
Kauai			
FHWA	21		0%
FTA	2		0%
Total	23	0	0%
GRAND TOTAL	151	31	21%

		Investme	nt Equity			
County	Federal	Share of Projects (x \$1000)	Total Cost of projects in or adjacent to Low-Income Populations	Percent of investments located in or adjacent to Lov Income Populations		
Oahu						
FHWA	\$	362,115	\$ 125,301			
FTA	\$	67,055	\$ 119			
Total	\$	429,170	\$ 125,420	29%		
Hawaii						
FHWA	\$	99,897	\$ 28,861			
FTA	\$	5,923	\$ -			
Total	\$	105,820	\$ 28,861	27%		
Maui						
FHWA	\$	90,099	\$ 26,209			
FTA	\$	10,902				
Total	\$	101,001	\$ 26,209	26%		
Kauai						
FHWA	\$	73,889				
FTA	\$	5,923				
Total	\$	79,812	-	0%		
GRAND TOTAL	\$	715,803	\$ 180,490			

IX. Financially Constrained 2015-2018 (+2) STIP

Print out on legal sized paper from STIP website

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

Revision Effective Date: September 2014

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

Project Criteria Color Key:			5 (Oct 1, 14 - S			(Oct 1, 15 - Set			(Oct 1, 16 - Se	MODERNIZATION 30 17)					/ICES TRANSP				RANSIT	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FFY2018 (Oct 1, 17 - Sep 30, 18) TOTAL FEDERAL LOCAL			TOTAL	FEDERAL	LOCAL				FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	TOND CATEGORY & REMARKS
STATEWIDE - FHWA										,						•				
	DES							300	240	60				300	240					STP FLEXIBLE
Bikeway Improvements at Various Locations, Statewide nhance	ROW	51	41	10				300	240	60	50	0	50	300	240	60	50	0	50	STPFLEXIBLE
mance	CON	31		10	2,000	1.600	400				500	400	100				500		100	
					1,000	.,,,,,														
Estimated Total Project Cost - \$2,700,000 Implementation of State bike pro																				
2. Bridge Inspection and Appraisal	PLN	3,100	2,480	620	3,100	2,480	620	3,500	2,800	700	3,500	2,800	700	3,500	2,800	700	3,500	2,800	700	NHPP
ysPres Estimated Total Project Cost - \$18,000,000 Inventory, inspect and apprais	4-4- 6-24								64											
Construction Career Days Workforce Development Program	PLN	s. Includes una	arwater inspect	ion, scour analys	ses, surveys an 30	30		ge repairs, retroi 30	nts and replace	ments.	30	30	0	30	30	0	30	30	0	STP FLEXIBLE
uman	1 2.1		- 00	Ü			ŭ		- 00	·			Ů		00	Ŭ		- 00	, i	OTT TELABLE
Estimated Total Project Cost - \$180,000 Supplement the Construction Car	eer Days Wor	kforce Develop	ment Program.																	
Highway Research and Development Program	PLN	850	680	170	850	680	170	850	680	170	850	680	170	850	680	170	850	680	170	STP FLEXIBLE
ysPres																				
Estimated Total Project Cost - \$4,750,000 Supplement the Statewide Plan Highway Safety Improvement Program (HSIP), Non - Infrastructure				70	700		70	700	630	70	700	000	70	700	200	70	700	630	70	HSIP
afety Funding Program Signature Frogram (HSIP), Non - Infrastructure	PLN/DES	700	630	/0	700	630	70	700	630	70	700	630	70	700	630	70	700	630	70	nsiP
and and a solution												 								
Estimated Total Project Cost - \$4,000,000 Implement non-infrastructure so	ope of HSIP is	ncluding safety	education prod	rams and PSAs																
Highway Shoreline Protection, Statewide	DES										200	160	40				200	160	40	STP FLEXIBLE
ysPres State	CON													2,000	0	2,000				
Estimated Total Project Cost - \$3,000,000 Funding to implement shoreline					ection plan.															
Pedestrian Facilities and ADA Compliance at Various Locations	DES	200	160	40				1.000	800	200	200	160	40				1.000	800	200	STP FLEXIBLE
Estimated Total Project Cost - \$4,600,000 Address ADA compliance need.		rogram						1,000	800	200							1,000	800	200	
Federal Lands Highway Access Discretionary Program	DES/CON	265	265	0	265	265	0	265	265	0	265	265	0	265	265	0	265	265	0	FED LANDS HWY DISCRETIONARY
lodern				_			-						_			_			-	
Estimated Total Project Cost - \$30,000,000 Federal grant program. Project	ts that are adj	acent to or prov	ride access to fe	ederal lands are	eligible to apply	y for these funds	i.													
Safe Routes to School (SRTS) Program																				
afety Non-infrastructure Infrastructure	Pln/Des Pn/Ds/Co	200 1.100		0	1.300	1.300	0	1,200	200 1.200	0	1 300	1 300	0	100 650		0				SAFE ROUTES TO SCHOOL
imirastructure	PII/DS/C0	1,100	1,100	U	1,300	1,300	U	1,200	1,200	U	1,300	1,300	U	650	000	U				
Estimated Total Project Cost - \$3,000,000 Implement the Safe Routes to S	School Program	m to promote w	alking and bikin	ng as a safe and	viable transpor	tation alternative	e especially in	the vicinity of so	chools											
SNIPP - Statewide Noxious Invasive Pest Program	OPR	3,151		630	3,277	2,622	655		1											STP FLEXIBLE
nhance																				
Estimated Total Project Cost - \$15,000,000 Operation of the Statewide No																				
11. Statewide Highway Lighting and Traffic Signal Upgrade Program	CON	5,000			5,000	0		5,000		5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	LOCAL
<mark>afety </mark>	DES-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	
Estimated Total Project Cost - \$60,000,000 System maintenance of highw	av lighting and	d traffic signals																		
Statewide Signing, Striping and Pavement Marking Program	CON	5,000		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
ysPres	DES-CON	5,000			5,000	0		5,000	0		5,000	0	5,000	5,000	0	5,000	5,000	0		
Estimated Total Project Cost - \$60,000,000 System maintenance to upkee					1.															
13 Statewide Guardrail and Shoulder Improvement Program	CON	5,000		5,000	5,000	0	0,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	LOCAL
ysPres Estimated Total Project Cost - \$60,000,000 System maintenance to upkee	DES-CON	5,000		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	
 Structural Countermeasures for Scour Critical Bridges 	CON	ararans and SNO	ouiders.		3 000	0	3 000				3 000	n	3,000							LOCAL
ysPres	00.1				5,300	ľ	3,550				3,300		5,500							=====
Estimated Total Project Cost - \$7,800,000 As recommended in the Highwa	ys Division's	"Plan of Action :	for Scour Critica	al Bridges Variou				l develop and de	esign mandated	structural count	ermeasures for s	cour critical br	idges through ou	it the state.						
15. Technology Transfer and Technical Assistance Program	PLN	150	120	30	150	120	30	150	120	30	150	120	30	150	120	30	150	120	30	STP FLEXIBLE
lodern																				
Estimated Total Project Cost - \$1,250,000 Conduct training and technolog		vities for govern	nment and priva	te transportation		0.0														OTD ELEVIDI E
16. Traffic Counting Stations, Various Locations	CON				3,700	2,960	740													STP FLEXIBLE
Estimated Total Project Cost - \$3,900,000 Construction of statewide traffic	counting state	ions for traffic d	lata nathering o	and planning pur	nees							1								
	ocurring stati	39,797		31.570	48,572	12.887	35,685	38,195	6.965	31,230	40.945	6.745	34,200	38.545	5.515	33.030	37,245	5,885	31,360	
STATEWIDE - FHWA TOTAL																				

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

Revision Effective Date: September 2014

	Project Criteria Color Key:	GREEN = 5									MODERNIZATI			ENI BLUE =						RANSII	
				5 (Oct 1, 14 - Se			(Oct 1, 15 - Sep			(Oct 1, 16 - Se			3 (Oct 1, 17 - Se			Oct 1, 18 - S			(Oct 1, 19 - Se		
			TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
	PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
	STATEWIDE - FTA																				
																					
S17.	Rural Transportation Assistance Program (RTAP)	PLN	102	102	0	105	105	0	108	108	0	111	111	0	114	114	0	117	117	0	FTA SECTION 5311 (b)(3)
Hum			102	102	ŭ	100	100		100	100				Ĭ			·				
	Estimated Total Project Cost - \$787,000 FTA Section 5311(b)(2) Rural Tra	ansportation A	ssistance Progr	am (RTAP) Fu	nds from the RT.	AP program wil	I be utilized to p	rovide technic	cal assistance to	the Rural Trans	portation provid	ers									
S18.		PIN	258	258	0	265	265	0	273	273	0	281	281	0	289	289	0	298	298	0	FTA SECTION 5311
Hum	an							-			-			-			_			_	
	Estimated Total Project Cost - \$1,980,000 FTA Section 5311 Nonurbanize	d Area Formu	la Program																		
S19.	Transportation Assistance for Elderly and Disabled	FOP	275	220	55	288	230	58	296	237	59	305	244	61	314	251	63	324	259	65	FTA SECTION 5310
Hum	an																				
	Estimated Total Project Cost - \$2,867,000 Enhanced Mobility of Seniors a	nd Individuals	with Disabilities	(Section 5310	- Non-Urban). F	unds from proa	ram will be utiliz	ed for the pui	rchase of vehicles	ì.											
S22.	Statewide Planning	PLN	234		117	242	121	121	250	125	125	258	129	129	266	133	133	274	137	137	FTA SECTION 5304
Tran	sit																				
	Estimated Total Project Cost - \$962,000 FTA Statewide Planning (Section	5304) Funds	will be utilized	for short range	ransit plans and	civil rights stud	lies														
		III.,. r drido	1	- Inc. Tungo		zg/no oldo															
1																					
	STATEWIDE - FTA TOTAL		869	697	172	900	721	179	927	743	184	955	765	190	983	787	196	1.013	811	202	
	***************************************		000	00.	.,,_	555	72.		02.	140		500	100	100	000	70.		1,010	0	202	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

Revision Effective Date: September 2014

Project Criteria Color Key	. OILEEN O																		RANSII	
			5 (Oct 1, 14 - S			(Oct 1, 15 - Sep			(Oct 1, 16 - Se			(Oct 1, 17 - Se			Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		TOTAL	FEDERAL		TOTAL	FEDERAL	LOCAL		FEDERAL		TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
FUNDING CATEGORY SUMMARY - STATEWIDE																				
NHPP (National Highway Performance Program)			2,480			2,480			2,800			2,800			2,800			2,800		
BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
STP ENHANCEMENT			0			0			0			0			0			0		
STP FLEXIBLE			3,552			8,012			1,870			1,550			1,070			2,190		
SECTION 1404 - (Safe Routes to School)			1,300			1,500			1,400			1,500			750			0		
HSIP (Highway Safety Improvement Program)			630			630			630			630			630			630		
NATIONAL RECREATIONAL TRAILS			0			0			0			0			0			0		
CMAQ (Congestion Mitigation Air Quality)			0			0			0			0			0			0		
FTA TRANSFER FUNDS			0			0			0			0			0			0		
EQUITY BONUS			0			0			0			0			0			0		
EARMARK - HIGH PRIORITY			0			0			0			0			0			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			0			0			0			0			0			0		
FLHD (Federal Lands Highway Discretionary)			265			265			265			265			265			265		
NRCS (National Resources Conservation Service)			0			0			0			0			0			0		
DISCRETIONARY			0			0			0			0			0			0		
H-3 DISCRETIONARY			0			0			0			0			0			0		
IMD (NHPP Discretionary)			0			0			0			0			0			0		
FERRY BOAT DISCRETIONARY / ARRA FBD			0			0			0			0			0			0		
	SUBTOTAL		8,227			12,887			6,965			6,745			5,515			5,885		
LESS DISCRETIONARY, DEMOETC. PROJECTS			(265)			(265)			(265)			(265)			(265)			(265)		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		7,962			12,622			6,700			6,480			5,250			5,620		

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

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		FFY2015 (C				Oct 1, 15 - Sep			Oct 1, 16 - Se			(Oct 1, 17 - Se			(Oct 1, 18 - S			(Oct 1, 19 - S		
		TOTAL I	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL		FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMAR
PROJECT	PHASE		(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)		(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
						,														
OAHU: STATE - FHWA																				
Bridge and Pavement Improvement Program, Oahu	CON	36,400	0	36,400	36,400	0	36,400	36,400	0	36,400	36,400	0	36,400	36,400	0	36,400	36,400	0	36,400	LOCAL
res																				
Estimated Total Project Cost - \$237,800,000 System maintenance of h																				
Yearly lump sum amounts represent total Special Maintenance Program													nded resurfacin	g and paveme	nt and bridge p	preservation proj	iects (System P	reservation).		
The current list of prioritized proposed SMP projects has been posted or	n the STIP website	at: http://hidot.ha	awaii.gov/hig	hways/other/othe	er-related-links/st	ipQualified and	priority SMP				become availab	vie.								
Farrington Highway (Route 93), Bridge Rehabilitation	ROW							585	468	117										NHPP
S Ulehawa Stream Bridge	CON													8,405	6,724	1,681				
Estimated Total Project Cost - \$10,500,000 Rehabilitate bridge to mee					idening, improvi	ng shoulders, a	and upgrading	g railings.												
Farrington Highway (Route 93), Bridge Replacement	CON	13,500	4,800	8,700																NHPP
s Maipalaoa Bridge	ADVCON				0	6,000	(6,000)													
Estimated Total Project Cost - \$16,560,000 Replace the existing bridg																				NII IDD
Farrington Highway (Route 93), Bridge Replacement	ROW	1,100	880	220																NHPP
Makaha Bridges #3 & #3A	CON	16,550	10,240	6,310																
	ADVCON				0	3,000	(3,000)	1												
Estimated Total Project Cost - \$20,200,000 Replace a timber bridge in	the vicinity of Make	aha Beach Park.																		
Freeway Management System,																				NHPP
st Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78),	10,000			(8.6	1															
Phase 1C - Part 2	ADVCON	0	5,000	(5,000)								1								
Phase 2A - Part 1	CON	5,000	4,000	1,000																
																				
Phase 2B	DES	1,980	1,584	396																
	CON							10,000	4,000	6,000										
-	ADVCON										0	4,000	(4,000)							
Phase 3	DES	2,000	1,600	400																
	CON													10,000	4,000	6,000				
	ADVCON																0	4,000	(4,000)	
Estimated Total Project Cost - \$61,500,000 The project consists of ins																will be implemen	ited in phases.			
The Freeway Management System's System Manager will assist the Sta Freeway Service Patrol	ate with managing ai	3.500	3.150		am (11S) progran 3.500	n. Inis incluae 3.150	s sonware de 350	3.500	3.150	ent assistance, a 350	acceptance test 3.500		monitoring, an 350			350	3.500	3.150	350	NILIDO
	CON	3,500	3,150	350	3,500	3,150	350	3,500	3,150	350	3,500	3,150	350	3,500	3,150	350	3,500	3,150	350	NHPP
Estimated Total Project Cost - \$21,000,000 Operate roving service pa	toole Considers in the	ata tarria a at dia.	-61-461-1-		de encodelles bee					i-ti th- 1100 1	UED EMO	4	0 -46		to an initial and an	-4	i- 64-id 0	46 in = 044 = 6	in nista nata	
Guardrail and Shoulder Improvements, Various Location	trois. Services inclu	de towing or disa	ablea veriicie	s, removing debi	ns, providing bas	ac iire extiriguis	sner use, aep	loying tranic contro	i devices, assi	isting the HPD, I	TPD, and EMS a	it crash scenes	& otner incluent	s, assisting sit	k or injurea m	otorists with das	ic iirst aid, & rio	unying 911 ori	incidents.	
Phase 1	CON	2.185	1.748	437								-								HSIP
		2,163	200	50																11011
Phase 2	DES	250	200	50				3.060	2.448	612										
	DES	\longrightarrow			-			3,060	2,448	612	050	200	==							
											250	200	50				3,000	2,400	600	
Phase 3		+			1			1 1	1											
Phase 3	CON																3,000	2,400	600	
-	CON																3,000	2,400	600	
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardre	CON ails to bridge end po	st connections, b	bridge railing	, guardrail end te	erminals, crash a	ttenuators, mis	cellaneous dr	rainage, and other	appurtenant in	nprovements.	202	255		005	055					NUDD
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardre ITS Operation and Maintenance	CON	ost connections, b	bridge railing 255	, guardrail end te	erminals, crash a 285	ttenuators, mis 255	cellaneous dr	rainage, and other a	appurtenant in 255	nprovements.	285	255	30	285	255	30	285			NHPP
	CON ails to bridge end po	ist connections, b	bridge railing 255	, guardrail end te	erminals, crash a 285	ttenuators, mis 255	cellaneous di 30	rainage, and other a	appurtenant in 255	nprovements.	285	255	30	285	255	30				NHPP
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardra ITS Operation and Maintenance	ails to bridge end po	285	255	30	285	255	30	285	255	30						30				NHPP
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardra ITS Operation and Maintenance SS Estimated Total Project Cost - \$1,700,000 Annual costs to operate an	ails to bridge end po	285	255	30	285	255	30	285	255	30						30			30	
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardra ITS Operation and Maintenance St Estimated Total Project Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign	ails to bridge end po	285	255	30	285	255	30	285	255	30						30			30	NHPP
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardre ITS Operation and Maintenance Significant Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Significant Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Significant Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Significant Cost - \$1,700,000 Annual Costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Significant Cost - \$1,700,000 Annual Costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Significant Cost - \$1,700,000 Annual Costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Significant Cost - \$1,700,000 Annual Costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Significant Cost - \$1,700,000 Annual Costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Significant Cost - \$1,700,000 Annual Cost Significant Cos	CON ails to bridge end po	285	255	30	285 osts for the open	255 ation and main	30 tenance of Co	285	255	30						30			30	
Estimated Total Project Cost - \$6,600,000 — Install and upgrade guardra ITS Operation and Maintenance Estimated Total Project Cost - \$1,700,000 — Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Upgrade/Replacement. Phase III	CON ails to bridge end poo OPR od maintain the ongo CON	285	255	30	osts for the open	255 ation and main 2,434	tenance of Co	285	255	30						30			30	
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardra ITS Operation and Maintenance Estimated Total Project Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Upgrade/Replacement,	CON OPR OPR OPR CON DES	285	255	30	285 osts for the open	255 ation and main	30 tenance of Co	285	255	30				er hosting serv	ices.				30	
Estimated Total Project Cost - \$6,600,000 — Install and upgrade guardra ITS Operation and Maintenance Estimated Total Project Cost - \$1,700,000 — Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Upgrade/Replacement. Phase III	CON ails to bridge end poo OPR od maintain the ongo CON	285	255	30	osts for the open	255 ation and main 2,434	tenance of Co	285	255	30									30	
Estimated Total Project Cost - \$6,600,000 — Install and upgrade guardre ITS Operation and Maintenance ITS Operation and Maintenance Estimated Total Project Cost - \$1,700,000 — Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign 3 upgrade/Replacement. Phase III Phase III	CON ails to bridge end po OPR d maintain the ongo CON DES CON	285 ping and existing I	255 ITS program	30 This includes c	285 osts for the oper 2,704 554	255 ation and main 2,434 499	30 tenance of Co 270 55	285	255	30				er hosting serv	ices.				30	
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardra ITS Operation and Maintenance Estimated Total Project Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign 3 Upgrade/Replacement, Phase II Phase III Estimated Total Project Cost - \$12,700,000 Replace and/or upgrade to	CON ails to bridge end po. OPR ord maintain the ongo. CON DES CON the existing destination of the control of the contro	285 ping and existing I	255 ITS program	30 This includes c	285 osts for the open 2,704 554 state Routes H-1.	2,434 499 . H-2 and H-20	30 tenance of CC 270 55	285	255	30				er hosting serv	ices.				30	NHPP
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardra ITS Operation and Maintenance Estimated Total Project Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Upgrade/Replacement, Phase III Estimated Total Project Cost - \$12,700,000 Replace and/or upgrade to Interstate Route H-1, Bridge Rehabilitation,	CON OPR	285 ping and existing I	255 ITS program	30 This includes c	285 osts for the oper 2,704 554	255 ation and main 2,434 499	30 tenance of Co 270 55	285	255 letection equip	30 soment. This also				er hosting serv	ices.				30	
Estimated Total Project Cost - \$6,600,000 — Install and upgrade guardra ITS Operation and Maintenance ITS Operation and Maintenance Its Operation and Maintenance Interstated Total Project Cost - \$1,700,000 — Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Upgrade/Replacement, Phase III Estimated Total Project Cost - \$12,700,000 — Replace and/or upgrade to Interstate Route H-1, Bridge Rehabilitation,	CON ails to bridge end po. OPR ord maintain the ongo. CON DES CON the existing destination of the control of the contro	285 ping and existing I	255 ITS program	30 This includes c	285 osts for the open 2,704 554 state Routes H-1.	2,434 499 . H-2 and H-20	30 tenance of CC 270 55	285	255	30				er hosting serv	ices.				30	NHPP
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardra ITS Operation and Maintenance Estimated Total Project Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Upgrade/Replacement, Phase III Estimated Total Project Cost - \$12,700,000 Replace and/or upgrade to Interstate Route H-1, Bridge Rehabilitation, Kapalama Canal (Halona Street Bridge)	CON OPR OPR OPR CON CON DES CON DES CON ADVCON ADVCON	285 ping and existing I	255 ITS program	30 This includes c	285 osts for the open 2,704 554 state Routes H-1.	2,434 499 . H-2 and H-20	30 tenance of CC 270 55	285	255 letection equip	30 soment. This also				er hosting serv	ices.				30	NHPP
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardre ITS Operation and Maintenance SIS Estimated Total Project Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Subgrade/Replacement, Phase III Estimated Total Project Cost - \$12,700,000 Replace and/or upgrade to Interstate Route H-1, Bridge Rehabilitation, Six Kapalama Canal (Halona Street Bridge) Estimated Total Project Cost - \$6,200,000 Rehabilitate existing bridge Estimated Total Project Cost - \$6,200,000 Rehabilitate existing bridge	CON alis to bridge end po- OPR	285 ping and existing I	255 ITS program	30 This includes c	285 osts for the open 2,704 554 state Routes H-1, 5,400	2,434 499 . H-2 and H-20 320	270 55 1.	285	255 letection equip	30 soment. This also				er hosting serv	ices.				30	NHPP NHPP
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardra ITS Operation and Maintenance ITS Operation and Maintenance Estimated Total Project Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Upgrade/Replacement, Phase II Phase III Estimated Total Project Cost - \$12,700,000 Replace and/or upgrade to Interstate Route H-1, Bridge Rehabilitation, Kapalama Canal (Halonia Street Bridge) Estimated Total Project Cost - \$6,200,000 Rehabilitate existing bridge Interstate Route H-1, Guardrail and Shoulder Improvements,	CON OPR OPR OPR CON DES CON DES CON CON ADVCON CON CON CON CON CON CON CON	285 ping and existing I	255 ITS program	30 This includes c	285 osts for the open 2,704 554 state Routes H-1.	2,434 499 . H-2 and H-20	30 tenance of CC 270 55	285	255 letection equip	30 oment. This also (4,000)				er hosting serv	ices.				30	NHPP
Estimated Total Project Cost - \$6,600,000 Install and upgrade guardra ITS Operation and Maintenance Estimated Total Project Cost - \$1,700,000 Annual costs to operate an Interstate Routes H-1, H-2, and H-201 Destination Sign Upgrade/Replacement, Phase II Phase III Estimated Total Project Cost - \$12,700,000 Replace and/or upgrade to Interstate Route H-1, Bridge Rehabilitation, Apalama Canal (Halona Street Bridge) Estimated Total Project Cost - \$6,200,000 Rehabilitate existing bridge Estimated Total Project Cost - \$6,200,000 Rehabilitate existing bridge	CON alis to bridge end po- OPR	285 ping and existing I	255 ITS program	30 This includes c	285 osts for the open 2,704 554 state Routes H-1, 5,400	2,434 499 . H-2 and H-20 320	270 55 1.	285	255 letection equip	30 soment. This also				er hosting serv	ices.				30	NHPP NHPP

