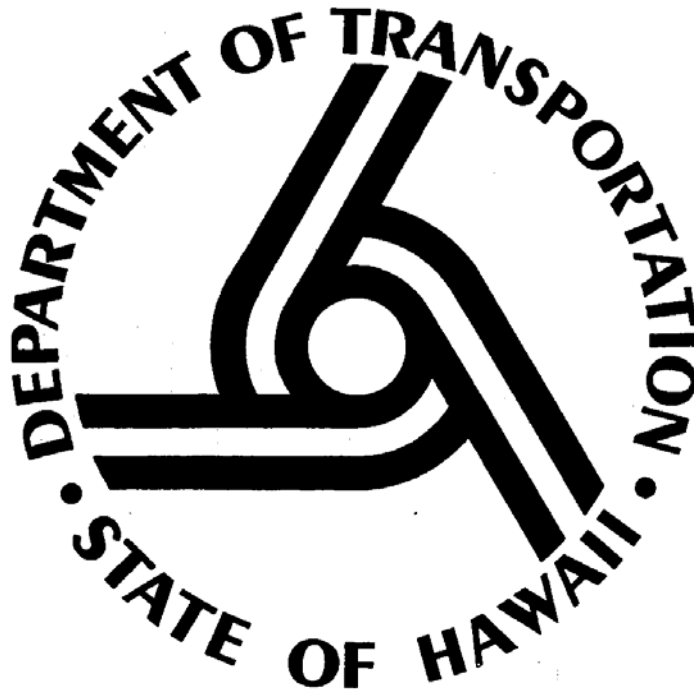


STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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

| | 23 CFR 450.218 REQUIREMENT | HDOT COMPLIANCE |
|---|--|---|
| 1 | <p>23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part 450</p> <p>Continued.</p> | <p>As the non-metropolitan transit coordinator, close coordination with the HDOT's Statewide Transportation Planning (STP) office is also required.</p> <p>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.</p> <p>Development of the STIP and revisions to the STIP are consistent with these documents.</p> |

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

| | 23 CFR 450.218 REQUIREMENT | HDOT COMPLIANCE |
|---|---|--|
| 3 | 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; | <p>The HDOT fully complies with its Civil Rights Policy (4/08) which states, in part, that “<i>the HDOT’s policies, procedures and practices do not discriminate against any person based on sex, age, race, color, religion, ancestry, disability, marital status, national origin, arrest/court record, sexual orientation, breast feeding and National Guard participation.</i>”</p> <p>HDOT’s OCR is the overseer of the Civil Rights Policy.</p> <p>This policy enforces and supports HDOT’s commitment to complying with Title VI of the Civil Rights Act, Equal Opportunity/Affirmative Action (EEO/AA), the Americans with Disabilities Act (ADA) and the Disadvantaged Business Enterprises (DBE) Program.</p> |
| 4 | Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; | <p>HDOT’s OCR has developed and adopted a Disadvantaged Business Enterprise (DBE) Program Plan (11/04). OCR is responsible for ensuring that this plan is followed.</p> <p>DBE designation of a business is taken into consideration during the evaluation of a firm for awarding of a HDOT contract.</p> <p>The DBE Plan states the following as HDOT policy:</p> <p><i>The Hawaii Department of Transportation (HDOT) is committed to a policy of equal opportunity and nondiscrimination in the award and administration of USDOT-assisted contracts to DBEs in its Federal highway, airport, harbor and transit financial assistance programs.</i></p> <p>DBE requirements are addressed by the following mechanisms: 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.</p> <p>HDOT ensures the participation of DBE’s through the following activities of the DBE Program: Conducting certification workshops, conducting training including DBE Supportive Services, and other outreach activities promoting DBE participation.</p> <p>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.</p> <p>For more information see HDOT DBE Website at:</p> <p>http://hawaii.gov/dot/administration/ocr/dbe.htm/dbe</p> |

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

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

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

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.

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

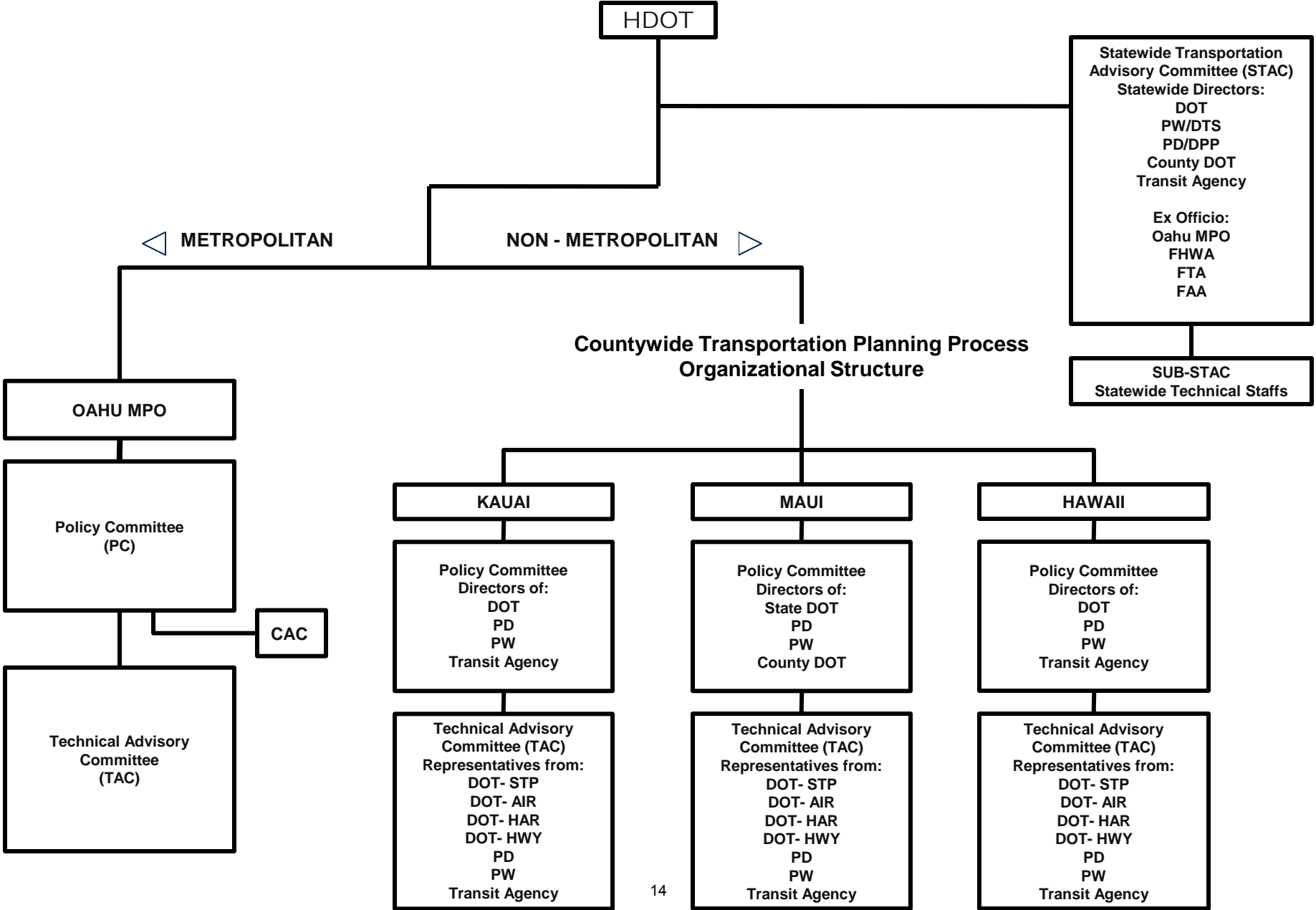
County of Maui

- 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

2013

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.

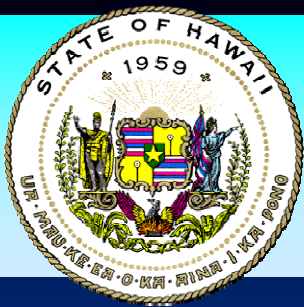
PPRs would basic project information that included:

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.