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only) Revision Effective Date: September 2014

Project Criteria Color Key:			(Oct 1, 14 - S			Oct 1, 15 - Se			(Oct 1, 16 - Se			(Oct 1, 17 - Se			9 (Oct 1, 18 - S			(Oct 1, 19 - Se	en 30 20)	
	-	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		TOTAL	FEDERAL		FUND CATEGORY & REMARK
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	FUND CATEGORY & REMAR
Interstate Route H-1, Guardrail and Shoulder Improvements,	CON	(X\$1000)	(X\$1000)	(X\$1000)	5.520	4.416	(, ,	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	,	NHPP
	CON				5,520	4,416	1,104													NAPP
Middle Street (Route 7415) to Punchbowl Street (Route 7516)																				1
				ļ																1
Estimated Total Project Cost - \$5,900,000 Install and/or upgrade existing g		n cusnions, and	concrete bai	mers to meet cur																Curino.
nterstate Route H-1, Highway Lighting Improvements,	CON				7,140	712	6,428													NHPP
res Kaimakani OP to Middle Street, Phase 1 - MP 12.83 to 16.00	ADVCON							0	5,000	(5,000)										1
																				1
Estimated Total Project Cost - \$15,000,000 Upgrade/replace existing freew						pprox. the Airp	ort IC (MP 16	.00). A future Pha	se 2 will cover	improvements fo	or the remainder	of the limits from	m approx. the A	irport IC (MP	16.00) to Midd	le Street.				
. Interstate Route H-1, Kapolei Interchange Complex	CON	4,800	4,300																	INTERSTATE DISCRETIONARY
m Phase 2	CON	52,200	21,980	30,220																NHPP
	ADVCON				0	13,000	(13,000)	0	12,000	(12,000)										NHPP
Phase 3	DES				571	457	114													NHPP
	ROW										238	190	48							NHPP
																				i
Estimated Total Project Cost - \$90,000,000 Phase 2 will complete the cons	truction of the	Wakea Street S	Separation an	d its associated i	amps. Phase 3 a	and 4 will comp	olete the ultim	ate buildout of the	Kapolei IC Co	mplex including	the completion of	f Palailai and M	fakakilo Intercha	anges.						1
Interstate Route H-1, Pearl City and Waimalu Viaduct	CON													24,673	14,206	10,467				NHPP
es Improvements, Phase 2	ADVCON																	8,000	(8,000)	
																		2,500	(5,500)	
Estimated Total Project Cost - \$100,000,000 Replace, repair, and/or streng	othen the Pear	City and Waim	alu Viaduct c	oncrete deck and	other structural	components in	ncludina aver	drails Project will	l be implement	ted in 5 phases										
Interstate Route H-1, PM Contraflow, Westbound	CON				II.or oli doldi di	zzpononta, n	July guar		p.cion	o pridobs.							19,000	17,100	1,900	NHPP
Waiawa IC Improvements (four WB through lanes), Phase I	001																13,000	17,100	1,500	
Traiawa to improvements (tour vvo unough lanes), mase i																				
Fatiguated Tatal Davingt Coat 6467 000 000 This is an 1 CV 201		d d = = 46 =	f ·		than	Interes	This are	diameters as 11	46- 1-4- 1	to II d from I'	A/=:=	4- 14/								
Estimated Total Project Cost - \$167,000,000 This is part of the PM contraft		au a westbound	iarie, for a to	tai of four lanes,				t irivoives restripi	ng the intersta	ite ri-1 from the V	rvaiawa intercha.	nge to warkele								HSIP
Interstate Route H-1 Safety Improvement,	CON			ļ	4,000	3,600	400					 								noir
Beginning of H-1 (Palailai IC) to Waiawa Overpass		1		1	-		1					1								1
				L.,,	Ļ		L	إ		Ļ										1
Estimated Total Project Cost - \$4,500,000 Scope includes, but is no		nstallation of m	nilled rumble	strips on shoul	ders; reconstru	ction of paved	d shoulders;	oavement marki	ngs; and sign	ing.										
. Interstate Route H-1, Waiawa Interchange,	DES													3,642	2,913	729				NHPP
Mestbound, Waipahu Off-Ramp Improvements																				
Estimated Total Project Cost - \$23,600,000 Widen the westbound Waipahu	u off-ramp from	n one to two lane	es.																	
 Interstate Route H-3, Seismic Retrofit, Kuou Bridge and 	DES				1,080	864	216													NHPP
res Halekou Interchange, Structures 1, 2 and 3	CON													6,240	4,992	1,248				i
,																				i
Estimated Total Project Cost - \$7,320,000 Retrofit interchange structures to	meet current	seismic standa	rds.																	i
Kalanianaole Highway (Route 72) Bicycle Improvements,	CON				250	200	50													EARMARK-HIGH PRIORITY
nce Waimanalo Beach Park to Kainoa Beach Park	CON				2,500	2,000	500													STP ENHANCEMENT
Trainardo Dedor Tark o Namos Dedor Tark	00.1				2,000	2,000	000													i citibutocinciti
Estimated total project cost - \$3,200,000 Improve bike route on Kalanianao	de Highway fo	om Waimanala	Reach Park 1	To Kainna Reach	Dark															1
Kalanianaole Highway (Route 72), Bridge Replacement	CON	om wamanan	Deach Fank i	Trainoa Deach	9,550	1,140	8,410													NHPP
	ADVCON				9,550	1,140	0,410	0	6,500	(0.500)										1
res Inoaole Stream Bridge, Waimanalo	ADVCON							U	0,000	(6,500)										1
																				1
Estimated Total Project Cost - \$11,500,000 Replace the existing bridge.																				···
 Kalanianaole Highway (Route 72) Improvements, 	ADVCON	0	4,500	(4,500)																NHPP
Olomana Golf Course to Waimanalo Beach Park				ļ																1
Phase I, Olomana Golf Course to Poalima Street		1		1																1
																				1
Estimated Total Project Cost - \$45,000,000 Construct traffic operational an	d safety impro	vements on Kal	anianaole Hig	ghway, from Olor	nana Golf Course	e to Poalima S	treet. Project	includes turning l	anes, bus pullo	outs, and lighting	improvements.									
Kalanianaole Highway (Route 72) Improvements,	DES	918	734	184																NHPP
V Olomana Golf Course to Waimanalo Beach Park	CON																13,300	10,640	2,660	1
Phase II, Poalima Street to Aloiloi Street					j															1
																				1
Estimated Total Project Cost - \$45,000,000 Construct traffic operational an	d safetv impro	vements on Kal	anianaole Hid	hway, from Poal	ima Street to Alo	iloi Street. Pro	piect includes	turning lanes hus	pullouts, and	liahtina improver	ments.									1
7. Kamehameha Highway (Route 83), Bridge Rehabilitation	ROW	275	220						,, , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,											NHPP
es Makaua Stream Bridge	CON			1				6,000	800	5,200										1
manada Sasam Driage	ADVCON			†				0,000	500	3,200	0	4 000	(4,000)							1
	, .D V COIN	1		 							- 0	7,000	(4,000)							1
5-4	la a a faciala.	idaalaa .		4	O4-444- '							 								1
Estimated Total Project Cost - \$7,400,000 Rehabilitate the existing 44-foot		widening and s	urengthening	to meet current :			40.0:-					 			-					NUIDD
. Kamehameha Highway (Route 83), Bridge Replacement	CON	1		1	16,580	3,264	13,316		40.05-	(40.0		1								NHPP
res Kaipapau Stream Bridge	ADVCON			1				0	10,000	(10,000)										1
		1		1																1
Estimated Total Project Cost - \$21,600,000 Replace the existing bridge.		1		1																
. Kamehameha Highway (Route 83), Bridge Replacement																				NHPP
es Kaluanui Stream Bridge	ROW	612	490	122																1
Raidandi Otream Bridge				1					_					9,200	2,360	6,840				1
Natural of Carrier Bridge	CON																			
Nadandi Gireani Brioge	ADVCON																0	5,000	(5,000)	1
Natural of Cell in Divide																	0	5,000	(5,000)	

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Revision Effective Date: September 2014

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		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	TOND CATEGORY & REMARKS
OS30. Kamehameha Highway (Route 83), Bridge Replacement	CON	()	()	()	9.735	,	1.947	()	()	()	(()	()	()	(()	(()	(NHPP
SysPres Kawela Stream Bridge	00.1				0,700	7,700	1,017													
Named Stream Bridge																				
Estimated Total Project Cost - \$10,700,000 Replace the existing bridge.																				
OS31. Kamehameha Highway (Route 83), Bridge Replacement	CON				9.183	846	8.337													NHPP
SysPres Laieloa Stream Bridge	ADVCON							0	6,500	(6,500)										
· ·																				
Estimated Total Project Cost - \$10,300,000 Replace the existing concrete s	lab bridge on	Kamehameha	Highway in the	vicinity of Laie.																
OS32. Kamehameha Highway (Route 83), Bridge Replacement	ROW	984	787	197																NHPP
SysPres South Kahana Stream Bridge	CON							26,000	1,800	24,200										
	ADVCON										0	19,000	(19,000)							
Estimated Total Project Cost - \$28,300,000 Replace the existing bridge.																				
OS33. Kamehameha Highway (Route 99), Bridge Replacement	PREROW	104	82	22																NHPP
SysPres Upper Poamoho Stream Bridge	ROW				1,148	918	230													EARMARK-HIGH PRIORITY
	CON										18,000	5,400	12,600							NHPP
	ADVCON													0	9,000	(9,000)				
Estimated Total Project Cost - \$22,100,000 Replace the existing multi-girde	r rainfame - 1	hridas on V	homoho Hi	ou in the vici-it	of Mahiau-				1			-								
OS34. Kamehameha Highway (Route 83), Bridge Replacement	PREROW	onuge on Name	гнатиета mignw	ay in the vicinity	of waniawa.	88	22		1											NHPP
SysPres Waiahole Bridge	ROW	-			110	- 00	22	562	450	112		1								
Oyal Teal Walanole Dridge	CON							302	450	112	11.708	4.366	7.342							
<u> </u>	ADVCON										11,700	4,300	1,542	0	5.000	(5.000)				
Estimated Total Project Cost - \$13,300,000 - replace the existing bridge	71510011														0,000	(0,000)				
OS35. Kamehameha Highway (Route 83), Bridge Replacement	CON													8,925	2.140	6,785				MHPP
SysPres Waikane Stream Bridge	ADVCON													.,			0	5.000	(5.000)	
• • • • • • • • • • • • • • • • • • • •																				
Estimated Total Project Cost - \$10,200,000 Replace the existing 44-foot lor	ng bridge by v	widening and st	trengthening to	meet current Sta	ate standards.															
OS36. Kamehameha Highway (Route 83), Bridge Replacement	CON				8,900	7,120	1,780													NHPP
SysPres Waipilopilo Stream Bridge																				
Estimated Total Project Cost - \$10,300,000 Replace the existing concrete 1																				
OS37. Kamehameha Highway (Route 83), Rockfall Protection	ROW	470	376	94																NHPP
Safety at Waimea Bay, MP 5.4 to MP 5.52																				
Phase 1: Haleiwa	CON										10,080	8,064	2,016							
Phase 2: Sunset Beach	CON																8,000	6,400	1,600	
		L			I	l														
Estimated Total Project Cost - \$19,800,000 Initiate rockfall mitigation meas	ures along Ka CON	amehameha Hi 1.600				t 5.52).														HSIP
OS51 Kamehameha Highway (Route 83), Safety Improvements Safety Kahekili Highway (Route 83) to Vic. Of Waikane Valley Road	CON	1,600	1,280	320																HSIP
Kariekili riigriway (Route 63) to Vic. Of Walkarie Valley Road																				
Estimated Total Project Cost - \$3,000,000 Installation of milled rumble strip.	s on centerlin	ne and shoulder	re chack sunan	elevation along	entire seament	navement mark	inae etrinina s	nd signing												
OS38. Kamehameha Highway (Route 83), Shoreline Protection,	CON				o oogom,	umon.mark		Jigimig.									5.700	4.560	1.140	NHPP
Safety Vicinity of Hauula (#14)																	2,700	.,500	.,,,,,,	
, , , , , ,																				
Estimated Total Project Cost - \$6,600,000 Construct shoreline protection m	easures for a	areas in Hauula	(#14) susceptil	ble to ocean ero	sion due to high	wave action.														
OS39. Kamehameha Highway (Route 83), Shoreline Protection,	CON				10,200	8,160	2,040													NHPP
Safety Vicinity of Kaaawa (#10)								-												
		l			<u> </u>															
Estimated Total Project Cost - \$11,400,000 Construct shoreline protection		areas in Kaaav	wa (#10) suscep	otible to ocean e	rosion due to h	gh wave action.														
OS40. Kamehameha Highway (Route 83) Shoreline Protection,	CON										7,350	880	6,470							NHPP
Safety Vicinity of Punaluu (#9)	ADVCON													0	5,000	(5,000)				
Fatigue de al Tarte I Device de Const. 67 000 000 Construedo de la		l	(#0)	1-4	<u> </u>							-								
Estimated Total Project Cost - \$7,900,000 Construct shoreline protection m		ireas in Punalu	u (#9) susceptit	ne to ocean ero.	siori aue to high	wave action.					0.500	4.000	5.300							NHPP
OS41. Kamehameha Highway (Route 83) Wetland Enhancement, Enhance Vicinity of Ukoa Pond	ADVCON		1						1		6,500	1,200	5,300	0	4.000	(4.000)				NOFF
Elinance Vicinity of Okoa Forio	ADVCON													U	4,000	(4,000)				
Estimated Total Project Cost - \$7,700,000 Enhance wetlands near Ukoa Po	and as a mitio	l nation for previo	us impacts and	l wetland hankin	na for future use	This is a wetle	nd mitigation r	roject on the M	orth Shore that	is related to the	construction of th	e Haleiwa Run	ass Road							
DS42. Kualakai Parkway (Route 8930) Extension	CON	and in previo	as anpasts and		g .or ratare use	IIS IS G WELLA	muyaudh p	17.700		13.540	on or decision of th	о гланича Бур	GGG MOGG.							STP FLEXIBLE
Modern Rualakai Faikway (Route 6930) Extension	ADVCON							17,700	7,100	15,540		10.000	(10.000)							
			-									.2,500	(.2,500)							

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Project Criteria Color Key:																			RANSII	
			5 (Oct 1, 14 - S			(Oct 1, 15 - Sep			(Oct 1, 16 - Se			(Oct 1, 17 - Se			(Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
OS43. Leeward Bikeway, Phase II, Hawaiian Railway Society Train	PREROW				106	84	22													STP ENHANCEMENT
Enhance Station to Lualualei Naval Road	ROW										3,000	2,400	600							
	CON																3,900	3,120	780	
Estimated Total Project Cost - \$19,000,000 Improve the bikeway/bike pat	h from the Hav	vaiian Railway S	Society Train St	ation to Lualuale	i Naval Road.															
OS44. Moanalua Freeway (Route 78) and Interstate Route H-2	CON				6,120	896	5,224													NHPP
Safety Guardrail and Shoulder Improvements	ADVCON							0	4,000	(4,000)										
Estimated Total Project Cost - \$6,720,000 Install and/or upgrade the exist	ting guardrails.	Reconstruct a	nd pave road st	oulders.																
OS45. Moanalua Freeway (Route H-201), Highway Lighting Improvements	CON	6,000	5,400	600																NHPP
SysPres MP 1.12 to MP 4.09 (Halawa Heights Off-Ramp to Middle St. Overpass)																				
Estimated Total Project Cost - \$6,300,000 Upgrade/replace existing freew	ay lighting on	Moanalua Free	way, from the H	alawa Heights w	estbound off-ra	mp (milepost 1.	12) to the Mo	analua/H-1 Freev	vay merge at M	liddle Street (mil	epost 4.09).									
OS46. Moanalua Freeway (Route H-201), Highway Lighting Improvements	CON				2,435	1,948	487			•										NHPP
SysPres MP 0 to MP 0.73 (Halawa to H-3 Freeway Overpass)																				
Estimated Total Project Cost - \$2,700,000 Upgrade/replace existing freew	ay lighting on	Moanalua Free	way from the Ev	va end of the Mo	analua Freewa	y (milepost 0) to	the H-3 Free	eway overpass (n	nilepost 0.73).											
OS47. Moanalua Freeway (Route H-201) Seismic Retrofit,	CON							4,030	224	3,806										NHPP
SysPres Puuloa Interchange, Ramp "A"	ADVCON										0	3,000	(3,000)							
Estimated Total Project Cost - \$4,500,000 Retrofit interchange structure to	o meet current	seismic standa	irds.																	
OS48. Moanalua Freeway (Route H-201) Seismic Retrofit,	CON							6,580	0	6,580										NHPP
SysPres Puuloa Separation	ADVCON										0	5,264	(5,264)							
													•							
Estimated Total Project Cost - \$7,200,000 Retrofit interchange structure to	o meet current	seismic standa	ards.																	
OS49 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
Enhance																				TRAILS (DLNR)
Estimated Total Project Cost - \$2,154,000 A Federal-aid assistance progr		State provide a	and maintain red		or both motorize	ed and non-mot	orized recreat	ional use.												
OS52 Sand Island Access Road (Route 64), Truck Weigh Station	DES	132		28															,	NHPP
Safety Kapalama Container Terminal	ROW	128	101	27																
	CON							5,000	4,000	1,000									,	
Estimated Total Project Cost - \$6,000,000 design, construct & operate a t	ruck weigh sta	tion to perform	truck inspection	s & driver creder	ntial checks @	the egress of th	e container te	rminal on Sand Is	land Acc Rd.	This includes au	x. lanes to accor	mmodate trucks	, traffic controls,	truck weighin	g infrastructure	& computer ha	rdware/software	e, operator kiosk	c/office.	
OAHU: STATE - FHWA TOTAL		151,332	74,098	77,234	150,700	74,679	76,021	120,061	74,542	45,519	97,670	71,656	26,014	117,629	69,427	48,202	93,444	69,912	23,532	

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	r loject citteria dolor key.	0.11.2.11	TOTE WITH THE OR		O111 EE 0711 E			00.102			WODERWIZATI						OKIAHONI		JINGOOIGE - I		
			FFY201:	5 (Oct 1, 14 - S	ep 30, 15)	FFY2016	(Oct 1, 15 - Se	p 30, 16)	FFY2017	(Oct 1, 16 - Se	p 30, 17)	FFY2018	(Oct 1, 17 - Sep	30, 18)	FFY2019	Oct 1, 18 - S	ep 30, 19)	FFY2020	(Oct 1, 19 - Se	p 30, 20)	
			TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
	PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
	OAHU: STATE - FTA																				
OS50.	Transportation Assistance for Elderly and Disabled	EQP	482	385	97	497	397	100	512	409	103	529	422	107	546	435	111	564	449	115	FTA SECTION 5310
Human		OPR	620	310	310	640	320	320	660	330	330	680	340	340	702	351	351	724	362	362	
	Estimated Total Project Cost - \$7,156,000 Enhanced Mobility of Seniors ar	nd Individuals	with Disabilities	(Section 5310	- Urban) Funds	from program v	vill be utilized fo	r either the pu	rchase of buses	or operating exp	penses for the p	rogram audience									
	OAHU: STATE - FTA TOTAL		1,102	695	407	1,137	717	420	1,172	739	433	1,209	762	447	1,248	786	462	1,288	811	477	