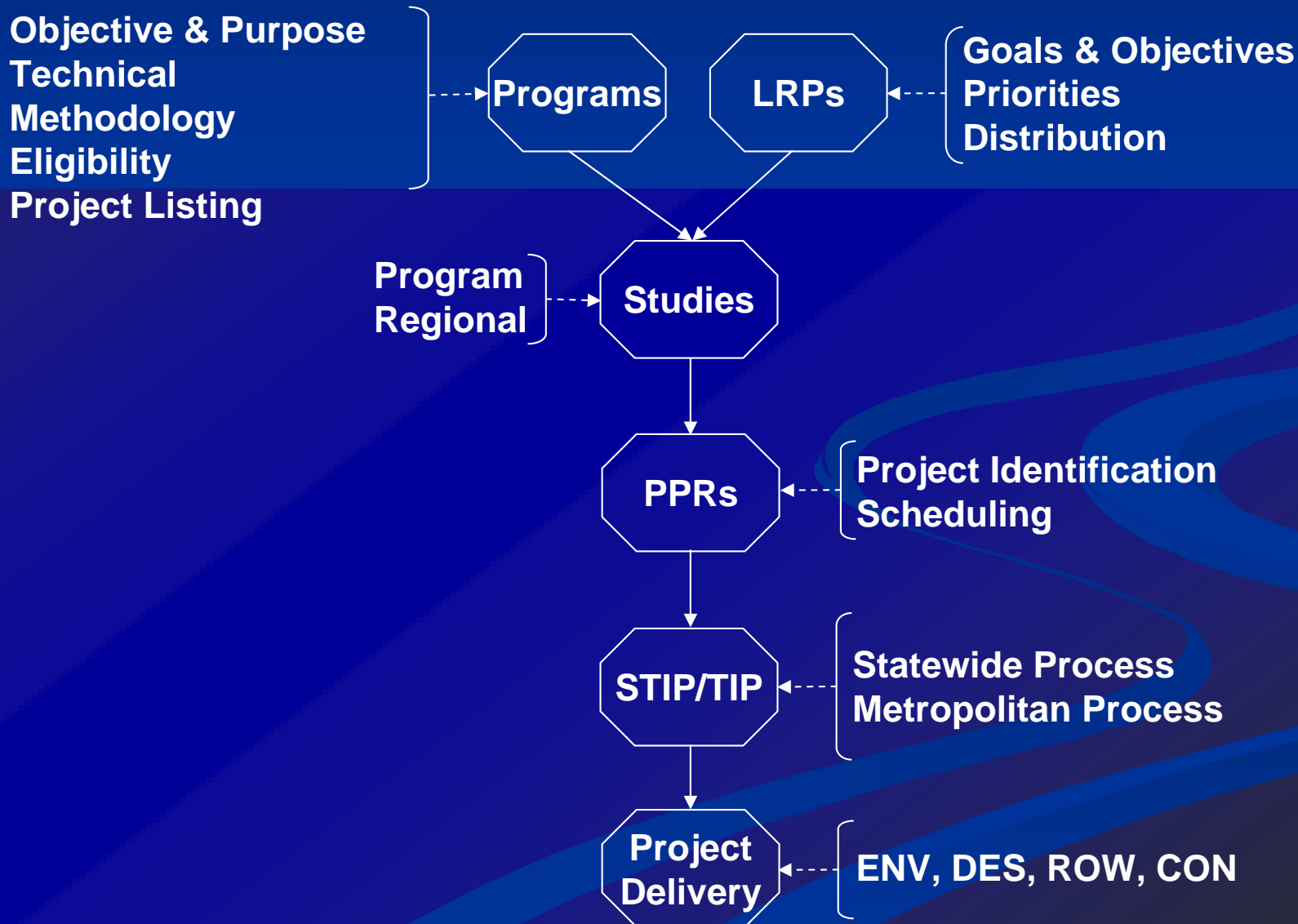
To assist with agency coordination efforts, the STIP Development Milestones schedule was included to keep agencies and key personnel informed of the development schedule and their roles and responsibilities within it.