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Floject Citteria Color I	Key: GREEN = S'																		RANSIT	
			5 (Oct 1, 14 - Se			(Oct 1, 15 - Se			(Oct 1, 16 - S			(Oct 1, 17 - Se			Oct 1, 18 - S			(Oct 1, 19 - Se		
PROJECT	PHASE	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	FUND CATEGORY & REMARKS															
PROJECT	PHASE	(X\$1000)	(X\$1000)	(X\$1000)																
CITY & COUNTY OF HONOLULU - FHWA																				
CITT & COUNTY OF HONOLULU - FHWA																	-			
C1. Alapai Transportation Management Center	DES	1	0	1	1	0	- 1	10	0	10							-			STP FLEXIBLE
fety	CON	22,970		12,056	23,208	10,370	12,838	25												OTT TECNIBLE
	EQP	1		1	1,700	0	1,700	200												
					,		,		-											
Estimated Total Project Cost - \$95,102,000 A joint communications of	enter to be built bel	hind the Alapai	Transit Center.	The communica	tions center wil	hold City, State	e & emergency	y response agen	cies.											
C2. Bikeway Improvements Program																				
hance																				
Hamakua Drive (RTE 6010)	CON	650		130																STP FLEXIBLE
	INSP	150	120	30																
Pearl Harbor Bike Path	CON				1,700	1,360														
TOD COLLOWS	INSP				300	240						ļ								ļ
TBD - CON 2017	DES	-			250	200	50		4.040	= 10		-								
	CON							2,350 10												
TBD - CON 2018	ROW							10	0	10										1
1BB - GGN 2010	PLN							100	0	100										
	DES							300		300							1			
	CON							000	·	000	2.350	1.840	510				1			
	EQP										10		10							
TBD - CON 2019	ROW										1	0	1							
	PLN										100	0	100							
	DES										300	0	300							
	CON													2,350		510				
	EQP													10	0	10)			
TBD - CON 2020	ROW													1	0	1	1			
	PLN													100		100				
	DES													300	0	300				
	CON																2,350	1,840	510	
TOD CONTOCOL												1					10	0	10	
TBD - CON 2021	ROW PLN																100	0	100	
	DES																300	0	300	
	DEG																300		300	
Estimated Total Project Cost - \$14,094,000 An on-going islandwide p.	rogram for the impl	lementation of	the Oahu Bicycle	Master Plan in	nprovements th	e development	of new project	ts and the upgra	de of existina l	hicycle projects										
C3. Bridge Inspection and Appraisal	DES	900	720	180	900	720	180	900	720	180	900	720	180	1,000	800	200	1,000	800	200	STP FLEXIBLE
sPres																				
Estimated Total Project Cost - \$5,600,000 Inventory, inspect, and app	raise City bridges,	including unde	rwater inspection	n and scour sur	vey.	-		,												
C4. Computerized Traffic Control System																				
ongest												ļ								
Phase 14 - Mililani Town	DES							350	280	70										STP FLEXIBLE
	CON										4,000		800							
Obere 45 Webierre	EQP										1		1							
Phase 15 - Wahiawa	CON										350	280	70	4,000	3,200	800				
	EQP													4,000		1				
Phase 16 - Nanakuli/Waianae	DES													350		70				
Tilase TO - Inditandil Training	CON													330	200	70	4.000	3,200	800	
	EQP																4,300	0,200	1	
Phase 17 - TBD	DES																350	280	70	ì
	525																330	200	70	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only) Revision Effective Date: September 2014

Project Criteria Color K	ey: GREEN = S	YSTEM PRESI	ERVATION P	URPLE = SAFE	I Y IMPROVE	MENTS BRO	WN = CONG	ESTION MITIGAT	ION PINK =	MODERNIZATIO	JN ORANGE	= ENHANCEM	ENI BLUE =	HUMAN SER	VICES TRANS	PORTATION P	ROGRAM T	JRQUOISE = I	RANSII	
			5 (Oct 1, 14 - S			(Oct 1, 15 - Se			(Oct 1, 16 - Se			(Oct 1, 17 - Se			9 (Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
Farrington Highway (Route 7110 & 9107) Improvements	CON							20,000	8,930	11,070	20,000	6,210	13,790	20,000	4,000	16,000	20,000	4,000	16,000	STP FLEXIBLE
est																				
Estimated Total Project Cost - \$80,000,000 Improve the two lanes und					lei Golf Course	Road to implei	ment future t	ransportation plans	and accommo	date future trans	portation needs	t.								
Kapolei Parkway (Route 8920) Extension	DES	50		50																
est	CON	1,200	960	240																
	L					L		1				1						L		
Estimated Total Project Cost - \$23,789,000 Provide an extension of the		i Parkway from	Kamokila Blvd.	to Fort Barrette F					nticipated the n	najority of reside	ntial and emplo	ment growth is	projected. This	project is iden	tified in the Oa	hu Regional Tra	nsportation Pla	1 2030.		
Makakilo Drive (Route 8810) Extension	CON				3,000	0	3,000)												LOCAL STP FLEXIBLE
Phase 1	CON													20,000	4,000	16,000	20,000	4,000	16,000	STP FLEXIBLE
Estimated Total Project Cost - \$85,500,000 Plan, design and construct		Malaaliila Diira	form the Delete	O. da di dala a da	46 - 11 d F															
	the extension of	Makakilo Drive	from the Palent	ia Subdivision to	trie m- i Freev	ray.														
Traffic Improvements at Various Locations	-					1	l —					1								
Village Park/Kupuna Loop	DES	450	360	90								-								STP FLEXIBLE
Palolo - 9th Avenue/10th Avenue	CON	150		30																OTT TEEXIBEE
Paloio - 9th Avenue/Toth Avenue	INSP	50		10								-								
Kalaheo Avenue/Kailua Road	ROW	30	40	10	110	60	50	,												
Raidileo Aveilue/Railua Roau	CON				1.500	600														
	INSP				250	100														
TBD - CON 2017	DES				500															
1BB - CON 2011	CON				300	200	300	2,130	960	1.170										
TBD - CON 2018	ROW							50	0	50										
1BB - CON 2010	PLN	1						50	0	50										
	DES	1						400	0	400										
	CON							100		100	2.130	960	1,170							
TBD - CON 2019	ROW										50		50							
	PLN										50		50							
	DES										400		400							
	CON													2,130	960	1,170				
TBD - CON 2020	ROW													50	0	50				
	PLN													50	0	50				
	DES													400	0	400				
	CON																2,130	960	1,170	
Estimated Total Project Cost - \$13,030,000 Provide traffic congestion is	relief and improve	traffic safety at	various location	ns, including but	not limited to F	Palolo, Village P	ark & Kupun	a Loop area, and h	(alaheo Avenue	e/Kailua Road.		1								
Traffic Signal Optimization											-									
est																				STP FLEXIBLE
Phase 6 - Kapolei, Ewa, Makakilo	PLN							1	0	1										
	DES							600	500	100										
Phase 7 - TBD	PLN										1	0	1							
	DES										100	0	100							
Phase 8 - TBD	PLN													1	0	1				
	DES													100	0	100				
Estimated Total Project Cost - \$803,000 - To develop and implement op	timum traffic sign	al timing plans	for approximate.	y 150 traffic sign	alized intersed	tions.						1								

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	Project Criteria Color Key:	GREEN = S'	YSTEM PRESE	ERVATION F	URPLE = SAFE	TY IMPROVEN	IENIS BROV	VN = CONGE	STION MITIGAT	ION PINK = I	MODERNIZATIO	ON ORANGE:	ENHANCEME	NI BLUE =	HUMAN SERV	VICES TRANS	PORTATION P	ROGRAM	JRQUOISE = I	RANSII	
				5 (Oct 1, 14 - S			(Oct 1, 15 - Sep			(Oct 1, 16 - Se			(Oct 1, 17 - Sej			Oct 1, 18 - S			(Oct 1, 19 - Se		
			TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
	PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
	als at Various Locations																				STP FLEXIBLE
Congest																					
	Kapiolani Blvd/Kaimuki Ave, King St/Ward Ave, Salt Lake																				
	d Dr, Ulune St/Service Rd, Farrington Hwy/Nanaikeola St, Nehoa																				
Atkinson Dr/li	th Dr, Ala Ilima St/Ala Lilikoi St, Kamehameha Hwy/Lipoa St,	PLN																			
Atkinson Di/i	manukona	CON	3,496	2,800	696													-			
	-	EQP	3,490	2,800	090																
Phase 17 - I	Kuulei Rd/Aulike St, Kamehameha Hwy/Haiku Rd, King	LQI	-		-																
	n. Ahua St/Kilihau St. Kuala St/Acacia Rd. King St/Pensacola St.			1																	
	na Hwy/Pahia Rd	DES	438	350	88																
	,	CON				3.550	2.800	750													
ĺ	The state of the s	EQP				4	0	4													
Phase 18 - T	TBD	DES				438	350	88													
İ		CON							3,750	3,000	750										
		EQP							4	0	4										
Phase 19 - T	TBD	DES							438	350	88										
İ		CON										3,750	3,000	750							
		EQP										4	0	4							
Phase 20 - T	TBD	DES										438	350	88							
İ		CON													3,750	3,000	750				
		EQP													4	0	4				
Phase 21 - T	TBD	DES													438	350	88				
		CON																3,750	3,000	750	
		EQP																4	0	4	
Phase 22 - T	TBD	PLN																1	0	1	
		DES																438	350	88	
	otal Project Cost - \$24,700,000 Install and upgrade traffic signal					kings, and intert	ies.														
OC11. Waipio Point SysPres	t Access Road (Route 7139) Improvements	CON	158	96	62													-			STP FLEXIBLE
Syspies	<u> </u>																				
Cationata d T		-4- 4- 1		-!!	t the Oak	Dailman	C Di		D-# #	Mainin Danina	de Ceres Ded										
	otal Project Cost - \$5,000,000 Construction of traffic improveme &C OF HONOLULU - FHWA TOTAL	rits to improv	/e a two-lane co 30.669	17.000	tween the Canu 13,669	Railway and La 37,411	17,000	cycle Pedesti 20,411	an Patn and the 31,669	16.580	ula Soccer Park 15.089	34.935	16,560	18,375	55.035	18,430	36,605	54,435	18,430	36.005	

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		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
CITY & COUNTY OF HONOLULU - FTA																				
OC12. Agency Provided Trips																				
Human	OPR	862	127	735	875	132	743	994	177	817	1,035	184	851	1,076	191	885	1,119	199	920	FTA §5307
	OPR	400				208		432					225	450		225				FTA §5310
Estimated Total Project Cost - \$8,577,000 Establish selected human servi	ce agencies as	s transportation	providers serv	ring their own cl	ients who curren	tly ride TheHan	di-Van, and pro	vide operating	funds for the se	rvice.										
OC13. Bus and Handi-Van Acquisition Program Transit FY15 = 30 <30' buses + 5-35' buses + 25-40' buses + 10-60' buses	EQP	19.591	9.000	10.591	20.210	2.229	17.981	20.825	2.231	18.594	20.825	2.231	18.594	20.825	2.231	18.594	20.825	5 2.231	18 504	FTA \$5307
FY16 = 30 <30' buses + 5-35' buses + 25-40' buses + 10-60' buses	EQP	1,388				1,132		1,444					295	1,503		301	1.533			FTA §5337
FY17 = 10 <35' buses + 10-40' buses + 10-60' buses	EQP	4,629	3,703			2,450		4,816	3,853	963	4,913	3,930	983	5,011		1,002	5,111			FTA §5339
FY18 = 9 <35' buses + 10-40' buses + 10-60' buses																				-
Estimated Total Project Cost - \$159,400,000 Purchase replacement trans-	it buses and ha	andi-van vehick	es.																	
OC14. Bus Stop ADA Access Improvements	51.11																			
Transit	PLN DES	270	0	270	270	0	270	270	0	270	270	0	270	270	0	270	270	1 0		LOCAL LOCAL
	CON	621				0	321	321			321		321	321		321	321			FTA §5307
	ROW	5	0	5	5 5	0	5	5	0	5	5	0	5	5	0	5	5	5 0	5	LOCAL
	RELOC	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1 0	1	LOCAL
Estimated Project Cost - \$3,888,000 - To modify bus stops and bring them in	nto compliance	with the Amer	icans with Disa	abilities Act (ADA	N).															
OC15. Bus Stop Site Improvements Transit	PLN					0	5	- 5	0	- 5	5	0	5	5	0	5	6	5 0	5	LOCAL
Hallot	ROW	1	0	1	5	U	5		U	5	5	U	5	5	U	5		, ,		LOCAL
	DES	90	0	90	90	0	90	90	0	90	90	0	90	90	0	90	90	0		LOCAL
	CON	2,835				0	405	405		405	405	0	405	405	0	405		5 0	405	FTA §5307
	EQP	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1 0	1	LOCAL
	ļ.,		L	L	L															
Estimated Project Cost - \$5,437,000 - This is an ongoing program to improv OC16. Honolulu Rail Transit Project	e bus stops, bu HRTP	us shelters, ber	ches, and other	er improvements	at various locat	ions. 35,373	8,843	45,278	36,222	9,056	46.363	37,090	9,273	41,373	33,098	8,275	43,180	34,544	0.636	FTA §5307/ §5340
Transit	HRTP	1,070,200	342.464	727,736		340,306		755,944		514.042	388.428		264.131	41,373	33,090	0,213	43,100	34,344	0,030	FTA §5307 §5340 FTA §5309 NS
		1,010,000			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.0,000	120,101	,		,	000,	,								3
Estimated Total Project Cost - \$5,163,693,000 Plan, design and construct										nd-ride facilities,	a maintenance a	and storage facil	lity, light metro	vehicles and a	ssociated core	systems.				
a. Total estimated cost (YOE\$) = \$5,163,693,000 (including finance charge.				222,188,000; D	ES = \$564,660,0	00; CON = \$4,1	143,317,000; E	QP = \$208,501,	,000.											
b. The estimated total project cost reflects escalation calculated by FTA's P																				
 c. Estimated local share of total estimated costs (excluding Unallocated Con OC17. Local Shuttle Service 	tingency) is ap	proximately \$3	,357,789,262 (YUES).																
Human	OPR										239	119	120	248	124	124	258	129	129	FTA §5307
																		1		3
Estimated Total Project Cost - \$745,000 To maintain and expand shuttle s	ervices betwe	en Kalaeloa ho	meless shelter	sites and the Ka	apolei Transit Ce	nter to address	transportation	needs of low in	come persons.											
OC18. Middle Street Intermodal Center																				
Transit	PLN				1,810	1,327	483	1	0	1	1	0	1							FTA §5339 Bus and Bus Facilities
	DES				2,500	0	2,500	200 5.864		200 5.864	200 5.867	0	200 5.867							LOCAL
	EQP							5,804	0	5,004	5,007	0	5,007							LOCAL
									, and		·									
Estimated Total Project Cost - \$16,445,00 Design, construct, inspect, and	provide reloca	tion funds for F	hase II. Phase	II is the comple	tion of the Hand	i-Van parking lo	t, transit center	r platform and b	us parking and	parking garage.										
OC19. Mobility Management																				
Human	OPR	500				416		492		98 31	362		72	377		75	391			FTA §5307
	OPR	140	112	28	145	116	29	152	121	31	158	126	32	175	140	35	183	3 146	37	FTA §5310
Estimated Total Project Cost - \$3,595,000 Improve access to transportation	<u> </u>	and an and and	seniors and n	eople with low in	comes by coord	inating transit a	nd human serv	ice transportation	on .											
							/4///4// 36/ V	Janoportano	1											
OC20 Preventive Maintenance	n tor people w	itri disabilities,	domoro, and po																	
OC20 Preventive Maintenance Transit	OPR	47,527	21,000	26,527	48,478	0	48,478	49,448	0	49,448	50,437	0	50,437	51,446	0	51,446	52,475	5 0	52,475	FTA §5307
Transit	OPR	47,527	21,000			0		49,448	0	49,448	50,437	0	50,437	51,446	0	51,446	52,475	5 0	52,475	FTA §5307
Transit Estimated Total Project Cost - \$299,811,000 Preventive maintenance of F	OPR	47,527	21,000			0 other related cos		49,448	0	49,448	50,437	0	50,437	51,446	0	51,446	52,475	5 0	52,475	FTA §5307
Transit Estimated Total Project Cost - \$299,811,000 Preventive maintenance of F OC21. Transit Safety and Security Projects	OPR TA-funded roll	47,527	21,000			0 other related cos		49,448	0	49,448	50,437	0	50,437	51,446	0	51,446	52,475	5 0	52,475	
Transit Estimated Total Project Cost - \$299,811,000 Preventive maintenance of F	OPR TA-funded roll PLN	47,527	21,000			0 other related cos		49,448	0	49,448	50,437	0	50,437	51,446	0	51,446	52,475	5 0	52,475	LOCAL
Transit Estimated Total Project Cost - \$299,811,000 Preventive maintenance of F OC21. Transit Safety and Security Projects	OPR TA-funded roll	47,527	21,000	ans) to include p		0 other related cos		49,448 1 1 1	0 0 0	49,448 1 1	50,437	0 0 0	50,437 1 1	51,446 1 1 1	0 0 0	51,446 1 1	52,475	5 0	52,475	
Transit Estimated Total Project Cost - \$299,811,000 Preventive maintenance of FOC21. Transit Safety and Security Projects	OPR TA-funded roll PLN DES	47,527	21,000 s and handi-va 0 0	ans) to include p	arts, labor, and o	0 ther related cos 0 0 0 0 330	1 1 1	49,448 1 1 1 1 413	0 0	1 1 1	1 1 1	0 0 0 0 330	50,437 1 1 1 83	51,446 1 1 1 413	0 0 0 0 330	51,446 1 1 1 1 83		5 0		LOCAL LOCAL
Transit Estimated Total Project Cost - \$299,811,000 Preventive maintenance of FOC21. Transit Safety and Security Projects Transit	OPR TA-funded roll PLN DES CON EQP	47,527 ing stock (buse 1 1 1 1 413	21,000 s and handi-va 0 0 0 0 330	ans) to include p	arts, labor, and o	0 0	1 1 1	1 1 1	0 0	1 1 1	1 1 1	0 0 0 0 330	1 1 1	1 1 1	0 0 0 0 330	1 1 1		5 0		LOCAL LOCAL LOCAL
Transit Estimated Total Project Cost - \$299,811,000 Preventive maintenance of F OC21. Transit Safety and Security Projects	OPR TA-funded roll PLN DES CON EQP	47,527 ing stock (buse 1 1 1 1 413	21,000 s and handi-va 0 0 0 0 330	ans) to include p	arts, labor, and o	0 0	1 1 1	1 1 1	0 0	1 1 1	1 1 1	0 0 0 0 330	1 1 1	1 1 1	0 0 0 0 330	1 1 1		5 0		LOCAL LOCAL LOCAL
Transit Estimated Total Project Cost - \$299,811,000 Preventive maintenance of F OC21. Transit Safety and Security Projects Transit Estimated Total Project Cost - \$2,080,000 Capital projects at various transit	OPR TA-funded roll PLN DES CON EQP	47,527 ing stock (buse 1 1 1 413 improve safety	s and handi-va 0 0 0 0 330 and security.	ans) to include p	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 330	1 1 1 1 83	1 1 1 413	0 0 0 330	1 1 1 1 83	1 1 1 413		1 1 1 1 83	1 1 1 413		1 1 1 1 83				LOCAL LOCAL LOCAL
Transit Estimated Total Project Cost - \$299,811,000 Preventive maintenance of F OC21. Transit Safety and Security Projects Transit	OPR TA-funded roll PLN DES CON EQP	47,527 ing stock (buse 1 1 1 1 413	s and handi-va 0 0 0 0 330 and security.	ans) to include p	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0	1 1 1 1 83	1 1 1	0 0	1 1 1	1 1 1	0 0 0 0 330	1 1 1	1 1 1	0 0 0 0 330	1 1 1				LOCAL LOCAL LOCAL

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

Revision Effective Date: September 2014

Project Criteria Color Key:	GREEN = 5	TO LEW PRESE	RVATION	URPLE = SAFE	IY IMPROVEN	MENIS BROW	VN = CONGES	STION MITIGAT	ION PINK =	MODERNIZATI	ON ORANGE	= ENHANCEME	:NI BLUE =	HUMAN SER	VICES TRANS	PORTATION P	RUGRAM	URQUOISE = I	RANSIT	
			(Oct 1, 14 - S			(Oct 1, 15 - Sep			(Oct 1, 16 - Se			(Oct 1, 17 - Se			9 (Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
FUNDING CATEGORY SUMMARY - OAHU																				
NHPP (National Highway Performance Program)			66,283			67,590			67,647			58,769			69,140			64,105		
BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
STP ENHANCEMENT			0			2,084			0			2,400			0			3,120		
STP FLEXIBLE			17,000			17,000			20,740			26,560			18,430			18,430		
SECTION 1404 - (Safe Routes to School)			0			0			0			0			0			0		
HSIP (Highway Safety Improvement Program)			3,228			3,600			2,448			200			0			2,400		
NATIONAL RECREATIONAL TRAILS			287			287			287			287			287			287		
CMAQ (Congestion Mitigation Air Quality)			0			0			0			0			0			0		
FTA TRANSFER FUNDS			0			0			0			0			0			0		
EQUITY BONUS			0			0			0			0			0			0		
EARMARK - HIGH PRIORITY			0			1,118			0			0			0			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			0			0			0			0			0			0		
FLHD (Federal Lands Highway Discretionary)			0			0			0			0			0			0		
NRCS (National Resources Conservation Service)			0			0			0			0			0			0		
DISCRETIONARY			0			0			0			0			0			0		
HIGHWAYS FOR LIFE			0			0			0			0			0			0		
IMD (NHPP Discretionary)			4,300			0			0			0			0			0		
FERRY BOAT DISCRETIONARY / ARRA FBD			0			0			0			0			0			0		
	SUBTOTAL		91,098			91,679			91,122			88,216			87,857			88,342		
LESS DISCRETIONARY, DEMOETC. PROJECTS			(4,300)			(1,118)			0			0			0			0		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		86,798			90,561			91,122			88,216			87,857			88,342		