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 Involvement

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 – Paho, 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 – Pahoia, 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

Kihei, Maui

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

Lihue, Kauai

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

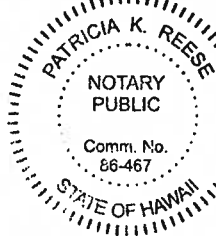
STATE OF HAWAII

City and County of Honolulu

SS.

Doc. Date: MAY 12 2014 # Pages: 1
Notary Name: Patricia K. Reese First Judicial Circuit
Doc. Description: Affidavit of Publication

Notary Signature: [Signature] Date: MAY 12 2014



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

Honolulu Star-Advertiser 3 times on:

04/14, 04/28, 05/12/2014

Midweek Wed. 0 times on:

_____ times on:

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

[Signature] Julie Clark

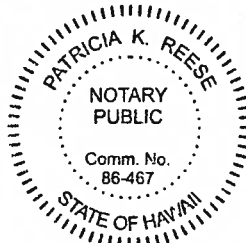
Subscribed to and sworn before me this 12th day

of May A.D. 2014

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

My commission expires: Oct 07 2014

Ad # 0000618101



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 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 Date: Monday, May 12, 2014 Time: 6:00 P.M. Location: King Kekaulike High School Cafeteria 121 Kula Highway Pukalani, Hawaii 96768 | Meeting #2 Date: Tuesday, May 13, 2014 Time: 6:00 P.M. Location: Kihel Elementary School Cafeteria 250 E. Lipoa Street Kihel, Hawaii 96753 |
| Meeting #3 Date: Wednesday, May 14, 2014 Time: 6:00 P.M. Location: West Maui Senior Center Cafeteria 788 Paoon Street Lahaina, Hawaii 96761 | Meeting #4 Date: Thursday, May 15, 2014 Time: 6:00 P.M. Location: HDOT - Highways Division Maui District Office Conference Room 850 Palapala Drive Kahului, Hawaii 96732 |

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.
Location: HDOT - Highways Division
Kauai District Office Conference Room
1720 Halekuanaka Street
Lihue, Hawaii 96766

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

| | |
|---|--|
| Meeting #1 Date: Tuesday, May 27, 2014 Time: 6:00 P.M. Location: Pahoia Community Center 15-2910 Puna Road Pahoia, Hawaii 96778 | Meeting #2 Date: Wednesday, May 28, 2014 Time: 6:00 P.M. Location: Hilo State Office Building Conference Rooms A, B, & C 75 Apunani Street Hilo, Hawaii 96720 |
|---|--|

| | |
|--|--|
| Meeting #3 Date: Thursday, May 29, 2014 Time: 6:00 P.M. Location: Waimanua Civic Center State Office Building Conf Room 67-5189 Kamehameha Street Kamuela, Hawaii 96743 | Meeting #4 Date: Friday, May 30, 2014 Time: 6:00 P.M. Location: Kealahou Intermediate School Cafeteria 74-5082 Onipaa Street Kailua-Kona, Hawaii 96740 |
|--|--|

Further information on the DRAFT Fiscal Years 2015-2018 (+2) STIP can also be found at: <http://hdot.hawaii.gov/highways/other/other-related-links/stip/>

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

E-mail Address: Hwy.Stip.Projects@hawaii.gov
Mailing Address: Highway Planning Branch
869 Punchbowl Street, Room 301
Honolulu, Hawaii 968 13
PHONE Number: (808) 687-6355
FAX Number: (808) 687-1787

SP. 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://hdot.hawaii.gov/highways/other/other-related-links/stip/general-stip-information/>
(SA618101 4/14, 4/28, 5/12/14)

AFFIDAVIT OF PUBLICATION

STATE OF HAWAII, }
County of Maui. } ss.

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

NOTICE

of which the annexed is a true and correct printed notice, was
published 2 times in THE MAUI NEWS, aforesaid, commencing
on the 14th day of April, 2014, and ending
on the 28th day of April, 2014, (both days
inclusive), to-wit: on _____
April 14, 28, 2014

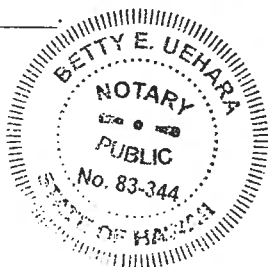
and that affiant is not a party to or in any way interested in the above
entitled matter.

[Signature]

This 1 page Notice, dated
April 14, 28, 2014, was sub-
scribed and sworn to before me this 28th day of
April, 2014, in the Second Circuit of the State of Hawaii,
by Rhonda M. Kurohara

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

BETTY E. UEHARA
My Commission expires 09-26-15



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 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 meetings on the island of MAUI are scheduled as follows:

| Meeting #1 | Meeting #2 |
|--|---|
| Date: Monday, May 12, 2014 | Date: Tuesday, May 13, 2014 |
| Time: 6:00 p.m. | Time: 6:00 p.m. |
| Location: King Kekaulike High School Cafeteria | Location: Kihei Elementary School Cafe |
| 121 Kula Highway | 250 E. Lipoa Street |
| Pukalani, HI 96768 | Kihei, HI 96753 |
| Meeting #3 | Meeting #4 |
| Date: Wednesday, May 14, 2014 | Date: Thursday, May 15, 2014 |
| Time: 6:00 p.m. | Time: 6:00 p.m. |
| Location: West Maui Senior Center Cafeteria | Location: HDOT - Highways Division Maui District Office |
| 788 Pauoa Street | Conference Room |
| Lahaina, HI 96761 | 650 Palapala Drive |
| | Kahului, HI 96732 |

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:

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/>

(MN: Apr. 14, 28, 2014)

AFFIDAVIT OF PUBLICATION

IN THE MATTER OF
State of Hawaii, Department of Transportation

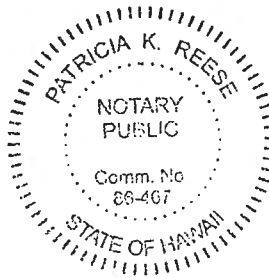
STATE OF HAWAII }
City and County of Honolulu } SS.

Doc. Date: APR 28 2014 # Pages: 1

Notary Name: Patricia K. Reese First Judicial Circuit

Doc. Description: Affidavit of
Publication

Patricia K. Reese APR 28 2014
Notary Signature Date



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 published in the aforementioned newspapers as follows:

Honolulu Star-Advertiser 0 times on:

Midweek Wed. 0 times on:

The Garden Island 2 times on: 04/14, 04/28/14

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

Rose Rosales

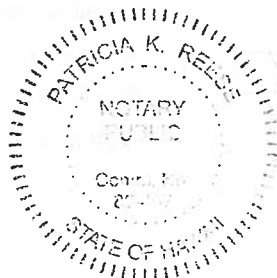
Subscribed to and sworn before me this 28th day

of April A.D. 2014

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

My commission expires: Oct 07 2014

Ad # 0000618078



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 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.
Location: HDOT - Highways Division
Kauai District Office Conference Room
1720 Halekuna Street
Lihue, Hawaii 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/>

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

E-mail Address: Hwy.Stip.Projects@hawaii.gov
Mailing Address: Highway Planning Branch
889 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/>
(TGI618078 4/14, 4/28/14)

SP.NO.: _____ L.N.

AFFIDAVIT OF PUBLICATION

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..." 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.)

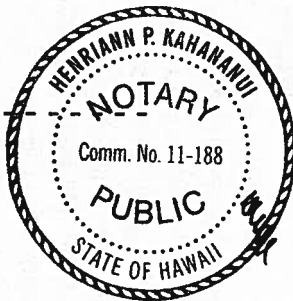
M. R. Chavez

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

Henriann P. Kahananui

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 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

Date: Tuesday, May 27, 2014
Time: 6:00 P.M.
Location: Pahoia Community Center
15-2910 Puna Road
Pahoia, Hawaii 96778

Meeting #2

Date: Wednesday, May 28, 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: 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