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

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			5 (Oct 1, 14 - S			(Oct 1, 15 - Se			(Oct 1, 16 - Se			(Oct 1, 17 - Se			Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL			FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARK
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
HAWAII: STATE - FHWA																				
. Akoni Pule Hwy (RTE 270) Realignment & Widening	CON													8,190	6,552	1,638				STP FLEXIBLE
dern at Aamakoa Gulch																				
Estimated Total Project Cost - \$8,500,000 Realign and widen roadway on																				
Bridge and Pavement Improvement Program, Hawaii	CON	16,500	0	16,500	16,500	0	16,500	16,500	0	16,500	16,500	0	16,500	16,500	0	16,500	16,500	0	16,500	NHPP / STP FLEXIBLE
Pres Control of the C		<u> </u>																		
Estimated Total Project Cost - \$98,300,000 System maintenance of highwa																				
Yearly lump sum amounts represent total State Special Maintenance Program	m (SMP) fun	iding levels antic	cipated for Big I	sland program. 1	The SMP is a pr	rogram that fund	ds individual rep	pair or maintena	nce projects the	at do not normall	ly occur annually.	SMP funds ha	ave funded resui	rfacing and pav	rement and brid	dge preservatio	n projects (Syst	em Preservation	on)	
The current list of prioritized proposed SMP projects has been posted on the						stipQualified and	d priority SMP	projects could re	eceive federal fu	unds should they	become availab	e.								
23. Daniel K. Inouye Highway (Route 200) Extension	DES	250																		STP FLEXIBLE
dern Mamalahoa Hwy (Rte 190) to Queen Kaahumanu Hwy (Rte 19)	PREROW	250	200	50																
Estimated Total Project Cost - \$100,000,000 New roadway and/or realignn	nent and exte	ending Daniel K.	Inouye Highwa	y from the Kona	terminus at Ma	amalahoa Highw	ay to the Quee	n Kaahumanu I	Highway.											
24. Daniel K. Inouye Highway (Route 200) Improvements	CON	27,000	27,000	0																DISCRETIONARY
ern Phase 2D: East Side Grade & Pave, MP 6 to MP 11	CON	24,000	15,000	9,000			ĺ													STP FLEXIBLE (DAR soft match)
	ADVCON				0	9,000	(9,000)													STP FLEXIBLE (DAR soft match
					-	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	(1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,													,
Estimated Total Project Cost - \$250,000,000 Widen and/or realign the exis	tina two-lane	highway.				1	1													
Guardrail and Shoulder Improvements, Various Locations	DES	J															100	80	20	STP FLEXIBLE
ety	520																100	- 00	20	
,		+																		
Estimated Total Project Cost - \$2,400,000 Improve guardrail and shoulders		 					<u> </u>													
Hawaii Belt Road (Route 19), Bridge Replacement,	ROW							1,150	920	230										NHPP
Pres Pahoehoe Stream Bridge	CON	<u> </u>					<u> </u>	1,130	320	230							10,600	8,480	2,120	INI I
Falloelloe Stream Bridge	CON	+					-										10,000	0,400	2,120	
		+					-													
5 / 1 / T / I B : 1 B / 1 0/0 000 000 B / 1 / 1 / 1 / 1		-					-													
Estimated Total Project Cost - \$12,200,000 Replace existing bridge.	2011	4.000	4.040	000																NHPP
5. Hawaii Belt Road (Route 19), Drainage Improvements	ROW	1,300	1,040	260																NHPP
ety and Rockfall Protection, Vicinity of Hakalau Bridge	CON										6,500	600	5,900							
	ADVCON													0	4,600	(4,600)				
Estimated Total Project Cost - \$7,100,000 Install a new culvert system alor		shoulder. Inclu	de rockfall prot	ection on the cut	slope including	a permanent m	esh system on	both sides of th	e roadway.											
 Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, 	CON										5,600	480	5,120							NHPP
ety Kaumoali Bridge Towards Waipunahina Bridge	ADVCON													0	4,000	(4,000)				
Estimated Total Project Cost - \$1,800,000 Improve guardrail and shoulder		aii Belt Road from	m Kaumoali Bri	dge towards Wai	punahina Bridg	ie.														
 Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, 	CON																1,560	1,248	312	NHPP
ety Kealakaha Bridge Towards Kaula Bridge																				
Estimated Total Project Cost - \$1,800,000 Improve guardrail and shoulder	s from Kealak	kaha Bridge to K	Kaula Bridge																	
Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements,	CON													1,560	1,248	312				NHPP
ety Kaala Bridge Towards Kealakaha Bridge																				
Estimated Total Project Cost - \$1,800,000 Improve guardrail and shoulder	s from Kaala	Bridge to Keala	kaha Bridge																	
Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements,	CON	g			1,693	1,355	338													NHPP
waipunahina Bridge to East Paauilo Bridge					.,500	.,500	230													
						1	†													
Estimated Total Project Cost - \$1,700,000 Improve guardrail and shoulder	s from Wainu	nahina Bridce te	n F Paquilo Pri	dae																
Hawaii Belt Road (Route 19), Rockfall Protection at Various Sections,	ROW	Driuge II	L. I daulio DII	ogo.		l	 	270	216	54										NHPP
	CON	-	1			 	 	2/0	410	54	20 700	7,000	31,700							
Phase I (Laupahoehoe Gulch)			-				 				38,700	7,000	31,700		40.000	(40.000)	_	40.000	(40.000)	
February Tetal Business Cont. 606 200 000. Standard Standard Business Business	ADVCON		ininite of the second			-	1						1	0	13,000	(13,000)	0	10,960	(10,960)	
Estimated Total Project Cost - \$36,300,000 Slope protection along Route		eit rkoad, in the v	ricinity of Laupa	moenoe Guich.		-							1							OTO ELEVIOLE
Hilo Bayfront Highway (Route 19), Shoreline Protection	ROW							100	80	20										STP FLEXIBLE
Pres Pres Pres Pres Pres Pres Pres Pres	CON													3,640	2,912	728				
Estimated Total Project Cost - \$3,900,000 Construct groin fields in phases		ayfront.																		
 Kawaihae Road (Route 19), Waiaka Stream Bridge Replacement 	ROW							2,200	1,760	440										NHPP
Nawaiilae Roau (Route 19), Walaka Stream Bridge Replacement							1						1	11.200	8.960					
on Realignment of Approaches	CON													11,200	0,900	2,240				
	CON													11,200	8,900	2,240				

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only) Revision Effective Date: September 2014

Project Criteria Color Key.	GREEN = S'	YSTEM PRESI	ERVATION	PURPLE = SAFE	TY IMPROVEN	MENTS BRO	WN = CONGE	STION MITIGAT	ION PINK =	MODERNIZATION	ON ORANGE	= ENHANCEME	ENT BLUE =	HUMAN SERV	/ICES TRANSF	PORTATION PR	OGRAM T	JRQUOISE = T	RANSIT	
		FFY201:	5 (Oct 1, 14 - S	Sep 30, 15)	FFY2016	(Oct 1, 15 - Se	o 30, 16)	FFY2017	(Oct 1, 16 - Se	ep 30, 17)	FFY2018	(Oct 1, 17 - Se	p 30, 18)	FFY2019	Oct 1, 18 - Se	эр 30, 19)	FFY2020	(Oct 1, 19 - Se	ep 30, 20)	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
HS14. Keaau-Pahoa Road (Route 130) Improvements,	PREROW				104	83	21													STP FLEXIBLE
Modern Keaau to Pahoa	ROW							1,938	1,550	388										
Phase 1 - Keaau Bypass to Pahoa-Kapoho Road	CON										28,560	5,000	23,560							
	ADVCON													0	7,000	(7,000)	0	10,848	(10,848)	
Estimated Total Project Cost - \$140,000,000 Improve traffic capacity, circ	ulation and saf	ety along Route	e 130.																	
HS15. Keaau-Pahoa Road (Route 130) Shoulder Lane Conversion																				
Modern Phase 2: Shower Drive Intersection Improvements	CON				1,660	1,328	332													STP FLEXIBLE
	CON				520	468	52													HSIP
Estimated Total Project Cost - \$30,000,000 Reconstructing and widening		oulder and con	structing new s	houlders on the	inbound side of	the highway be	tween Keaau I	Bypass and Sho	wer Drive. Phas	se 2 only include	s work on the Sh	nower Drive Inte	rsection.							
HS16. Kealakehe Parkway Extension (Route 197),	DES													875	700	175				STP FLEXIBLE
Modern Keanalehu Drive to Kealakaa Street	PREROW																55	44	11	
5 / / 17 / 18 / 10 / 20 000 000 5 / 1 · · · · · ·			ļ.,,			L														
Estimated Total Project Cost - \$8,000,000 Extension of Kealakehe Pkwy		disting section.				guardrails and c	ther miscellan	eous work.												HSIP
HS17. Kohala Mountain Road (Route 250) Safety Improvements	DES	40	36	4				000	004							ļ				HSIP
Safety MP 7.2 to MP 9.2	CON							360	324	36						ļ				
Estimated Total Project Cost - \$400,000 Scope includes, but is not limited		6 :!!!	hi	-4	dala are bisab bisab										4) -14					
	ROW	i or millea rumi	ole strips on ce	ntenine and snot	ilders; nign mct	ion sunace trea	ment, curve a	nead signs and i	beacons and cr	levrons for moto	430	344	sessment (to de 86	termine treatm	ent) along entir	e segment, pav	ement marking	is, and signing.		STP FLEXIBLE
HS18. Mamalahoa Highway (Route 11) SysPres Hilea Bridge Replacement (MP 57.7)	CON										430	344	80				6 600	5 280	1.320	SIPPLEXIBLE
Systres Hilea Bridge Replacement (MP 57.7)	CON																6,600	5,280	1,320	
Estimated Total Project Cost - \$7,600,000 Replace existing bridge.	-																			
HS19 Mamalahoa Highway (Route 11) Drainage Improvements at Kawa	CON													9.930	7 944	1.986				STP FLEXIBLE
Mamaianoa nignway (Route 11) Drainage improvements at Kawa	CON													9,930	7,944	1,900				SIPPLEXIBLE
Estimated Total Project Cost - \$10,000,000 Drainage improvements, inclu	uding the install	lation of hov cu	liverte and raici	ng of the madwa	v															
HS20. Mamalahoa Highway (RTE 190), Safety Improvements	CON	allon or box cu	ilverts and raisi	ny or the roadwa	у.			1.457	1,311	146										HSIP
Safety MP 3.9 to MP 6.9	0014							1,407	1,511	140										Tion
oalety Will 0.3 to Will 0.3	-																			
Estimated Project Cost - \$1,500,000 Scope includes, but is not limited to	· Installation of	f milled numble	strins on cente	dine and shoulde	rs: navement n	narkings: and si	anina													
HS21. National Recreational Trails Program - Hawaii (DLNR)	CON	374				299		374	299	75	374	299	75	374	299	75	374	299	75	NATIONAL RECREATIONAL
Enhance		0.11	200		0.11	200		01.1	200		0,1	200	- 10	0.4	200		0.4	200	,,,	TRAILS (DLNR)
Estimated Total Project Cost - \$2,240,000 A Federal-aid assistance progr	am to help the	State provide a	and maintain re	creational trails f	or both motorize	ed and non-mot	orized recreati	onal use Anticin	nated funding fo	r Big Island proc	aram					i				
HS22. Puainako St (Rte 2000) Widening and Realignment,	PREROW	51								5										STP FLEXIBLE
Modern Kanoelehua Ave (Rte 11) to Komohana St (Rte 1940),	ROW		†											5,600	4.480	1,120				
Phase 1 - Kawili (Rte 2770) to Kanoelehua Ave (Rte 11)	ROW													1.000		200				EARMARK - HIGH PRIORITY (HI025)
. ,														,		-				,,
Phase 2 - Komohana (RTE 1940) to Kawili (Rte 2770)	PREROW										56	45	11							STP FLEXIBLE
1	ROW																6,500	5,200	1,300	
Estimated Total Project Cost - \$65,000,000 Widen and realign Puainako	Street from 2 to	4 lanes. Impro	ovements also i	nclude installing	traffic signals, s	igns, pavement	markings, hwy	/ lighting, guardr	rails, and sidew	alks.										
HS25. Queen Kaahumanu Highway (Route 19), Intersection Improvements	ROW	175	140	35																HSIP
Congest at Kawaihae Road (Route 19)	CON	1,215	1,093	122																
Estimated Total Project Cost - \$1,500,000 Improve operation, capacity ar	d safety of Que	en Kaahuman	u Hwy and Kav	vaihae Road inte	rsection.															
	`																			-
HAWAII: STATE - FHWA TOTAL		71,155	45,048	26,107	20,851	12,533	8,318	24,349	6,460	17,889	96,720	13,768	82,952	58,869	62,495	(3,626)	42,289	42,439	(150)	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

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			5 (Oct 1, 14 - S			(Oct 1, 15 - Se			(Oct 1, 16 - Se			(Oct 1, 17 - Se			9 (Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL		FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
COUNTY OF HAWAII - FHWA																				
HC1. Alii Drive (Route 186) Culvert Replacement	CON				10 400	1.024	9.376													STP FLEXIBLE
SysPres	ADVCON				10,400	1,021	0,070	0	8.320	(8.320)							+			011 1 22/1022
Oyar 163	ADVOOR								0,020	(0,320)							+			
Estimated Total Project Cost - \$11,700,000 Replace existing concrete cul	vert with a new	concrete brida	ie.																	
HC2. Alii Highway (Route 1110)	DES	concrete bridg	i.		2.500	2.000	500													STP FLEXIBLE
Modern Kamehameha III Rd (Route 185) to Queen Kaahumanu Hwy (Route 19)	ROW				2,000	2,000	000				2,550	2.040	510							011 1 22/1022
ramonamona in Na (Notice 105) to queen Naanumanu Hwy (Notice 19)	11044										الالارع	2,040	310							
Phase 1	CON																12.400	9.920	2,480	
1 11836 1	0014																12,400	3,320	2,400	
Estimated Total Project Cost - \$76,000,000 Design and ROW funds are for	or the entire nm	iect from Oues	n Kaahumanu	Hunz just south	of Kona Hillores	t Subdivision to	Alii Dr. neart	he Kesuhou Sho	nning Ctr. Con	struct 4.5 miles	of 24-ft wide road	l in nhaces as c	onetruction fund	lina is availahl	e I ogical term	ini will he deter	mined for each	nhase in the de	sian nhasa	
HC3. Bridge Inspection and Appraisal	PLN	ject nom quee	in Raanamana	riwy, just south	200	160			pping ou. con	30 4.5 111163	200		40		Logical term	IIII WIII DE GELEI	200			STP FLEXIBLE
SysPres	I LIV				200	100	40				200	100	40				200	100	40	OTT TEEXIBEE
Estimated Total Project Cost - \$600,000 Inspection of county-maintained	hridann on mau	imd by EUN/A															+			
HC4. Kawailani Street (Rte 2760) Improvements	onages as requ	iirea by FHWA.															+			STP FLEXIBLE
Congest Vicinity of Kanoelani Street to Vicinity of Kuhilani Street																	+			31F FLEXIBLE
Phase 2B	CON	17 500	14 000	3 500													-			
Priase 2B	CON	17,500	14,000	3,500													+			
Estimated Total Project Cost - \$22,000,000 Phase 1 includes intersection		-4 Dahaladasi	Aireles and b	/: Db 0 :						-11 1		-44 15-444		4		i4-#i		:		
	DES	ат Ропакиталі,	Alnaioa and iv	vaiani. Priase 2 v	Nork includes ro				ing retaining wa	alis and drainage	improvements;	street light and	rame signai sys	stems, utility re	locations, and	installing concr	ele curbs, guile	rs, sidewalks, a		STP FLEXIBLE
	CON				1,500	1,200	300				40.000	2.944	10.100				-			STP FLEXIBLE
Modern Hualalai Road (Route 188) to Proposed Alii Highway (Route 1110)	ADVCON										16,080	2,944	13,136		9.920	(9.920				
	ADVCON													U	9,920	(9,920)			
5												1			ļ		_			
Estimated Total Project Cost - \$60,500,000 Widening of a 1.1 mile section		nway trom Hua	aiaiai Koad to ti	ne proposed Alii				estimated at \$4	5 million. The j	project will need	to be phased du	ie to our limited	annuai allotmer	t of federal ful	nas.					NUIDD
HC6. Mamalahoa Highway (Route 19) Widening	CON				8,000	6,400	1,600					1					_			NHPP
Modern (Mud Lane to Mana Road)												1								
			L	L	<u> </u>	l			L	L										
Estimated Total Project Cost - \$8,870,000 To widen and provide left-turn						lated roadway ii	mprovements,	including approa	ach/taper lane v	widening and adj	ustments.	1								
HC7. Waianuenue Avenue (Route 2720) Improvements	DES	900	720	180																STP FLEXIBLE
Enhance Rainbow Drive to Akolea Road	ROW				250	200	50													
	CON							12,400	4,920	7,480										
	ADVCON				ļ						0	5,000	(5,000)							
Estimated Total Project Cost - \$13,900,000 Provide roadway improvement	nts to include bi																			
HAWAII : COUNTY OF HAWAII - FHWA TOTAL		18,400	14,720	3,680	22,850	10,984	11,866	12,400	13,240	(840)	18,830	10,144	8,686	0	9,920	(9,920	12,600	10,080	2,520	

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		FFY2015		ep 30, 15)	FFY2016	(Oct 1, 15 - Se	o 30, 16)	FFY2017	(Oct 1, 16 - Se	p 30, 17)	FFY2018	(Oct 1, 17 - Sep	30, 18)				FFY2020	(Oct 1, 19 - Se	30, 20)	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
UNTY OF HAWAII - FTA																				
and Bus Facility	EQP	520	415	105	537	428	109	554	441	113	572	455	117	590	469	121	609	484	125	FTA SECTION 5339 (Rural Bus Prgm)
imated Total Project Cost - \$3,400,000 Capital projects to replace, reha	bilitate and pu	ırchase buses,	vans, and relate	ed equipment, a	nd to construct	bus-related faci	lities.													
al Transportation Program	OPR	2,000	1,000	1,000	2,060	1,030	1,030	2,122	1,061	1,061	2,186	1,093	1,093	2,252	1,126	1,126	2,320	1,160	1,160	FTA SECTION 5311
imated Total Project Cost - \$13,000,000 Planning, capital, operating, join	b access and	reverse commu	ite projects, and	d the acquisition	of public transp	ortation service	s.													
AWAII : COUNTY OF HAWAII - FTA TOTAL		2,520	1,415	1,105	2,597	1,458	1,139	2,676	1,502	1,174	2,758	1,548	1,210	2,842	1,595	1,247	2,929	1,644	1,285	
in	NTY OF HAWAII - FTA and Bus Facility nated Total Project Cost - \$3,400,000 Capital projects to replace, rehs al Transportation Program nated Total Project Cost - \$13,000,000 Planning, capital, operating, jo	NTY OF HAWAII - FTA and Bus Facilify and Bus Facilify and Ed Total Project Cost - \$3,400,000 Capital projects to replace, rehabilitate and pt It Transportation Program and Total Project Cost - \$13,000,000 Planning, capital, operating, job access and	PROJECT PHASE TOTAL (x\$1000) NTY OF HAWAII - FTA and Bus Facility EQP 520 nated Total Project Cost - \$3,400,000 - Capital projects to replace, rehabilitate and purchase buses, I Transportation Program OPR 2,000 nated Total Project Cost - \$13,000,000 - Planning, capital, operating, job access and reverse comm.	PROJECT PHASE TOTAL (x\$1000) TOTAL (x\$1000) NTY OF HAWAII - FTA and Bus Facility EQP 520 415 Interest Total Project Cost - \$3,400,000 Capital projects to replace, rehabilitate and purchase buses, vans, and related Total Project Cost - \$13,000,000 Planning, capital, operating, job access and reverse commute projects, and and total Project Cost - \$13,000,000 Planning, capital, operating, job access and reverse commute projects, and total Project Cost - \$13,000,000 Planning, capital, operating, job access and reverse commute projects, and total Project Cost - \$13,000,000 Planning, capital, operating, job access and reverse commute projects.	PROJECT	PROJECT PHASE TOTAL (x\$1000) (x\$1000	TOTAL (x\$1000) FEDERAL (x\$1000) (x\$1000) (x\$1000) (x\$1000)	TOTAL FEDERAL LOCAL (x\$1000) (x\$10	NTY OF HAWAII - FTA	TOTAL FEDERAL (x\$1000) FED	PROJECT PHASE TOTAL FEDERAL LOCAL TOTAL TOTAL TOTAL FEDERAL LOCAL TOTAL PROJECT PHASE (x\$1000) FEDERAL (x\$1000)	TOTAL FEDERAL LOCAL TOTAL FEDERAL LOCAL TOTAL TOTAL FEDERAL LOCAL TOTAL FEDERAL TOTAL FEDERAL TOTAL TOTAL FEDERAL TOTAL TO	PROJECT PHASE TOTAL FEDERAL LOCAL CASTON (x\$1000) PROJECT PHASE (x\$1000) (x\$1000	PROJECT PHASE (x\$1000) FEDERAL LOCAL TOTAL FEDERAL FEDERAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL T	PROJECT PHASE TOTAL FEDERAL LOCAL TOTAL FEDERAL LOCAL (x\$1000) (x\$	PHASE (x\$1000) (x\$100	PROJECT PHASE (x\$1000) (x\$1000	PROJECT PHASE (x\$1000) (x\$1000 (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000 (x\$1000) (x\$1000 (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000 (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x\$1000) (x		

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PROJECT PROJECT 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Project Criteria Color Key	OKELIN-0																		RANSII	
FUNDIC CATEORY SUMMARY-HAWAII FUNDING CATEORY SUMMARY-HAWAII F																					
FUNDING CATEGORY SUMMARY - HAWAII NEW [National Highway Performance Program] 1 1,486 1 7,755 2,966 8,000 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																					FUND CATEGORY & REMARKS
No. No.	PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
BRIDGE OFF-SYSTEM STP EMBLE STP EMBLE STP EMBLE SECTION FIG. 14,975	FUNDING CATEGORY SUMMARY - HAWAII																				
STP ENMANCEMENT STP LENGRE ST LENGRE ST LENGR	NHPP (National Highway Performance Program)			1,040			7,755			2,896			8,080			31,808			20,688		
SEPTION LEGIS REVIEWS (14) 14,000 14,000 14,000 15,333 15,322 15,000 15,	BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
SECTION 140- (Safe Routes to School) MSP (Right Routes to School)	STP ENHANCEMENT			0			0			0			0			0			0		
HSP(Highway Sately improvement Program) NATIONAL RECRATIONAL TRAILS 1 29	STP FLEXIBLE			30,160			14,995			14,870			15,533			39,508			31,532		
MATOMAL RECRETIONAL TRAILS	SECTION 1404 - (Safe Routes to School)			0			0			0			0			0			0		
CMAG (Congestion Mitigation Air Quality)	HSIP (Highway Safety Improvement Program)			1,269			468			1,635			0			0			0		
EQUIT PROMUS EQUIT PROMUS EARMARK-HIGH PRORITY DEAMARK-SHORD HERDRITY DEAM	NATIONAL RECREATIONAL TRAILS			299			299			299			299			299			299		
EQUITY BONUS EARMARK - HIGH PRIORITY BEARMARK - TRANSFER FUNDS O O O O O O O O O O O O O				0			0			0			0			0			0		
EARMARK - HOM-PRIORITY	FTA TRANSFER FUNDS			0			0			0			0			0			0		
EARMARK - SECTION 112	EQUITY BONUS			0			0			0			0			0			0		
EARMARK - SECTION 12	EARMARK - HIGH PRIORITY			0			0			0			0			800			0		
EARMARK - SECTION 115 EARMARK - SECTION 117 BEARMARK - SECTION 117 B	EARMARK - TRANSPORTATION IMPROVEMENT			0			0			0			0			0			0		
EARMARK - SECTION 117	EARMARK - SECTION 112			0			0			0			0			0			0		
FLHD (Federal Lands Highway Discretionary) NRCS (National Resources Conservation Service) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EARMARK - SECTION 115			0			0			0			0			0			0		
NRCS (National Resources Conservation Service) 0 0 0 0 0 0 0 0 0	EARMARK - SECTION 117			0			0			0			0			0			0		
DISCRETIONARY 27,000 0 0 0 0 0 0 0 0 0	FLHD (Federal Lands Highway Discretionary)			0			0			0			0			0			0		
HIGHWAYS FOR LIFE	NRCS (National Resources Conservation Service)			0			0			0			0			0			0		
MID (MHPP Discretionary)	DISCRETIONARY			27,000			0			0			0			0			0		
SUBTOTAL 59,768 23,517 19,700 23,912 72,415 52,519	HIGHWAYS FOR LIFE			0			0			0			0			0			0		
SUBTOTAL 59,768 23,517 19,700 23,912 72,415 52,519 LESS DISCRETIONARY, DEMOETC. PROJECTS (27,000) 0 0 0 (800) 0 LESS FTA TRANSFER FUNDS 0 0 0 0 0 0 0 27,000 0 0 0 0 0 0 0				0			0			0			0			0			0		
LESS DISCRETIONARY, DEMOETC. PROJECTS (27,000) 0 0 0 (800) 0 LESS FTA TRANSFER FUNDS 0 0 0 0 0 0 0 27,000 0 0 0 0 0 0 0	FERRY BOAT DISCRETIONARY / ARRA FBD			0			0			0			0			0			0		
LESS DISCRETIONARY, DEMOETC. PROJECTS (27,000) 0 0 0 (800) 0 LESS FTA TRANSFER FUNDS 0 0 0 0 0 0 0 27,000 0 0 0 0 0 0 0																					
LESS FTA TRANSFER FUNDS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		SUBTOTAL		59,768			23,517			19,700			23,912			72,415			52,519		
LESS FTA TRANSFER FUNDS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																					
27,000 0 0 0 0	LESS DISCRETIONARY, DEMOETC. PROJECTS			(27,000)			0			0			0			(800)			0		
27,000 0 0 0 0	·															, ,					
	LESS FTA TRANSFER FUNDS	1		0			0			0			0			0			0		
		1																			
		1																			
		1																			
		1		27,000			0			0			0			0			0		
		1																			
REGULAR FORMULA AUTHORITY TOTAL 32,768 23,517 19,700 23,912 71,615 52,519	REGULAR FORMULA AUTHORITY	TOTAL		32,768			23,517			19,700			23,912			71,615			52,519		

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	OKEEN - 3														VICES TRANS				TRANSIT	
		TOTAL	5 (Oct 1, 14 - Se FEDERAL	ep 30, 15) LOCAL	TOTAL	(Oct 1, 15 - Sep FEDERAL		TOTAL	(Oct 1, 16 - Se FEDERAL	ep 30, 17) LOCAL	TOTAL	(Oct 1, 17 - Se FEDERAL	ep 30, 18) LOCAL	TOTAL	9 (Oct 1, 18 - S		TOTAL	(Oct 1, 19 - Se FEDERAL	ep 30, 20) LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	FUND CATEGORY & REMARKS
		((14.111)	()	()	()	()	(()	(()	()	()	()	(((((,	
MAUI: STATE - FHWA																				
IS1. Bridge and Pavement Improvement Program, Maui	CON	20,500	0	20,500	20,500	0	20,500	20,500	0	20,500	20,500	0	20,500	20,500	0	20,500	20,500	0	20,500	NHPP / STP FLEXIBLE
ysPres																				
Estimated Total Project Cost - \$117,960,000-System maintenance of highway											ur annually CME	funda haya fu	andad raquefacine	and navamar	nt and bridge n	roconsotion proj	icata (Suatam B	noon sotion)		
Yearly lump sum amounts represent total State Special Maintenance Program The current list of prioritized proposed SMP projects has been posted on the S	STIP website	at http://hidot	hawaii qov/hig	hways/other/oth	er-related-links/	n triat runus inui stipQualified and	d priority SMP	rmaintenance p projects could re	eceive federal f	unds should they	ur arırıualiy. Sivir hecome availah	iunas nave iu le	inded resurracing	and pavemer	nt and bridge p	reservation proj	jecis (System Pi	eservation)		
IS2. Guardrail and Shoulder Improvement Program	JIII WOODILO	di. napimidoi	naman goviningi	I I	or related limiter	otpodamica and	priority citii	projecto coula re	Doore receiver	ando onodio inoy	DOGGING GYGNAD									STP FLEXIBLE
afety at Various Locations, Maui																				
<u> </u>																				
Part 2	CON				1,000	800	200													
Part 3	CON			ļ							1,000	800	200							
Part 4	CON		-	ļ													1,000	800	200	
Estimated Total Project Cost - \$2,750,000 Improve guardrails and shoulders	4			 															1	
IS3. Hana Highway (Route 36)/ Kaahumanu Ave. (Route 32) Beautification	CON	ocations.		,	2.550	2.040	510										1			STP ENHANCEMENT
nhance Dairy Road (Route 380) to Naniloa Overpass	0014		 		2,550	2,040	310										 		 	OTT ENTIANCEMENT
, ((
Estimated Total Project Cost - \$2,750,000 Beautification of the main corridor		ahului and Wail	uku to include l	andscape and in	rigation.															
S4. Hana Highway (Route 36) Widening, Kaahumanu Avenue (Route 32)	ROW		ldot					120	95	25										NHPP
lodern to Vicinity of Airport Access Road	CON ADVCON		\vdash	[_]							6,900	1,520	5,380	0	4.000	(4,000)				
<u> </u>	ADVCON													U	4,000	(4,000))			
Estimated Total Project Cost - \$7,400,000 Widen Hana Highway.																			 	
IS5. Honoapiilani Highway (Route 30), Bridge Replacement,	ROW				841	673	168													NHPP
vsPres Honolua Bridge	CON										5,600	4,480	1,120							
Estimated Total Project Cost - \$6,750,000 Replacement of a concrete T-bea	am bridge on	Honoapiilani H	wy in the vicinit	y of Honolua Ba	y.															AU IDD
S6. Honoapillani Highway (Route 3000) Realignment odern Phase 1B2 - Hokiokio Place to Relocated Southern Terminus			\vdash																	NHPP
Filase 1B2 - Hokiokio Fiace to Relocated Southern Terminus	ROW							100	80	20							 		 	
	CON							100		20	30,000	12,000	18.000							
	ADVCON													0	12,000	(12,000))			
Phase 1C - Keawe Street Extension to North of Kaanapali Connector	ROW													6,250	5,000	1,250				
	CON																41,600	16,280	25,320	
									L .											
Estimated Total Project Cost - \$95,000,000 Continuation of Lahaina Bypass S7. Honoapillani Highway (Route 30), Safety Improvements	CON	KIO PIACE TO REI	ocated Southern	n Terminus AND	trom Keawe S	treet Extension	to North of the	Kaanapaii Con 1.352		135							1			HSIP
afety Ukumehame to Olowalu	CON		 					1,332	1,217	133							 		 	11011
Estimated Project Cost - \$1,500,000 Scope includes, but is not limited to: In	nstallation of	f milled rumble	strips on center	line and shoulde	ers; pavement n	narkings; and si	gning.													
S8. Honoapiilani Highway (Route 30) Shoreline Protection	ROW	250																		NHPP
rsPres Vicinity of Olowalu	CON	3,250	2,600	650																
<u>-</u>				,													1		1	
-				·																
Estimated Total Project Cost - \$3,500,000 Shoreline protection for approxim	ately 1000 fe	eet of Honoapiil	lani Highway or	the west side o	f Hekili Point.															
S9. Kahului Beach Road (Route 3400), Shoreline Protection	ROW	250																		STP FLEXIBLE
ysPres Kahului Bay	CON		ullet					5,130	4,100	1,030										
Estimated Total Project Cost 96 100 000 Construct a	n foot of hi-h	way autoids #-	horbor that	ould provide -t-:	m wowo profe	tion to the hi-b	ov. Moo oc.	trust law prefi-	nonomio mi-i-	ing wall at the	store adap to	imizo occur	lation of ago:	d on the ob	lino					
Estimated Total Project Cost - \$6,100,000 Construct a seawall for about 800 IS16. Kihei-Upcountry Maui Highway (Route 374), Phase 1A	CON	way outside the	narbor trial Wo	uiu provide ston	m wave protect	on to the nighw	ay. AISO CONS	uuci iow-profile	concrete retain	ny wali at triê Wa	ners eage to min	muze accumul	auon or seaweed	J OH THE SHOPE	mie.		20,000	8,000	12 000	STP FLEXIBLE
odern Chile-Opcountry Maul Highway (Route 374), Phase TA	ADVCON																20,000	0,000	12,000	
Estimated Total Project Cost \$100,000,000 This project will initially be a to				build-out will be	a four-lane facil	lity with a media	n. The right-of	-way for the futu	ure four-lane fa	cility will be acqui	ired. It will conne	ct the Kihei-Ma	akena area with	Upcountry Mai	ui.					
The terminus points are Haleakala Highway at the Upcountry Maui end and Pi	iilani Highwa	y at the Kihei-N	lakena end.																	
S10. 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
inance Estimated Total Project Cost - \$2,700,000 A Federal-aid assistance program	n to heln the	State nmvide	and maintain re	creational trails f	or hoth motoriz	ed and non-mot	orized recreation	onal use Anticir	nated funding fo	r Maui program			1							TRAILS (DLNR)
S12. Paia Bypass Road - Paia Alternative Route,	DES	Ciale provide a		. Calorial trails it	o, sour motoriz	Sa and non-mot	on Lou rour call	orrar uso. Allicip	Jacou ruriumly re	ui program.				3,570	2,856	714				STP FLEXIBLE
	PREROW													,,,,,	,,,,,,,		110	88	22	
Estimated Total Project Cost - \$169,000,000 Develop an alternative route to	bypass the				stion improvem	ents. Project wil	ll be phased af	ter the environn	nental phase is	complete.										
	PREROW	34	26	8													-			STP FLEXIBLE
IS13. Puunene Ave. (Rte 3500) Improvements, lodern Kaahumanu Ave. (Route 32) to Kuihelani Highway (Route 380)	ROW		-		155	122	33							13 500	5 900	7 700	<u> </u>			
lodern Kaahumanu Ave. (Route 32) to Kuihelani Highway (Route 380)	CON ADVCON				155	122	33							13,500	5,800	7,700	0	5,000	(5,000)	

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		FFY201:	5 (Oct 1, 14 - S	ep 30, 15)	FFY2016	(Oct 1, 15 - Sep	p 30, 16)	FFY2017	' (Oct 1, 16 - Se	ep 30, 17)	FFY2018	(Oct 1, 17 - Sep	p 30, 18)		9 (Oct 1, 18 - S		FFY2020	(Oct 1, 19 - Se	ep 30, 20)	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
MOLOKAI																				
MS14. Guardrail and Shoulder Improvements Program																				STP FLEXIBLE
Safety at Various Locations, Molokai																				
Part 2	CON				750	600	150													
Estimated Total Project Cost - \$2,500,000 Improve guardrails and should	ers at various i	locations.																		
MS15. Kamehameha V Highway(Route 450), Bridge Replacement	CON				6,963	5,571	1,392													STP FLEXIBLE
SysPres Makakupaia Stream Bridge																				
Estimated Total Project Cost - \$8,000,000 The existing 72 year old bridge	will be replace	ed with a new b	ridge that meet:	s current design	standards. Upo	ate to meet cun	rent live load a	and seismic requ	irements. The e	existing substruc	ture is also susce	eptible to scour a	and the hydrau	lic capacity of t	the structure di	oes not meet cui	rent standards.			
MAUI : STATE - FHWA TOTAL		24,733	3,385	21,348	33,208	10,165	23,043	27,651	5,851	21,800	64,449	19,159	45,290	44,269	30,015	14,254	83,659	30,527	53,132	

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			5 (Oct 1, 14 - S			(Oct 1, 15 - Sep			(Oct 1, 16 - Se			(Oct 1, 17 - Se			9 (Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARK
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
COUNTY OF MAUI - FHWA																				
COUNTY OF MAUI - FHWA																				
Alaalaua Bridge Replacement,	DES							750	0	750										LOCAL
Hana Highway (Route 3700), MP 33.80																				
Estimated Total Project Cost - \$8,750,000 - Construct a temporary bypass ro																				
Baldwin Avenue (Route 390, MP 0-MP 5) Pavement Rehabilitation,	CON	7,000	5,000	2,000																STP FLEXIBLE
S Phase 2 - Haliimaile Road to Hana Hwy																				
Estimated Tatal Businest Coast 60 600 000 Bassacturation designated and							-4	in a substant and in		didii.di				-1:	4 -4-1-1					
Estimated Total Project Cost - \$9,600,000 - Reconstructing designated section Bridge Inspection and Appraisal	PLN	ung roadway p 300				badway paverne.	nt, providing r	ninor drainage im 300		60	mannoies, vaive	s, and street mi	onuments, provi	aing pavemen 300				signage.		STP FLEXIBLE
Bridge Inspection and Appraisar	FLIN	300	240	00				300	240	00				300	240	00				STF FLEXIBLE
Estimated Total Project Cost - \$900,000 Inspection of county-maintained b	ridaes as reau	ired by FHW4	Rridge inspec	tion funding of \$	300 000 is nrov	ided every two u	/ears													
Central Maui Traffic Signal Upgrades	DES					1		270	0	270										STP FLEXIBLE
Papa Ave (Rte 3910, MP1.28) & Kamehameha Ave (Rte 3940, MP 1.75)	CON							2,0		2.0				1.300	1.040	260				
Papa Ave (Rte 3910, MP 0.9) & Onehee Ave (Rte 3960, MP 0.66)	99.1													.,	.,					
Wakea Ave (Rte 3920, MP 0.93) & Lono Ave (Rte 3950, MP 0.48)																				
Wakea Ave (Rte 3920, MP 0.35) & Onehee Ave (Rte 3960, MP 0)																				
Wakea Ave (Rte 3920, MP 0.13) & Kea St (Rte 3970, MP 0)																				
Hina Ave (Rte 3930, MP 0.23) & Kamehameha Ave (Rte 3940, MP 1.12)																				
Hina Ave (Rte 3930, MP 0.57) & Lono Ave (Rte 3950, MP 0.85)																				
Kamehameha Ave (Rte 3940, MP 0.57) & Lono Ave (Rte 3950, MP 0.19)																				
Estimated Total Project Cost - \$1,570,000 The project will upgrade eight (8	3) existing sign	alized intersed	ctions within Ka	hului. Upgrades	include new wi	ring, signal dispi	lays, signal ha	ardware and softw	are, replacing	mast arms and	signal poles (whe	ere needed), rev	ising signal timi	ng, and curb r	amp upgrades					
Guardrail and Shoulder Improvements, Various Locations																				STP FLEXIBLE
Phase 1 - Haliimaile Road (Route 371),	CON				1,500	1,200	300													
Haleakala Highway (Route 37) to Baldwin Ave (Route 390)																				
MP 0-MP 2.62																				
Phase 2	CON							1,800	1,440	360										
Estimated Total Project Cost - \$4,500,000 Construction of new metal guard		rdrail end treat	tments, and upg	rades to existing				nuous improveme	nt program.											
Hahalawe Bridge Replacement,	DES				700	0	700													STP FLEXIBLE
Hana Highway (Route 3700), MP 31.05	CON																7,550	5,400	2,150	
Estimated Total Project Cost - \$8,250,000 The scope of work involves con:	ataiatina a nai	u bridao moule	a of the evicting	bridge and pro-	iding limited re-	naira ta maintair	the evicting	oridao in placa												
lao Stream Bridge Repairs, lao Valley Road (Route 3200), MP 2	CON	w bridge mauk	a or the existing	bridge and prov	1.500			nuge in place.												STP FLEXIBLE
lao Sileani Biloge Repails, lao Valley Road (Route 3200), INF 2	CON		1		1,300	1,200	300													
Estimated Total Project Cost - \$2,800,000 Repair existing steel bridge. Col	nstruct roadwa	ay improvemer	nts at both appr	paches.																
Kahakuloa Bridge Replacement,	DES	420		404																STP FLEXIBLE
S Kahekili Highway (Route 340), MP 9.27	CON										3,400	2,400	1,000							
			1					,			,									
Estimated Total Project Cost - \$3,820,000 The scope of work involves con-		nporary bypas:	s road; repairing	the existing brid				d.												
Kahana Nui Bridge Replacement,	CON				3,470	2,470	1,000													STP FLEXIBLE
Lower Honoapiilani Road (Route 3080), MP 2.40			1																	
5 / / / T / / D : / O / OO OTO OOO T	F 1 : 11		1	L		L	L					1			L.,			L		
Estimated Total Project Cost - \$3,670,000 The scope of work involves dem	nolishing the ex DES				ng existing sewe	er and water line	es, reconstruc	ting the existing d	raınage systen	n to outlet into th	e new bridge, re	ocating an exis	ting power pole,	constructing i	new roadway v	vitn shoulders, s I	idewalks, curb a	na gutter, curl		iping. STP FLEXIBLE
Kahawaiokapia Bridge Replacement,	CON	830	24	806				5,400	3,600	1.800										O I F FLEAIBLE
Hana Highway (Route 3700), MP 36.61	CON		1		-	-		5,400	3,000	1,600										
Estimated Total Project Cost - \$6,230,000 The scope of work involves con:	etructina a ton	anorani hirooo	e road mauko o	the evicting being	lae: demolishin	the evicting he	idae: constau	ting the new bride	ne: then remov	ing the temporo	n hungee med									
Kanaloa Avenue (Route 3420, MP 0-MP 0.9),	DES	iporary bypas:	a roau mauka 0	une existing Dric	yo, ucmunstiini	g une existing Dr	ruge, construt	ang the new bho	go, alen remov	ang the temporal	y vypass rudů.									STP FLEXIBLE
s Mahalani Street / Maui Lani Parkway / Waiinu Road	CON							300	0	300				6.730	5.384	1.346				OTT LEAIDLE
(Route 3231, MP 0-MP 1.18) Resurfacing,	CON													0,730	5,364	1,340				
Kahului Beach Road (Route 3400) to Waiale Road (Route 3180)																				
realistic beach reduct (notice 3400) to watate reduct (notice 3100)																				

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		FFY201	15 (Oct 1, 14 - S	Sep 30, 15)	FFY2016	(Oct 1, 15 - Se	30, 16)	FFY2017	Oct 1, 16 - Se	ep 30, 17)	FFY2018	3 (Oct 1, 17 - Se	p 30, 18)	FFY201	9 (Oct 1, 18 - S	Sep 30, 19)	FFY2020	(Oct 1, 19 - Se	ep 30, 20)	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
Kihei Bikeway, Phase 2,	CON	1,000	800	200																STP ENHANCEMENT
ance Liloa Drive (Route 3115, MP 1.39-MP 1.49),																				
Lipoa Street (Route 3160) to Halekuai Street																				
Estimated Total Project Cost - \$4,700,000 The proposed scope of work for	this project co	onsists of the o	construction of a	a new 10 ft. wide	multi-use path	to accommodate	e pedestrians a	and bicyclists. St	riping, signage	& markings, lai	ndscaping, and p	ath lighting will	also be part of t	he construction	q.					
 Kokomo Road (Rte 366, MP 3.9-MP 3.1) Pavement Reconstruction 	CON							4,463	3,570	893										STP FLEXIBLE
Pres Haiku Road (Route 366) to MP 3.1 and																				
Makawao Avenue (Route 365, MP 3.2-MP 2.4) Pavement Reconstruction																				
Piiholo Road to Kokomo Road (Route 366)																				
Estimated Total Project Cost - \$4,675,000 Proposed scope of work consis	ts of pavement	t reconstruction	on, installing 4 fe	eet wide paved sh	noulders, recon	structing existing	g curb ramps a	and sidewalks to b	e ADA compli	iant, installing 5	foot wide sidewa	alks to provide a	continuous acc	essible route, i	utility adjustme	nts, replacing e	xisting signs, pa	vement markir		
 Koukouai Bridge Modifications, 	CON													6,120	4,488	1,632				STP FLEXIBLE
Pres Pillani Highway (Route 3700), MP 28.59																				
Estimated Total Project Cost - \$6,220,000 The scope of work involves con					ige; then remo	ring the tempora	ry bypass road	d.												
 Kuikahi Drive (Route 3210, MP 1-MP 0.2) Pavement Rehabilitation, 	DES	185		177																STP FLEXIBLE
Pres Kualau Street to Honoapiilani Highway (Route 30)	CON	1,600	1,280	320																
			1																	
			1								ļ									
Estimated Total Project Cost - \$1,775,000 The proposed scope of work for		onsists of pave	ement reconstru	iction, reconstruc				, utility adjustmen	ts, replacing e	existing signs, pa	avement marking	s and striping.								
17. Kulanihakoi Bridge Replacement	CON		1		4,080	3,264	816													STP FLEXIBLE
Pres South Kihei Road (Route 3100), MP 1.40			1																	
Estimated Total Project Cost - \$4,900,000 The scope of work involves con		nporary bypas:	is road mauka o	of the project site,	demolishing th	e existing 4-cell	box culvert bri	idge, installing a r	new bridge, ins	stalling new pave	ement, and remo	ving the tempor	ary bypass road							
Lelekea Bridge Replacement	CON																3,994	3,195	799	STP FLEXIBLE
Pres Pilani Highway (Route 3700), MP 27.23																				
Estimated Total Project Cost - \$4,494,000 The scope of work involves con		nporary bypas:	s road; construc	cting a new bridge																
 Lower Honoapiilani Road (Route 3080, MP 2-MP 3.4) Improvements, 	DES				350	0	350													STP FLEXIBLE
Pres Phase IV, Hoohui Road to Napilihau Road (Route 3090)	CON										5,900	4,500	1,400							
Estimated Total Project Cost - \$16,000,000 The proposed scope of work of		ement reconst	truction, road wi	idening, construc	t drainage syst	ems, relocate wa	terlines, cons		ment walls, co			g existing curb r	amps to be ADA	compliant, re	placing existing	g signs, paveme	ent markings and	d striping.		
20. Lower Honoapiilani Road (Route 3080, MP 0-MP 2)	DES							300	0	300										STP FLEXIBLE
Pres Pavement Rehabilitation,	CON													5,000	4,000	1,000				
Honoapiilani Highway (Route 30) to Hoohui Road																				
Estimated Total Project Cost - \$5,300,000 The proposed scope of work for		onsists of pave	ement rehabilita	tion, reconstructi				DA compliant, rep	placing existing	g signs, paveme	nt markings and	striping.								
 Lower Main Street (Route 3830, MP 2.0-MP 1.4) Resurfacing, 	DES				175	0	175													STP FLEXIBLE
Pres Kahului Beach Road (Route 3400) to Hala Place	CON							3,500	2,800	700										
Estimated Total Project Cost - \$3,675,000 The proposed scope of work for		onsists of pave	ement resurfacii	ng, reconstructing				A compliant, repla	acing existing	signs, pavemen	t markings and s	triping.								
22. Makawao Avenue (Route 365, MP 1.5-MP 1.7)	ROW				750	0	750													STP FLEXIBLE
nance - Makani Road (Route 3630, MP 1.4-MP 1.6) Improvements,	CON							1,250	1,000	250										
Phase I - Eddie Tam Gymnasium to Kalama Intermediate School																				
			1																	
Estimated Total Project Cost - \$2,000,000 Construct sidewalk improvement		a clear separat	tion between tra	avel lanes and pe	destrians. Pro	iect will also revi	ew traffic oper	ations and make	recommendati	ions to improve	traffic flow throug	gh the Makawac	-Makani interse							
23. Mill Street (Route 3840) Traffic Signal at Imi Kala Street, MP 0.3	CON													730	584	146				STP FLEXIBLE
gest																				
Estimated Total Project Cost - \$1,430,000 Construct traffic signal improve		tersection of N	Mill Street and I	mi Kala Street.																
24. North Shore Greenway, Phase IV	CON		1		1,750	1,400	350													STP ENHANCEMENT
ance Hana Highway (Route 36, MP 5.28-MP 6.11)																				
from Ulupua Street to Baldwin Park			1																	
			1																	
Estimated Total Project Cost - \$3,010,000 An asphalt shared-use path will					he project will	cross Kailua Stre	am and parall	el Hana Highway												
 North-South Collector Road (Route 3115, MP 1.21-MP 1.99), 	DES	450	0	450																STP FLEXIBLE
lem Kaonoulu Street to Namauu Place	CON													7,050	5,000	2,050				
Estimated Total Project Cost - \$32,000,000 The proposed scope of work of			f 0 /	roodway with a ac	anaratad araan	way to accomm	adata nadaatrii	6:	Mour conoro	to ourb and autt	oro troffio pianos	an and markings	and atract link	diamental along b	a part of the or	notruction	1			

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		FFY201	5 (Oct 1, 14 - S	ep 30, 15)	FFY2016	(Oct 1, 15 - Se	p 30, 16)	FFY2017	(Oct 1, 16 - Se	ep 30, 17)	FFY2018	(Oct 1, 17 - Se	en 30. 18)	FFY2010	Oct 1, 18 - S	ep 30, 19)	FFY2020	(Oct 1, 19 - Sei	n 30. 20)	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARK
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	TOND ON LOOK! A KEMAK
6. North-South Collector Road (Route 3115, MP 2.73-MP 3.86),	DES	()	()	()	600	0	,	()	((()	(,,	(()	(((()		STP FLEXIBLE
Ern Lokelani School to Auhana Road	ROW				000		000				150	0	150							OTT TEEXIBLE
Lokelarii ocrioorto Auriaria Noau	CON										100		150				8.670	6.936	1.734	
	0014																0,070	0,330	1,754	
Estimated Total Project Cost - \$32,000,000 Construct a two lane major co	llector road inc	ludina senarat	ed multiuse na	th Project will a	Iso construct th	ree hridae/stres	am crossinas													
27. Old Haleakala Highway (Route 367, MP 0.85-MP 0.95)	DES		1					130	0	130										STP FLEXIBLE
gest Traffic Signal Upgrade at Pukalani Street (Route 3620, MP 0-MP 0.05)	CON								_					1.250	1.000	250				
															, , , , ,					
Estimated Total Project Cost - \$1,380,000 Upgrade existing traffic signal s	ystem at the in	ntersection of C	Old Haleakala H	lighway and Puk	alani Street. O	ther work will inc	clude the imple	mentation of the	flashing yellow	arrow for the pe	ermitted left turn	movement onto	Pukalani Stree	t, new wiring, s	ignal displays,					
signal hardware and software, replacing mast arms and signal poles (where	needed), revis	sing signal timir	ng, and curb rar	np upgrades.																
 Old Haleakala Hwy (Route 367) and Makani Rd (Route 3630) Resurf. 	CON	4,958	3,527	1,431																STP FLEXIBLE
Pres Aeloa Rd - Makawao Ave & Old Haleakala Hwy to Haleakala Bypass																				
Estimated Total Project Cost - \$2,500,000 Resurface pavement on Old Ha	aleakala Highw	ay from Aeloa	Road to Makaw	vao Avenue and	on Makani Roa	d from Old Hale	akala Hwy to F	Haleakala Bypas	ss. Including pa	vement striping a	and marking and	utility adjustme	ents. Total length	n = 1.7 miles.						
 Onehee Avenue (Route 3960, MP 0.66-MP 0) Pavement Rehabilitation, 	DES	370	16	354																STP FLEXIBLE
Pres and Kea Street (Route 3970, MP 0.6-MP 0) Reconstruction,	CON							2,200	1,760	440										
Papa Avenue (Route 3910) to Wakea Avenue (Route 3920)																				
											-									
Estimated Total Project Cost - \$2,200,370 The proposed scope of work for		onsists of pave	ment reconstru	ction, installing 4	feet wide pave	d shoulders, rei	constructing ex	risting curb ramp	s and sidewalk	s to be ADA com					markings and s	striping.				
29. Papa Avenue (Route 3910, MP 2.2) Traffic Signals	CON										860	688	172							STP FLEXIBLE
gest at Hina Avenue (Route 3930, MP 0.8)																				
Estimated Total Project Cost - \$1,060,000 Project will explore and consider					to the surroun	ding residential	area.													
30. Papalaua Street (Rte 3020, MP 0.13-MP 0.17) Traffic Signal Upgrade at	DES	130	0	130																STP FLEXIBLE
ngest Wainee Street (Route 3015, MP 0.3-MP 0.34)	CON													1,250	1,000	250				
Estimated Total Project Cost - \$1,380,000 This project will upgrade the ex					Wainee Street.	Upgrades inclu	de new wiring,	signal displays,	signal hardwar	re and software, i	replacing mast a	rms and signal	poles (where ne	eded), revising	g signal timing,	and curb ramp	upgrades.			
31. Pavement Rehabilitation, Various Roads, South Maui	DES	20	16	4																STP FLEXIBLE
Pres Kulanihakoi Street (Route 3175), MP 0-MP 0.5	CON				6,000	4,800	1,200													
Waipuilani Road (Route 3170), MP 0-MP 0.6																				
Lipoa Road (Route 3160), MP 0-MP 0.6																				
and Welakahao Road (Route 3150), MP 0-MP 0.58																				
From South Kihei Road (Route 3100) to Piilani Highway (Route 31)																				
Estimated Total Project Cost - \$6,020,000 The scope of work involves rec														-4 -4-1-1						
 Pilkea Avenue (Route 3165, MP 0-MP 0.6) Resurfacing, 	DES	signated section 10		ng roadway pave	ment, resurraci	ng me remainin	g areas or road	away pavement,	adjusting exist	ng mannoles, va	ives, and street	monuments, pr	oviding paverne	nt striping and	markings, and	replacing existi	ng signage.			STP FLEXIBLE
Pres South Kihei Road (Route 3100) to Pillani Highway (Route 31)	CON	10			1.600	1.280	320					-								OII I LEXIDLE
Journal Note (Note 5100) to Fillalli Figliway (Note 51)	CON		 		1,000	1,200	320		-			 								
Estimated Total Project Cost - \$1,610,000 The scope of work involves res	urfacing the ex	ristina roadwov	navement odi	ustina evistina m	anholes value	s and street mo	numents: prov	idina navement	strining and ma	rkings and renis	rina evistina sia	nage								
 Waiale Road (Route 3180, MP 0.45 to MP 0.51) Traffic Signals at 	CON		parement, duji	ounty ontolly III	aoros, valves	, 5.10 30 66 1110	marronia, provi	810		162	ong unanny ary	mago.								STP FLEXIBLE
Walling Road (Route 3231, MP 1.15 to MP 1.18)			1			 		010	340	.02		1								
												†								
Estimated Total Project Cost - \$960,000 This project proposes to install a	traffic signal a	t the intersection	n of Waiale Ro	ad and Waiinu R	oad as identifie	d in earlier wan	ant studies ho	wever, other alte	ernatives will be	evaluated and c	onsidered along	with TSM alter	matives. Other i	mprovements	to be included	are roadway wid	dening on Waial	e Road to acco.	mmodate a let	ft turn lane.
34. Waipuilani Bikepath	CON							.,			1,730		346				<u> </u>			STP ENHANCEMENT
ance Kulanihakoi Street (Route 3175) to W. Waipulani Road (Route 3170)			1								,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1	,							
,																				
Estimated Total Project Cost - \$2,180,000 The proposed scope of work for	r this project o	onsists of the c	construction of a	new 12 ft. wide	multi-use path	to accommodat	e pedestrians a	and bicyclists. S	Striping, signage	& markings, and	d street lighting v	will also be part	of the construct	ion.						
35. Wakea Avenue (Route 3920, MP 0.70-MP 0.71) and	CON	1,200			,				1											STP FLEXIBLE
gest Kamehameha Avenue (Route 3940, MP 0.91-MP 0.92)		,===	1									İ								
Traffic Signal Upgrade																				
Estimated Total Project Cost - \$1,250,000 This project will upgrade the ex	isting traffic sig	gnal at the inter	rsection of Wak	ea Avenue and I	Kamehameha A	venue. Other is	mprovements i	nclude bike lane	continuation, A	ADA curb ramp u	pgrades, and roa	adway widenin	g to accommoda	te tum lanes o	n Kamehameh	a Avenue.				
MAUI : COUNTY OF MAUI - FHWA TOTAL		18,473						21,473		6,415	12,040		3,068			6,994	20,214	15,531	4,683	

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	Project Criteria Color Key:	GREEN = S'	YSTEM PRESE	ERVATION P	URPLE = SAFE	TY IMPROVEN	MENTS BROW	NN = CONGE	STION MITIGAT	TION PINK =	MODERNIZATI	ON ORANGE	= ENHANCEME	NT BLUE =	HUMAN SER	VICES TRANS	PORTATION P	ROGRAM T	URQUOISE = T	RANSIT	
			FFY2015	5 (Oct 1, 14 - S	ep 30, 15)	FFY2016	(Oct 1, 15 - Sep	30, 16)	FFY2017	' (Oct 1, 16 - Se	ep 30, 17)	FFY2018	(Oct 1, 17 - Sep	30, 18)	FFY2019	9 (Oct 1, 18 - \$	Sep 30, 19)	FFY2020	(Oct 1, 19 - Se	p 30, 20)	
			TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
	PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
	COUNTY OF MAUI - FTA																				
MC36.	Bus and Bus Facility (Rural)	EQP	935	748	187	964	771	193	994	795	199	1,024	819	205	1,056	844	212	1,089	870	219	FTA SECTION 5339 (Rural Bus Prgm)
Transit																					i i
	Estimated Total Project Cost - \$6,062,000 Capital projects to replace, reha	abilitate and pu	ırchase buses,	vans, and relate	ed equipment, ar	nd to construct	bus-related faci	lities.													
MC37.	Rural Transportation Program	OPR	1,000	500	500	1,030	515	515	1,062	531	531	1,094	547	547	1,128	564	564	1,162	581	581	FTA SECTION 5311
Transit																					<u>i </u>
	Estimated Total Project Cost - \$6,476,000 Planning, capital, operating, job	access and re	everse commute	e projects, and	the acquisition o	f public transpo	rtation services														<u>i </u>
																					FTA SECTION 5307 - Kahului (pop
MC38	Urbanized Area - Kahului	PLN/EQP/OPR	2,040	1,020	1,020	2,102	1,051	1,051	2,166	1,083	1,083	2,232	1,116	1,116	2,300	1,150	1,150	2,370	1,185	1,185	50,000 - 199,999)
Transit																					
	Estimated Total Project Cost - \$13,210,000 Provides grants to Urbanized							as well as ope													
MC39.	Transportation Assistance for Elderly and Disabled	EQP	419	335	84	433	346	87	447	357	90	461	368	93	476	380	96	491	392	99	FTA SECTION 5310
Human																					
																					ı
	Estimated Total Project Cost - \$2,727,000 Enhanced Mobility of Seniors a	nd Individuals																			
	MAUI : COUNTY OF MAUI - FTA TOTAL		4,394	2,603	1,791	4,529	2,683	1,846	4,669	2,766	1,903	4,811	2,850	1,961	4,960	2,938	2,022	5,112	3,028	2,084	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

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Project Criteria Color Key	: GREEN = S	YSTEM PRESI	ERVATION F	URPLE = SAFE	I Y IMPROVE	MENTS BRO	WN = CONGES	STION MITIGAT	ION PINK =	MODERNIZATI	ON ORANGE	= ENHANCEME	ENI BLUE =	HUMAN SER	VICES TRANSI	PORTATION P	RUGRAM	URQUOISE = I	RANSIT	
			5 (Oct 1, 14 - S			(Oct 1, 15 - Se			(Oct 1, 16 - Se			(Oct 1, 17 - Se			9 (Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL		FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
FUNDING CATEGORY SUMMARY - MAUI																				
NHPP (National Highway Performance Program)			2,800			673			175			18,000			21,000			16,280		
BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
STP ENHANCEMENT			800			3,440			0			1,384			0			0		
STP FLEXIBLE			11,321			21,307			19,158			8,388			31,392			29,419		
SECTION 1404 - (Safe Routes to School)			0			0			0			0			0			0		
HSIP (Highway Safety Improvement Program)			0			0			1,217			0			0			0		
NATIONAL RECREATIONAL TRAILS			359			359			359			359			359			359		
CMAQ (Congestion Mitigation Air Quality)			0			0			0			0			0			0		
EQUITY BONUS			0			0			0			0			0			0		
EARMARK - HIGH PRIORITY			0			0			0			0			0			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			0			0			0			0			0			0		
FLHD (Federal Lands Highway Discretionary)			0			0			0			0			0			0		
NRCS (National Resources Conservation Service)			0			0			0			0			0			0		
DISCRETIONARY			0			0			0			0			0			0		
HIGHWAYS FOR LIFE			0			0			0			0			0			0		
FTA TRANSFER FUNDS			0			0			0			0			0			0		
IMD (NHPP Discretionary)			0			0			0			0			0			0		
FERRY BOAT DISCRETIONARY / ARRA FBD			0			0			0			0			0			0		
	SUBTOTAL		15,280			25,779			20,909			28,131			52,751			46,058		
LESS DISCRETIONARY, DEMOETC. PROJECTS			0			0			0			0			0			0		
LESS FTA TRANSFER FUNDS			•			•									•			•		
LEGGT IN THANGE EN PONDS	1		U			U			U			U						U		
	1																			
	1																			
	1		•			•			•			•			•			•		
	1		U			U			U			U			U			U		
REGULAR FORMULA AUTHORITY	TOTAL		15,280			25,779			20,909			28,131			52,751			46,058		

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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	L	FFY2015 ((Oct 1, 14 - S			(Oct 1, 15 - Se			7 (Oct 1, 16 - Se			(Oct 1, 17 - Set			(Oct 1, 18 - S			(Oct 1, 19 - Se		
			FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMAR
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
WALLAN OTATE FUNDA																				
KAUAI: STATE - FHWA																				
Bridge and Pavement Improvement Program, Kauai	CON	12.000	0	12.000	12.000	0	12.000	12.000	0	12.000	12.000	0	12.000	12.000	0	12.000	12.000	0	12 000	NHPP / STP FLEXIBLE
Bridge and Favernent improvement Frogram, Kadai	CON	12,000	- 0	12,000	12,000	0	12,000	12,000	U	12,000	12,000	0	12,000	12,000	0	12,000	12,000	0	12,000	NHFF/31F FLEXIBLE
Estimated Total Project Cost - \$67,200,000 System maintenance of highways	av hridges and r	navements Wo:	rk may includ	le hridae and/or i	navement recor	estruction resur	acina restoral	tion rehabilitatio	n and/or presen	vation										
Yearly lump sum amounts represent total State Special Maintenance Progra											ur annually SM	P funds have fu	nded resurfacin	a and naveme	nt and hridge n	reservation nm	iects (System I	Preservation)		
The current list of prioritized proposed SMP projects has been posted on the													1000 1000110011	g and paveme	nt and bridge p	receivation pro	jour (Gyaram i	1000/144/0//		
Guardrail and Shoulder Improvements on State Highways, Kauai	OTH WOODING	di: nipsmidotan	arrain.go viring	i i i i i i i i i i i i i i i i i i i	I I I I I I I I I I I I I I I I I I I	oup addiniou and	phoney own	projecto coula n	DOGING TOGGTGFTD	indo cindula tino) i	occomo avanas									STP FLEXIBLE
Part 3	DES	100	80	20																
	CON				1.000	800	200													
Part 4	DES				,,,,,			100	80	20										
	CON										1,000	800	200							
Part 5	DES													100	80	20				
	CON																1,000	800	200	
Estimated Total Project Cost - \$3,300,000 Improve guardrails and shoulded	ers at various loc	ocations.																		
Kapule Highway / Rice Street / Waapa (Route 51) Road	ROW										850	680	170							NHPP
Improvements and Nawiliwili Bridge Replacement	CON																4,185	3,348	837	
• •																				
Estimated Total Project Cost - \$5,440,000 Strengthen/widen existing Naw	iliwili Bridge. Im	nplement draina	ge improvem	ents and safety	improvements i	ncluding new sig	ning and strip	ing and guardra	ils. Improve roa	dway approach to	o the bridge.									
Kaumualii Highway (Route 50), Bridge Rehabilitation	ROW							67	52	15										NHPP
Bridge No. 7E	CON																6,960	5,568	1,392	
Estimated Total Project Cost - \$7,365,000 Repair/rehabilitate bridge 7E or		jhway update to	current bridg	e standards.																
Kaumualii Highway (Route 50), Bridge Rehabilitation	ROW							_			105	80	25							STP FLEXIBLE
s Hanapepe Bridge	CON																27,000	10,000	16,400	
	ADVCON-																			
Estimated Total Project Cost - \$27,000,000 Repair existing bridge substru-			scour preve			e footings.														
Kaumualii Highway (Route 50), Bridge Rehabilitation	ROW	108	85	23																STP FLEXIBLE
S Omao Bridge	CON										7,650	620	7,030							
	ADVCON													0	5,500	(5,500)				
Estimated Total Project Cost - \$8,000,000 Rehabilitation of concrete T-gin		aumualii Hwy in	the vicinity of	f Omao Road.																
Kaumualii Highway (Route 50) Improvements, Anonui St to Kipu Rd	CON							18,400	10,000	8,400										NHPP
Phase IB	ADVCON										0	4,720	(4,720)							
Estimated Total Project Cost - \$22,000,000 Construction for widening of K					m two to four la	ines.														NHPP
Kuhio Highway (Route 56), Bridge Replacement	ROW	790	632	158	40.740	0.500	0.440													NHPP
s Kapaia Bridge	CON				10,710	2,568	8,142		0.000	(0.000)										
	ADVCON							U	6,000	(6,000)										
E-tim-stad T-tal Daviest Cost 840 000 000 Basic-sect of a south T-ta-			Wichia I horis	- 46																
Estimated Total Project Cost - \$12,000,000 Replacement of a multi-T beat Kuhio Highway (Route 560), Bridge Rehabilitation	m reinforcea cor ROW	nuete giraer on	runio mwy i	ii uie vicinity of P	(apaia. 595	476	119					1								STP FLEXIBLE
Kunio Highway (Route 560), Bridge Renabilitation S Waioli, Waipa, and Waikoko Stream Bridges	CON			1	595	4/6	119					 		9,000	2,200	6.800				OTT LEAIBLE
TYGIOII, TYGIPA, GITU TYGIKOKO SUEGITI DITUYES	ADVCON			1								 		9,000	2,200	0,000		5.000	(5.000)	
	ADVOON			1						-		 						5,000	(5,000)	
Estimated Total Project Cost - \$11,000,000 Rehabilitate existing bridges.				1																
Kuhio Highway (Route 56) Emergency Slope Stabilization,	CON	12,240	9.792	2.448																STP FLEXIBLE
Kalihiwai Bridge	CON	12,240	9,192	2,440								 								OII I LEAIBLE
railliwai Diluge				1								 								
Estimated Total Project Cost - \$14,000,000 - Slope stabilization including cle	agring trace con	movina loose m	rke inetallina	rock anchors or	d inetalling ship	alding for motori	te					 								
Kuhio Highway (Route 56), Mailihuna Road Intersection Improvements	ROW	noving loose for	no, Irrotalling	TOUR ATTUTORS AT	iu iristanniy SINE	numy for motors	io.				550	440	110							NHPP
and Kapaa Stream Bridge Rehabilitation	CON			†							330	770	110	10,600	8,480	2,120				
and rapad Sasam bridge Nerrabilitation	0014			1										10,000	0,400	2,120				
Estimated Total Project Cost - \$11,500,000 Safety improvements at Mailif	una Road inters	rsection and Kar	aa Stream F	ridae includina a	uardrail upgrad	les wider should	ers for nedest	rians and hicycl	es The bridge w	vill be strenathen	ed to accommo	date present day	vehicular mod	es						
Kuhio Highway (Route 56)	DES DES	occion and Nap	aa onean E	nage modulity y	120				co. The bridge W	so saongalene	Ja .J accontino	oto prosom day	vornoulai illou							HSIP
Safety Improvements	CON			†	120	90	24				1,080	864	216							
MP 21.4 - 27.1	0014			1							1,080	554	210							
MI 21.7 21.1	_			1																
Estimated Total Project Cost - \$1,200,000 Scope includes but not limited	to installation of	of milled rumble	strins on cen	terline and should	ders Suner ele	vation assessme	nt along entire	e seament along	with navement	markings and sig	inina	 								
National Recreational Trails Program - Kauai (DLNR)	CON	314	251				63			63	314	251	63	314	251	63	314	251	63	NATIONAL RECREATIONAL
28	0014	314	201	0.3	314	231	- 03	314	231	33	314	231	03	314	231	03	314	251		TRAILS (DLNR)
	to beloute C	State provide an	d maintain re	creational trails	for both motoriz	ed and non-mot	orized recreati	onal use Anticii	nated funding for	r Kauai program										
Estimated Total Project Cost - \$1 900 000 A Federal-aid assistance progra																				
Estimated Total Project Cost - \$1,900,000 A Federal-aid assistance progr. KAUAI: STATE - FHWA TOTAL	am to neip the S	25,552	10,840			4,191	20,548	30,881	16,383	14,498	23,549	8,455	15,094	32,014	16,511	15,503	51,459	24,967	25,892	

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			5 (Oct 1, 14 - S			(Oct 1, 15 - Se			(Oct 1, 16 - S			(Oct 1, 17 - Se			Oct 1, 18 - S			(Oct 1, 19 - S		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		FUND CATEGORY & REMARK
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
COUNTY OF KAUAI - FHWA																				
. Bridge Inspection and Appraisal	PLN/DES				125	100	25				125	100	25				125	100	25	STP FLEXIBLE
Pres Estimated Total Project Cost - \$375,000 Inspection of various bridges through		- FUNA F	and the second Th																	
	CON	3,000			scriedulea progi	am.												-		STP FLEXIBLE
. Hanapepe Road (Rte 545) Resurfacing	CON	3,000	2,400	600				-												STP FLEXIBLE
Estimated Total Project Cost - \$3,200,000 Resurface the entire length (540	20 foot) of Hon	nonono Bood	Full donth rools	motion (EDB) to	obnology will be	used on this pr	ningt udenneu	or no coccoon to m	antah aviatina s	discont facilities										
Kawaihau Road (Route 5860), Hauaala Road (Route 5865)	PLN	100				used on this pr	ojeci wneneve	er necessary to n	lateri existiriy a	iujaceni raciniles.										STP FLEXIBLE
y Mailihuna Road (Route 5870), Complete Street & Safety Improvements	DES	275																		OTT TEEXIBLE
maintaina rioda (rioda ooro), complete circuit a calety improvemente	CON	2.0		- 00				3.060	2.450	610										
								-,	_,,,,,,											
Estimated Total Project Cost - \$3,435,000 Construction of roundabouts at I	Hauaala Rd (F	Route 5865)/Ka	awaihau Rd (Ro	oute 5860)/Mailir	una Rd (Route	5870) Intersecti	on: Sidewalk	and pedestrian c	rossina improv	ements on Kawa	hau Rd (Route 5	860): Sidewalk	construction or	Hauaala Rd (Route 5865) in	the vicinity of S	Saint Catherine	School:		
Roundabout at Kawaihau Rd (Route 5860)/Nunu Rd intersection; Sidewalk co								,			,									
Lihue-Anahola Coastal Bike Path																				STP ENHANCEMENT
nce Phase III - Lydgate Park to Kapaa Bike/Pedestrian Path																				
Phase C & D	CON	1,500	1,500	0																
A shared-use path for pedestrians, bicyclists, and other users from Papaloa F	Road to Uhelel	kawawa Canal	l, a distance of	approximately 1	.2 miles . The bi	ke/pedestrian p	ath will be 10	to 12 feet wide a	nd allow move	ment in both dire	ctions.									
Phase IV - Ahukini to Lydgate Park Bike/Pedestrian Path																				
Phase A - Ahukini Landing to Hanamaulu Beach Park	DES				1,100	1,100	0													
	CON										7,425	7,425	0							
Phase B - Hanamaulu Beach Park to Wailua Golf Course	DES							800	800	0										
	ROW													4,080	4,080	0				
The 10' to 12' wide 6' thick 5.3 mile concrete path from Ahukini Pt., connecting	g with an exist	ting path at Ly	dgate Park. A	future phase C v	vill go from Wail	ua Golf Course	to Lydgate Pa	ark and cost \$9.5	million.											
Phase VI - Nāwiliwili to Ahukini Bike/Pedestrian Path																				
Phase A - Ninini Point to Ahukini	DES				1,835	1,835	0													
	ROW										410	410	0							
St. 5 W	CON										4 000	4.000	0	6,730	6,730	0				
Phase B - Ninini Point to Nawiliwili Beach Park	DES CON										1,000	1,000	U				19,600	19.600		
Path development will consist of a 10 to 12-foot wide concrete shared-use co		notruoted of us	rious lour maint	tononno motorial	o Biko lono one	nidowalk impro	vomente to e	victing and plans	ad atract carrie	loro will provide o	dditional acanaa	tivity through un	han araaa				19,600	19,600	0	
ratii developinent wiii consist of a 10 to 12-100t wide concrete shared-use co	asiai patii con	istructed or var	rious iow-maine	terrarice material	S. DIKE IATIE ATIU	Sidewalk litipio	vernents to ex	kisuriy ariu piariri	eu sireel comu	ors will provide a	uullional connec	uvity trirough un	Jan areas.							
L. L. L. L. L. L. L. L. L. L. L. L. L. L																		+		
Estimated Total Project Cost - \$50 500 000 Complete Libue - Anahola Coa	stal Rike Path) a shared use	nath																	
Estimated Total Project Cost - \$50,500,000 Complete Lihue - Anahola Coa		h, a shared use	path.											2 000	1 600	400				STP FI EXIBI E
Northerly Leg of the Western Bypass Road	DES	h, a shared use	path.											2,000	1,600	400				STP FLEXIBLE
Northerly Leg of the Western Bypass Road		h, a shared use	path.											2,000	1,600	400				STP FLEXIBLE
Northerly Leg of the Western Bypass Road	DES CON			t begins at Koloa	Road and the	completed secti	on of the Ala I	Kalanikaumaka in	ntersection, hea	ading northeast a	nd connecting to	Maluhia Road	at the intersecti		,,,,,,					STP FLEXIBLE
Northerty Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Estimated Total Project Cost - \$22,500,000 Construct new 4 lane roadway	DES CON			t begins at Koloa	a Road and the	completed section 2,400			ntersection, hea	ading northeast a	nd connecting to	Maluhia Road	at the intersecti		,,,,,,					STP FLEXIBLE STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Estimated Total Project Cost - \$22,500,000 Construct new 4 lane roadway Opaekaa Bridge Rehabilitation	DES CON with 12' lanes			t begins at Koloa					ntersection, hea	ading northeast a	nd connecting to	Maluhia Road a	at the intersecti		,,,,,,					
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) Estimated Total Project Cost - \$22,500,000 Construct new 4 lane roadway Opaekaa Bridge Rehabilitation (E) Estimated Total Project Cost - \$3,500,000 Repair or rehabilitate and streng	DES CON with 12' lanes CON gthen the existing	s and 6' shoulde	ers. The projec		3,000	2,400	600							on of Maluhia a	,,,,,,					STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) Estimated Total Project Cost - \$22,500,000 Construct new 4 lane roadway Opaeksa Bridge Rehabilitation Tes Estimated Total Project Cost - \$3,500,000 Repair or rehabilitate and streng	DES CON with 12' lanes CON gthen the existin PLN	s and 6' shoulde sting Opaekaa S 100	ers. The project	by construction o	3,000 f new concrete	2,400	600							on of Maluhia a	,,,,,,					
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) Estimated Total Project Cost - \$22,500,000 Construct new 4 lane roadway Opaekaa Bridge Rehabilitation (Cost) Estimated Total Project Cost - \$3,500,000 Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements	DES CON with 12' lanes CON gthen the existin PLN DES	s and 6' shoulde	ers. The project	by construction o	3,000 f new concrete	2,400	600	and concrete dec	k; installation o	f a new bridge ra	ils; and restorati			on of Maluhia a	,,,,,,					STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Estimated Total Project Cost - \$22,500,000 — Construct new 4 lane roadway Opaekaa Bridge Rehabilitation Estimated Total Project Cost - \$3,500,000 — Repair or rehabilitate and streng Poipu Road (Route \$20) Multimodal Improvements	DES CON with 12' lanes CON gthen the existin PLN	s and 6' shoulde sting Opaekaa S 100	ers. The project	by construction o	3,000 f new concrete	2,400	600				ils; and restorati			on of Maluhia a	,,,,,,					STP FLEXIBLE
i. Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Estimated Total Project Cost - \$22,500,000 Construct new 4 lane roadway Opaekaa Bridge Rehabilitation (Cost - \$3,500,000 Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements ance	DES CON with 12' lanes CON athen the existin PLN DES CON	s and 6' shoulded ting Opaekaa S 100 400	ers. The project	by construction o	3,000 f new concrete	2,400 abutments, cond	600 crete planks, a	and concrete dec	k; installation o	f a new bridge ra	ils; and restoration	on of existing st	eel truss memb	on of Maluhia : ers.	and Ala Kinoike					STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) (Ala Kalanikaumaka (Route 522)	DES CON with 12' lanes CON athen the existin PLN DES CON ike lanes; Interes;	s and 6' shoulded titing Opaekaa S 100 400 ersection and pre	ers. The projectstream Bridge I 80 320 edestrian cross	by construction of 20 80 80 sing improvemen	3,000 f new concrete ts; Construction	2,400 abutments, cond	600 crete planks, a	and concrete dec	k; installation o	f a new bridge ra	ils; and restoration	on of existing st	eel truss memb	on of Maluhia : ers.	and Ala Kinoike					STP FLEXIBLE STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) (Ala Kalanikaumaka (Route 522) Opaekaa Bridge Rehabilitation (Stimated Total Project Cost - \$3,500,000 - Construct new 4 lane roadway Opaekaa Bridge Rehabilitation (Stimated Total Project Cost - \$3,500,000 - Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements (Stimated Total Project Cost - \$5,000,000 - Construction of sidewalks and b Puhi Road (Route 5010) Rehabilitation	DES CON with 12' lanes CON githen the existin DES CON Like lanes; Inter DES	s and 6' shoulded ting Opaekaa S 100 400	ers. The projectstream Bridge I 80 320 edestrian cross	by construction of 20 80 80 sing improvemen	3,000 f new concrete ts; Construction	2,400 abutments, cond	600 crete planks, a	4,500	3,600	f a new bridge ra	ils; and restoration	on of existing st	eel truss memb	on of Maluhia : ers.	and Ala Kinoike					STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Estimated Total Project Cost - \$22,500,000 — Construct new 4 lane roadway Opaekaa Bridge Rehabilitation Estimated Total Project Cost - \$3,500,000 — Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$5,000,000 — Construction of sidewalks and b Puhi Road (Route 5010) Rehabilitation	DES CON with 12' lanes CON athen the existin PLN DES CON ike lanes; Interes;	s and 6' shoulded titing Opaekaa S 100 400 ersection and pre	ers. The projectstream Bridge I 80 320 edestrian cross	by construction of 20 80 80 sing improvemen	3,000 f new concrete ts; Construction	2,400 abutments, cond	600 crete planks, a	and concrete dec	3,600	f a new bridge ra	ils; and restoration	on of existing st	eel truss memb	on of Maluhia : ers.	and Ala Kinoike					STP FLEXIBLE STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Estimated Total Project Cost - \$22,500,000 — Construct new 4 lane roadway Opaekaa Bridge Rehabilitation Estimated Total Project Cost - \$3,500,000 — Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$5,000,000 — Construction of sidewalks and b Puhi Road (Route 5010) Rehabilitation Phase 2 - Kaneka Street to S. Haleukana Street (MP 0.35 to 0.80)	DES CON with 12' lanes CON then the existi PLN DES CON ike lanes; Inter DES CON	s and 6' shoulded ting Opaekaa S 100 400 ersection and per 250	tream Bridge t 80 320 edestrian cross	by construction o 20 80 sing improvemen 50	3,000 f new concrete	2,400 abutments, cond	crete planks, a	4,500 Plantation Drive ii	k; installation of 3,600 antersection and 2,800	f a new bridge ra 900 d Ala Kinoiki; Cor 700	ils; and restoration	on of existing st	eel truss memb	ers. eedians and la	and Ala Kinoike					STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Estimated Total Project Cost - \$22,500,000 — Construct new 4 lane roadway Opaekaa Bridge Rehabilitation Estimated Total Project Cost - \$3,500,000 — Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$5,000,000 — Construction of sidewalks and br Puhi Road (Route 501) Rehabilitation Phin Road (Route 501) Rehabilitation Shase 2 - Kaneka Street to S. Haleukana Street (MP 0.35 to 0.80) Estimated Total Project Cost - \$6,750,000 — Rehabilitate Puhi Road. Phase 2	With 12' lanes CON With 12' lanes CON Other the existing PLN DES CON like lanes: Inter DES CON 1 was from Ka	s and 6' shoulde ting Opaekaa S 100 400 ersection and pr 250 aumualii Hwy (h	ers. The project Stream Bridge I 80 320 edestrian cross 200 MP 0.00) to Kai	by construction o 20 80 sing improvemen 50	3,000 f new concrete ts; Construction se 2 will rehabil	2,400 abutments, cond	crete planks, a	4,500 Plantation Drive ii	k; installation of 3,600 antersection and 2,800	f a new bridge ra 900 d Ala Kinoiki; Cor 700	ils; and restoration	on of existing st	eel truss memb	ers. eedians and la	and Ala Kinoike			t markers, strig	ping, and traffic	STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Estimated Total Project Cost - \$22,500,000 Construct new 4 lane roadway Opaekaa Bridge Rehabilitation Estimated Total Project Cost - \$3,500,000 Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$5,000,000 Construction of sidewalks and b Puhi Road (Route 5010) Rehabilitation Phase 2 - Kaneka Street to S. Haleukana Street (MP 0.35 to 0.80) Estimated Total Project Cost - \$6,750,000 Rehabilitate Puhi Road. Phase Puuopae Bridge Rehabilitation	DES CON with 12' lanes CON then the existi PLN DES CON ike lanes; Inter DES CON	s and 6' shoulded ting Opaekaa S 100 400 ersection and per 250	ers. The project Stream Bridge I 80 320 edestrian cross 200 MP 0.00) to Kai	by construction o 20 80 sing improvemen 50	3,000 f new concrete ts; Construction se 2 will rehabil	2,400 abutments, cond	crete planks, a	4,500 Plantation Drive ii	k; installation of 3,600 antersection and 2,800	f a new bridge ra 900 d Ala Kinoiki; Cor 700	ils; and restoration	on of existing st	eel truss memb	ers. eedians and la	and Ala Kinoike			t markers, strip	ping, and traffic	STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) Opaekaa Bridge Rehabilitation (5) Estimated Total Project Cost - \$22,500,000 Construct new 4 lane roadway Opaekaa Bridge Rehabilitation (5) Estimated Total Project Cost - \$3,500,000 Repair or rehabilitate and streng Polipu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$5,000,000 Construction of sidewalks and b Puhi Road (Route 5010) Rehabilitation (6) Phase 2 Kaneka Street to 5. Haleukana Street (MP 0.35 to 0.80) Estimated Total Project Cost - \$6,750,000 Rehabilitate Puhi Road. Phase 1 Puugoae Bridge Rehabilitation (6)	DES CON with 12' lanes CON pthen the existing PLN DES CON like lanes; Inter DES CON 1 was from Kat CON	s and 6' shoulde sting Opaekaa S 100 400 250 aumualii Hwy (M	ers. The project Stream Bridge t 80 320 edestrian cross 200 MP 0.00) to Kai	by construction of 20 80 80 80 80 80 80 80 80 80 80 80 80 80	3,000 f new concrete ts; Construction se 2 will rehabit	2,400 abutments, cond of a roundabou	erete planks, a	and concrete dec. 4,500 Plantation Drive ii 3,500 Street to South H	3,600 ntersection and 2,800 daleukana Stre	f a new bridge ra 900 d Ala Kinolki; Cor 700 et intersection (M	struction of bus	on of existing states of existin	eel truss memb	ers. eedians and la	and Ala Kinoike			nt markers, strig	ping, and traffic	STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) (Ala Kalanikaumaka (Route 522) Opaekaa Bridge Rehabilitation Estimated Total Project Cost - \$2,500,000 Construct new 4 lane roadway Opaekaa Bridge Rehabilitation Estimated Total Project Cost - \$3,500,000 Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$5,000,000 Construction of sidewalks and b Puhi Road (Route 5010) Rehabilitation Phase 2 - Kaneka Street to S. Haleukana Street (MP 0.35 to 0.80) Estimated Total Project Cost - \$6,750,000 Rehabilitate Puhi Road. Phase 1 Puucpae Bridge Rehabilitation Estimated Total Project Cost - \$3,600,000 Repair or rehabilitate and streng Estimated Total Project Cost - \$3,600,000 Repair or rehabilitate and streng	DES CON with 12 lanes CON githen the existin DES CON like lanes: Inter DES CON 1 was from Kat CON githen the existin	s and 6' shoulde sting Opaekaa S 100 400 250 aumualii Hwy (M	ers. The project Stream Bridge t 80 320 edestrian cross 200 MP 0.00) to Kai	by construction of 20 80 80 80 80 80 80 80 80 80 80 80 80 80	3,000 If new concrete ts, Construction se 2 will rehabil ment of steel g	2,400 abutments, cond of a roundabou itate Puhi Road	crete planks, a	4,500 Plantation Drive ii 3,500 Street to South F	3,600 ntersection and 2,800 daleukana Stre	f a new bridge ra 900 d Ala Kinolki; Cor 700 et intersection (M	struction of bus	on of existing states of existin	eel truss memb	ers. eedians and la	and Ala Kinoike			t markers, strip	oing, and traffic	STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE signs. STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) Opaekaa Bridge Rehabilitation (Estimated Total Project Cost - \$2,500,000 Construct new 4 lane roadway Opaekaa Bridge Rehabilitation (Estimated Total Project Cost - \$3,500,000 Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements (Estimated Total Project Cost - \$5,000,000 Construction of sidewalks and b Puhi Road (Route 5010) Rehabilitation (Post Standard Total Project Cost - \$6,750,000 Rehabilitate Puhi Road. Phase Puupoae Bridge Rehabilitation Publication Publication Publication (Post Standard Total Project Cost - \$6,750,000 Rehabilitate Puhi Road. Phase Publication Publication (Post Standard Total Project Cost - \$3,600,000 Repair or rehabilitate and streng) Color Rehabilitation (Post Standard Total Project Cost - \$3,600,000 Repair or rehabilitate and streng) Color Rice Street (Route 5020) Improvements	DES CON with 12' lanes CON then the existing DES CON like lanes; Inter DES CON 1 was from Ka. CON then the existing then the existing then the existing	s and 6' shoulde sting Opaekaa S 100 400 250 aumualii Hwy (M	ers. The project Stream Bridge t 80 320 edestrian cross 200 MP 0.00) to Kai	by construction of 20 80 80 80 80 80 80 80 80 80 80 80 80 80	3,000 If new concrete ts; Construction se 2 will rehabil ment of steel g 100	2,400 abutments, cond of a roundabou itate Puhi Road rders, construct	from Kaneka	4,500 Plantation Drive ii 3,500 Street to South H	3,600 ntersection and 2,800 daleukana Stre	f a new bridge ra 900 d Ala Kinolki; Cor 700 et intersection (M	struction of bus	on of existing states of existin	eel truss memb	ers. eedians and la	and Ala Kinoike			t markers, strip	oing, and traffic	STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) Opaekaa Bridge Rehabilitation (Estimated Total Project Cost - \$2,500,000 Construct new 4 lane roadway Opaekaa Bridge Rehabilitation (Estimated Total Project Cost - \$3,500,000 Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements (Estimated Total Project Cost - \$5,000,000 Construction of sidewalks and b Puhi Road (Route 5010) Rehabilitation (Post Standard Total Project Cost - \$6,750,000 Rehabilitate Puhi Road. Phase Puupoae Bridge Rehabilitation Publication Publication Publication (Post Standard Total Project Cost - \$6,750,000 Rehabilitate Puhi Road. Phase Publication Publication (Post Standard Total Project Cost - \$3,600,000 Repair or rehabilitate and streng) Color Rehabilitation (Post Standard Total Project Cost - \$3,600,000 Repair or rehabilitate and streng) Color Rice Street (Route 5020) Improvements	DES CON with 12' lanes CON githen the existing DES CON like lanes; Inter CON twas from Kac CON then the existing then the existing then the existing then the existing then the DES CON Then the existing DES DES CON Then the existing DES DES DES DES DES DES DES DES DES DES	s and 6' shoulde sting Opaekaa S 100 400 250 aumualii Hwy (M	ers. The project Stream Bridge t 80 320 edestrian cross 200 MP 0.00) to Kai	by construction of 20 80 80 80 80 80 80 80 80 80 80 80 80 80	3,000 If new concrete ts, Construction se 2 will rehabil ment of steel g	2,400 abutments, cond of a roundabou itate Puhi Road	from Kaneka	4,500 Plantation Drive ii 3,500 Street to South H	3,600 ntersection and 2,800 daleukana Stre	f a new bridge ra 900 d Ala Kinolki; Cor 700 et intersection (M	struction of bus	stop shelters; C.	eel truss memb	ers. eedians and la	and Ala Kinoike			t markers, strip	oing, and traffic	STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE signs. STP FLEXIBLE
Mortherly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Setimated Total Project Cost - \$22,500,000 — Construct new 4 lane roadway Opaekaa Bridge Rehabilitation Popiu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$3,500,000 — Repair or rehabilitate and streng Popiu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$5,000,000 — Construction of sidewalks and b Publ Road (Route 5010) Rehabilitation Phase 2 - Kaneka Street to S. Haleukana Street (MP 0.35 to 0.80) Estimated Total Project Cost - \$6,750,000 — Rehabilitate Publ Road. Phase 1 Publ Road (Route 5010) Rehabilitation Settimated Total Project Cost - \$3,600,000 — Repair or rehabilitate and streng Street (Route 5020) Improvements	DES CON with 12' lanes CON then the existing DES CON like lanes; Inter DES CON 1 was from Ka. CON then the existing then the existing then the existing	s and 6' shoulde sting Opaekaa S 100 400 250 aumualii Hwy (M	ers. The project Stream Bridge t 80 320 edestrian cross 200 MP 0.00) to Kai	by construction of 20 80 80 80 80 80 80 80 80 80 80 80 80 80	3,000 If new concrete ts; Construction se 2 will rehabil ment of steel g 100	2,400 abutments, cond of a roundabou itate Puhi Road rders, construct	from Kaneka	4,500 Plantation Drive ii 3,500 Street to South H	3,600 ntersection and 2,800 daleukana Stre	f a new bridge ra 900 d Ala Kinolki; Cor 700 et intersection (M	struction of bus	on of existing states of existin	eel truss memb	ers. eedians and la	and Ala Kinoike			nt markers, strip	oing, and traffic	STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE signs. STP FLEXIBLE
Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522) (Ala Kalanikaumaka (Route 522) Spanson Construct new 4 lane roadway Opaekaa Bridge Rehabilitation Statimated Total Project Cost - \$2,500,000 Repair or rehabilitate and streng Poipu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$5,000,000 Construction of sidewalks and bit in the streng of the state of the strength of the state of the strength of the s	DES CON with 12' lanes CON ghen the existin PLN DES CON ike lanes: Inter DES CON 1 was from Ka CON then the existin CON Then the existin CON Then the existin CON CON Then the existin CON CON Then the existin CON CON Then the existin CON CON CON	s and 6' shoulde ting Opaekaa S 100 400 ersection and pr 250 sumualli Hwy (N	ers. The project Stream Bridge L 80 320 200 MP 0.00) to Kai 2,400	by construction o 20 80 sing improvement 50 neka Street. Pha 600 ming the replace	3,000 I new concrete Its: Construction se 2 will rehabil ement of steel g 100 400	2,400 abutments, cond of a roundabou tate Puhi Road rders, construct 80 320	rete planks, & It at Kiahuna i from Kaneka ion of new co 20 80	4,500 Plantation Drive ii 3,500 Street to South Honcrete abutments	k; installation o 3,600 ntersection and 2,800 faleukana Stre s, and installation	f a new bridge ra 900 d Ala Kinolki; Cor 700 et intersection (M	struction of bus	stop shelters; C.	eel truss memb	ers. eedians and la	and Ala Kinoike			t markers, strip	oing, and traffic	STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE signs. STP FLEXIBLE
Mortherly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) Setimated Total Project Cost - \$22,500,000 — Construct new 4 lane roadway Opaekaa Bridge Rehabilitation Popiu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$3,500,000 — Repair or rehabilitate and streng Popiu Road (Route 520) Multimodal Improvements Estimated Total Project Cost - \$5,000,000 — Construction of sidewalks and b Publ Road (Route 5010) Rehabilitation Phase 2 - Kaneka Street to S. Haleukana Street (MP 0.35 to 0.80) Estimated Total Project Cost - \$6,750,000 — Rehabilitate Publ Road. Phase 1 Publ Road (Route 5010) Rehabilitation Settimated Total Project Cost - \$3,600,000 — Repair or rehabilitate and streng Street (Route 5020) Improvements	DES CON with 12' lanes CON ghen the existin PLN DES CON ike lanes: Inter DES CON 1 was from Ka CON then the existin CON Then the existin CON Then the existin CON CON Then the existin CON CON Then the existin CON CON Then the existin CON CON CON	s and 6' shoulde ting Opaekaa S 100 400 ersection and pr 250 sumualli Hwy (N	ers. The project Stream Bridge is 80, 320 edestrian cross 200 MP 0.00) to Kai 2,400 arrows), restriging arrows, restriging arrows.	by construction o 20 80 80 sing improvement 50 neka Street. Pha 600 ming the replace	3,000 I new concrete Its, Construction Its, Construction Its of the light of th	2,400 abutments, cond of a roundabou tate Puhi Road rders, construct 80 320	t at Kiahuna i from Kaneka ion of new co 20 80	and concrete deci	k; installation o 3,600 ntersection and 2,800 faleukana Stre s, and installation	f a new bridge ra 900 d Ala Kinolki; Cor 700 et intersection (M	struction of bus	on of existing states of existin	eel truss memb	on of Maluhia and an and an and an and an and an and an and an and an and an and an and an and an and an and an and an an and an an and an an an an an an an an an an an an an	and Ala Kinoike		acing pavemen		oing, and traffic	STP FLEXIBLE STP FLEXIBLE STP FLEXIBLE SIgns. STP FLEXIBLE

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

Revision Effective Date: September 2014

· ·		FFY201	5 (Oct 1, 14 - Se	ep 30, 15)	FFY2016	(Oct 1, 15 - Ser	30, 16)	FFY2017	' (Oct 1, 16 - Se	p 30, 17)	FFY2018	(Oct 1, 17 - Se	p 30, 18)	FFY2019	Oct 1, 18 - S	iep 30, 19)	FFY2020	(Oct 1, 19 - Se	p 30, 20)	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL		FEDERAL		TOTAL	FEDERAL		FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
COUNTY OF KAUAI - FTA																				
KC11. Bus and Bus Facility	EQP	520	415	105	537	428	109	554	441	113	572	455	117	590	469	121	609	484	125	FTA SECTION 5339 (Rural Bus Prgm)
Transit																				
Estimated Total Project Cost - \$3,400,000 Capital projects to replace, reha	bilitate and pu	urchase buses,	vans, and relate	ed equipment, a	nd to construct	bus-related facil	ities.													
KC12. Rural Transportation Program	OPR	2,000	1,000	1,000	2,060	1,030	1,030	2,122	1,061	1,061	2,186	1,093	1,093	2,252	1,126	1,126	2,320	1,160		FTA SECTION 5311
Transit																				FTA SECTION 5311
Estimated Total Project Cost - \$13,000,000 Planning, capital, operating, jo	b access and	reverse comm	ute projects, an	d the acquisition	of public trans	portation service	es.													
KAUAI : COUNTY OF KAUAI - FTA TOTAL		2,520	1,415	1,105	2,597	1,458	1,139	2,676	1,502	1,174	2,758	1,548	1,210	2,842	1,595	1,247	2,929	1,644	1,285	

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Project Criteria Color Key	: GREEN = S	YSTEM PRES	ERVATION P	URPLE = SAFE	I Y IMPROVEN	IENIS BROV	WN = CONGES	STION MITIGAT	ION PINK =	MODERNIZATIO	JN ORANGE	= ENHANCEME	ENI BLUE =	HUMAN SER	VICES TRANS	PORTATION P	ROGRAM	URQUOISE = I	RANSIT	
			5 (Oct 1, 14 - S			(Oct 1, 15 - Sep			(Oct 1, 16 - Se			(Oct 1, 17 - Se			9 (Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
FUNDING CATEGORY SUMMARY - KAUAI																				
NHPP (National Highway Performance Program)			632			2,568			16,052			5,840			8,480			8,916		
BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
STP ENHANCEMENT			1,500			2,935			800			8,835			10,810			19,600		
STP FLEXIBLE			15,657			4,176			8,930			4,000			9,380			15,900		
SECTION 1404 - (Safe Routes to School)			0			0			0			0			0			0		
HSIP (Highway Safety Improvement Program)			0			96			0			864			0			0		
NATIONAL RECREATIONAL TRAILS			251			251			251			251			251			251		
CMAQ (Congestion Mitigation Air Quality)			0			0			0			0			0			0		
FTA TRANSFER FUNDS			0			0			0			0			0			0		
EQUITY BONUS			0			0			0			0			0			0		
EARMARK - HIGH PRIORITY			0			0			0			0			0			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			0			0			0			0			0			0		
FLHD (Federal Lands Highway Discretionary)			0			0			0			0			0			0		
NRCS (National Resources Conservation Service)			0			0			0			0			0			0		
DISCRETIONARY			0			0			0			0			0			0		
HIGHWAYS FOR LIFE			0			0			0			0			0			0		
IMD (NHPP Discretionary)			0			0			0			0			0			0		
FERRY BOAT DISCRETIONARY / ARRA FBD			0			0			0			0			0			0		
	SUBTOTAL		18,040			10,026			26,033			19,790			28,921			44,667		
LESS DISCRETIONARY, DEMOETC. PROJECTS			0			0			0			0			0			0		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		18,040			10,026			26,033			19,790			28,921			44,667		

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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,		FFY2015	(Oct 1, 14 - S	en 30 15)	FFY2016	(Oct 1, 15 - Se	30 16)	FFY2017	(Oct 1, 16 - Se	n 30 17)	FFY2018	(Oct 1, 17 - Se	n 30 18)	FFY2010	Oct 1, 18 - S	ien 30 19)	FFY2020	(Oct 1, 19 - Se	n 30 20)	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL		FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	TOTAL ON TENENT OF THE MARKET
FTA SUMMARY																				
11A COMMAN														-						
STATEWIDE		869	697	172	900	721	179	927	743	184	955	765	190	983	787	196	1,013	811	202	
OAHU, STATE		1,102	695	407	1,137	717	420	1,172	739	433	1,209	762	447	1,248	786	462	1,288	811	477	
C&C OF HONOLULU		1,149,483	381,176	768,307	1,188,620	384,019	804,601	887,406	286,601	600,805	522,267	170,000	352,267	123,999	41,852	82,147	126,642	43,111	83,531	
COUNTY OF HAWAII		2,520	1,415	1,105	2,597	1,458	1,139	2,676	1,502	1,174	2,758	1,548	1,210	2,842	1,595	1,247	2,929	1,644	1,285	
MAUI, STATE		24,733	3,385	21,348	33,208	10,165	23,043	27,651	5,851	21,800	64,449	19,159	45,290	44,269	30,015	14,254	83,659	30,527	53,132	
COUNTY OF MAUI		4,394	2,603	1,791	4,529	2,683	1,846	4,669	2,766	1,903	4,811	2,850	1,961	4,960	2,938	2,022	5,112	3,028	2,084	
OOUNITY OF IVALIAL		0.500	4 445	4 405	0.507	4.450	4 400	0.070	4.500		0.750	4.540	1 0 1 0	0.040	4 505	4.047	0.000		4.005	
COUNTY OF KAUAI		2,520	1,415	1,105	2,597	1,458	1,139	2,676	1,502	1,174	2,758	1,548	1,210	2,842	1,595	1,247	2,929	1,644	1,285	
	_											-								
FTA TOTAL		4.405.004	204 200	704.005	4 000 500	401,221	000.007	007.477	200 704	607.470	599,207	196.632	400 575	181,143	79.568	101,575	202 572	81,576	141.996	
FTA TOTAL		1,185,621	391,386	794,235	1,233,588	401,221	832,367	927,177	299,704	627,473	599,207	196,632	402,575	161,143	79,568	101,575	223,572	61,576	141,996	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

Revision Effective Date: September 2014

Project Criteria Color Key:	GREEN = 3																	JRQUOISE = 1		
			(Oct 1, 14 - Se			(Oct 1, 15 - Sep			(Oct 1, 16 - Se			(Oct 1, 17 - Se			(Oct 1, 18 - S			(Oct 1, 19 - Se		
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		TOTAL	FEDERAL		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
FHWA SUMMARY																				
STATEWIDE		39,797	8.227	31,570	48,572	12.887	35.685	38,195	6,965	31,230	40.945	6.745	34,200	38,545	5,515	33,030	37,245	5,885	31,360	
			- '		- /-		,						, , , , ,					- /		
Oahu - State		151.332	74.098	77.234	150,700	74.679	76.021	120.061	74.542	45.519	97.670	71.656	26.014	117.629	69.427	48.202	93,444	69.912	23.532	
			,	,	1991.00	,=	,	,_	,	,	,	,,	,	,		,				
City and County of Honolulu		30.669	17.000	13.669	37.411	17.000	20.411	31.669	16.580	15.089	34.935	16.560	18.375	55.035	18.430	36.605	54.435	18.430	36.005	
		22,022	1,000	,	21,111	,	,	0.,000		,	0.,000	,	,	,,,,,,		,	0.1,100	,	. 0,000	
ISLAND OF OAHU		182.001	91.098	90.903	188,111	91.679	96.432	151.730	91,122	60,608	132,605	88,216	44,389	172,664	87.857	84.807	147.879	88,342	59.537	
		52,551	,,,,,,	,,,,,,,	24,	,	,		31,122	,	,	70,210	.,,===		,ee.	,	,			
Hawaii - State		71.155	45.048	26.107	20.851	12.533	8.318	24.349	6.460	17.889	96,720	13.768	82.952	58.869	62.495	(3,626)	42.289	42.439	(150)	
			.0,0.0			,	2,2.2	,,,,,,,		,			,			(=,===)	12,200	,	(/	
County of Hawaii		18.400	14.720	3.680	22.850	10.984	11.866	12.400	13.240	(840)	18.830	10.144	8.686	0	9.920	(9.920)	12.600	10.080	2.520	
Transport of the second of the		,	,	-,,,,,,		,	,	,	,	(= .= /		,	-,	_	0,020	(=,===)	12,000	,	_,====	
ISLAND OF HAWAII		89.555	59,768	29,787	43,701	23,517	20,184	36.749	19,700	17,049	115,550	23,912	91,638	58.869	72.415	(13,546)	54.889	52,519	2.370	
TOLING OF THE THE		00,000	00,700	20,707	40,701	20,011	20,104	00,140	10,700	11,040	110,000	20,012	01,000	00,000	12,410	(10,040)	04,000	02,010	2,0.0	
Maui - State		24.733	3.385	21.348	33,208	10.165	23.043	27.651	5.851	21.800	64,449	19.159	45,290	44.269	30.015	14.254	83.659	30.527	53.132	
madi Oldio		21,700	0,000	21,010	00,200	10,100	20,010	27,001	0,001	21,000	01,110	10,100	10,200	11,200	00,010	14,204	00,000	00,027	00,102	
County of Maui		18,473	11.895	6.578	22.475	15.614	6.861	21,473	15.058	6,415	12,040	8.972	3.068	29,730	22.736	6.994	20.214	15.531	4,683	
County of made		10,410	11,000	0,070	22,170	10,011	0,001	21,170	10,000	0,110	12,010	0,072	0,000	20,700	22,700	0,004	20,214	10,001	4,000	
ISLAND OF MAUI		43,206	15,280	27.926	55,683	25,779	29.904	49,124	20,909	28,215	76,489	28,131	48,358	73,999	52,751	21,248	103.873	46,058	57,815	
		10,200	.0,200	21,020	30,000	20,110	_0,004	40,124	20,000	20,210	70,400	20,101	40,000	. 0,000	32,101	21,240	.00,010	40,000	27,010	
Kauai - State		25.552	10.840	14 712	24,739	4.191	20.548	30.881	16.383	14.498	23.549	8.455	15.094	32.014	16.511	15.503	51.459	24.967	25.892	
nada Siao		25,552	.0,040	14,712	24,733	4,101	20,540	30,001	70,303	14,430	20,040	0,433	15,034	32,014	.0,511	10,000	31,433	24,307	23,032	
County of Kauai		8.625	7.200	1.425	6,560	5.835	725	11.860	9.650	2.210	11.960	11.335	625	12.810	12.410	400	19.725	19,700	25	
a anny a reason		0,020	7,200	1,120	0,000	0,000	720	11,000	0,000	2,210	11,000	11,000	020	72,010	,2,-110	100	10,720	10,700	20	
ISLAND OF KAUAI		34,177	18,040	16,137	31,299	10.026	21,273	42,741	26,033	16,708	35,509	19,790	15,719	44,824	28.921	15.903	71.184	44,667	25,917	
		24,	.0,040	70,107	31,200	10,020	_1,2.0	42,741	20,000	10,700	00,000	10,700	10,710	7-1,02-1	20,021	10,000	71,104	44,007	_0,011	
																		1		
FHWA TOTAL	1	388,736	192,413	196,323	367.366	163.888	203,478	318,539	164,729	153,810	401,098	166,794	234,304	388,901	247.459	141,442	415,070	237.471	176,999	
FHWA TOTAL		300,730	192,413	190,323	307,300	103,000	203,478	318,539	104,729	153,810	401,098	100,794	234,304	388,901	247,459	141,442	415,070	237,471	176,999	
	l						1					1	I							

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)

Revision Effective Date: September 2014

Project Criteria Color Key	. OKLEN-0																	JRQUOISE = I		
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		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		TOTAL			TOTAL	FEDERAL	LOCAL		FEDERAL			FEDERAL	LOCAL	FUND CATEGORY & REMARKS
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	
FUNDING CATEGORY SUMMARY - ENTIRE STIP																				
NHPP (National Highway Performance Program)			73,235			81,066			89,570			93,489			133,228			112,789		
BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
STP ENHANCEMENT			2,300			8,459			800			12,619			10,810			22,720		
STP FLEXIBLE			77,690			65,490			65,568			56,031			99,780			97,471		
SECTION 1404 - (Safe Routes to School)			1,300			1,500			1,400			1,500			750			0		
HSIP (Highway Safety Improvement Program)			5,127			4,794			5,930			1,694			630			3,030		
NATIONAL RECREATIONAL TRAILS			1,196			1,196			1,196			1,196			1,196			1,196		
CMAQ (Congestion Mitigation Air Quality)			0			0			0			0			0			0		
FTA TRANSFER FUNDS			0			0			0			0			0			0		
EQUITY BONUS			0			0			0			0			0			0		
EARMARK - HIGH PRIORITY			0			1,118			0			0			800			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			0			0			0			0			0			0		
FLHD (Federal Lands Highway Discretionary)			265			265			265			265			265			265		
NRCS (National Resources Conservation Service)			0			0			0			0			0			0		
DISCRETIONARY			27,000			0			0			0			0			0		
HIGHWAYS FOR LIFE			0			0			0			0			0			0		
IMD (NHPP Discretionary)			4,300			0			0			0			0			0		
FERRY BOAT DISCRETIONARY / ARRA FBD			0			0			0			0			0			0		
	SUBTOTAL		192,413			163,888			164,729			166,794			247,459			237,471		
LESS DISCRETIONARY, DEMOETC. PROJECTS			(31,565)			(1,383)			(265)			(265)			(1,065)			(265)		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		160,848			162,505			164,464			166,529			246,394			237,206		

X. Consistency with Other Planning Documents

X. 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 2015-2018 (+2) STIP is consistent with the Hawaii Statewide Transportation Plan and the RLRLTPs for the various counties.

Hawaii Statewide Transportation Plan (HSTP)

A project-by-project evaluation has determined the 2015-2018 (+2) STIP is consistent with the goals and objectives of the HSTP.

Regional Plans

The Regional Plans for Hawaii are:

- Oahu Regional Transportation Plan ORTP 2035 (April 2011)
- Hawaii RLRLTP (August 2014)
- Maui RLRLTP (August 2014)
- Kauai RLRLTP (August 2014)

Oahu MPO has determined that the Oahu TIP is consistent with the Oahu Regional Transportation Plan (ORTP) 2035.

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. Oahu MPO is also currently updating its 2035 plan to a 2040 plan. Should the update of these plans include inconsistencies with the proposed 2015-2018 STIP, a revision process will be undertaken to re-establish project consistency with the RLRLTPs.

The non-metropolitan LRLTPs identified a system funding balance ratio of 35/65 for funding capacity and congestion projects verses preservation, safety and other projects. For the 2015-2018 STIP, considering project readiness and needs, the ratio that was programmed is 32/68. See Section 7 for more information on this analysis.

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.

Federal Planning Factors

There are eight planning factors emphasized by MAP-21. These planning factors were analyzed and addressed during the development of the 2015-2018 (+2) STIP. The following analysis describes these factors (as defined by 23 USC Section 135(d)(1) and Section 134(h)(1)) and how each was considered through the programming of projects in the STIP.

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

- The highway systems being developed and maintained though 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 if 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, removing hazards from the roadways and also
 maintaining traffic flow and economic vitality.
- Development of a Statewide ITS architecture plan will allow the neighbor islands in establishing intelligent transportation systems to assist in the management of highway safety and 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 as they will separate motorized traffic from slower and more vulnerable non-motorized traffic.

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. These not only include widening projects and new roadway projects, but also system preservation projects that keep existing roadways in drivable conditions.
- 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, as identified in the regional long range land transportation plans.

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 Kapolei Interchange Complex, the Daniel K Inouye Highway Improvements and Extension projects, and the Kaumualii Highway Improvements, are examples of projects that enhance the integration and connectivity of the transportation system across and between modes, as there projects enhance freight routes and provider greater capacity and connectivity to the transportation system.
- Transit centers will increase the efficiency of transfers between transit and automobiles.
- Roadway projects 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 and to improve incident and emergency management.

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 the Kapolei Interchange Complex on Oahu, Lahaina Bypass on Maui, the Daniel K Inouye Highway Improvements 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.

XI.	Monitoring and Revising the Approved
	STIP

XI. 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 currently requires the use of a 2% 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

The STIP may be revised at any time, if time constraints permit.

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. The following table defines typical changes as Administrative Modifications or Amendments.

Revision		A. Administrative Modification		B. Amendment ¹
Project	1.	Advancing a project from its programmed year if it is ready-to-go. ²		ding a project to the STIP.
	2.	Deferring a project to a later year within the current STIP if it is not ready-to-go	inc	leting a project from the STIP, luding deferring a project to a year at is outside of the four-year STIP.
	3.	as originally programmed. Revising, clarifying, or expanding a project's description as long as the project's scope is not modified.	des pro teri	difying the design concept or sign scope of a programmed oject (e.g., changing the project mini or the number of through ffic lanes).
	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 Table 1, B.8. Adding or deleting projects from grouped listings as long as the funding amounts stay within the guidelines in Table 1, B.8.	12.For fun is c ma des typ	projects programmed with FTA ands, a change in a project's scope considered "major" if the change atterially alters the objective or scription of the project, or the size, see, or quantity of items. Examples clude:
	5.	Revising projects that are included in the STIP for illustrative purposes.	a.	Changing from replacement buses to expansion buses (and vice versa);
	6.	Changing the scope of a project to accommodate prescribed actions made under NEPA (National Environmental Policy Act) processes and requirements.	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
	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.	C.	more than 20 percent. Changing the quantity for revenue rolling stock that exceeds 20 percent (plus or minus) of the original quantity if the change in

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

- 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.

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:

Revision	A. Administrative Modification	B. Amendment ¹
	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 less.	quantity results in a change in the total carrying capacity by more than 20 percent.
Project Phase ³	 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 	7. Switching from FTA to FHWA funds (and vice versa).
	federal to local or state funding. 13. Changing a project's funding from local or state to federal funds.	
	Adding additional federal funding, such as congressional earmarks or discretionary funds, to a project currently included in the STIP.	
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 Table 1, B.8.	 8. Revising the amount programmed for a project phase if all of these thresholds are met: a. The total estimated project cost, after the revision, exceeds \$10 million; and 1. The amount programmed for the federal portion of the total estimated project cost is increased by more than 50%; and 2. The total estimated project cost is increased by more than \$3 million.

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

STIP Revision Processes

ADMINSTRATIVE 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, signed by the Highways Administrator, is sent to FHWA/FTA to notify them of the changes.

Revisions falling within the Administrative Modification definitions do not need to be financially constrained (23CFR450.104). However, it is assumed that financial constraint shall be re-established through the next STIP Amendment process.

MAJOR REVISIONS (Amendments)

There will be two planned major revisions (Amendments) to the STIP in each federal fiscal year (October 1 to September 30).

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

There will be a revision planned near the beginning (November) of the federal fiscal year. This 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 for Oahu projects and in early December for all other projects. This first amendment will typically be approved in early March of the following calendar year. Approval could be obtained sooner if there are no major changes in the Oahu TIP.

There will be a revision planned near the end (April) 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 mid April timeframe for Oahu projects and mid May for all other projects. This last amendment will typically be approved in early August. Approval could be obtained sooner if there are no major changes in the Oahu TIP.

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 should be transmitted under the Director of Transportation's signature. 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: 6-10 weeks* Approximate processing time if major Oahu changes are needed: 16-18 weeks*

Please see the following website for more information on the TIP. 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 coordination.