Meeting #4

Date: Friday, May 30, 2014
Time: 6:00 P.M.
Location: Kealahou Intermediate School Cafeteria
74-5062 Onipaa 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@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/related-links/stip/general-stip-information>
(No. 160093-West Hawaii Today: April 28 and May 12, 2014)

AFFIDAVIT OF PUBLICATION

State of Hawaii)

) SS:

County of Hawaii)

LEILANI K. R. HIGAKI

, being first

duly sworn, deposes and says:

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

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

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

April 28, May 12, 2014, (etc.).
165121

Leilani K. R. Higaki

Subscribed and sworn to before me

this 2nd day of June, 2014

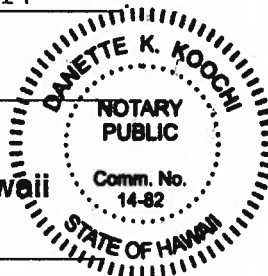
Danette K. Koochi

DANETTE K. KOOCHI

Notary Public, Third Circuit, State of Hawaii

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

Date: Tuesday, May 27, 2014
Time: 6:00 P.M.
Location: Pahoa Community Center
15-2910 Puna Road
Pahoa, Hawaii 96778

Meeting #2

Date: Wednesday, May 28, 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: 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

Meeting #4

Date: Friday, May 30, 2014
Time: 6:00 P.M.
Location: Kealahou Intermediate School
Cafeteria
74-5062 Onipaa 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@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/>

(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

Date: Monday, July 28, 2014
July 29, 2014
Time: 6:00 P.M.
Location: Pahoa Community Center
Building
15-2910 Puna Road
Rooms A, B, & C

Meeting #2

Date: Tuesday,
Time: 6:00 P.M.
Location: Hilo State Office
Conference

Pahoa, Hawaii 96778

75 Aupuni Street

Hilo, Hawaii

96720

Meeting #3

Date: Wednesday, July 30, 2014
Time: 6:00 P.M.
Location: Waimea Civic Center
Intermediate School Cafeteria
State Office Building Conf Room
Street
67-5189 Kamamalu Street
Hawaii 96740
Kamuela, Hawaii 96743

Meeting #4

Date: Thursday, July 31,
Time: 6:00 P.M.
Location: Kealakehe
74-5062 Onipaa
Kailua-Kona,

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
Elementary School Cafeteria
121 Kula Highway
Street
Pukalani, Hawaii 96768
96753

Meeting #2

Date: Tuesday, August
Time: 6:00 P.M.
Location: Kihei
250 E. Lipoa
Kihei, Hawaii

Meeting #3

Date: Wednesday, August 6, 2014
Time: 6:00 P.M.
Location: West Maui Senior Center Cafeteria
Highways Division
788 Pauoa Street
Office Conference Room
Lahaina, Hawaii 96761
Drive
96732

Meeting #4

Date: Thursday, August
Time: 6:00 P.M.
Location: HDOT -
Maui District
650 Palapala
Kahului, Hawaii

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/>

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:
Bcc: Jill M Tanabe

08/05/2014 01:36 PM



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

Lahaina, Maui

Wednesday, August 6, 2014, 6 PM

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

CANCELLED Kahului, Maui CANCELLED

Thursday, August 7, 2014, 6 PM

**Maui District Office Conference Room
650 Palapala Drive**

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/>

###



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)

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/>

###



Department of Transportation

Highways (<http://hidot.hawaii.gov/highways>)(<http://hidot.hawaii.gov/highways>)[Home \(http://hidot.hawaii.gov/highways/\)](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.

[Link to Draft Financially Unconstrained FFY 2015-2018 STIP](http://hidot.hawaii.gov/highways/files/2014/04/140414-15-18-STIP-to-Publish-v2-04142014.pdf)

(<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)

(<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)

(<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) (<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) (<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) (<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) (<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) (<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>)

AFFIDAVIT OF PUBLICATION

IN THE MATTER OF
Notice

STATE OF HAWAII

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} SS.
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City and County of Honolulu

Doc. Date: JUL 28 2014 # Pages: 1

Notary Name: Patricia K. Reese First Judicial Circuit

Doc. Description: Affidavit of Publication

Notary Signature: *Patricia K. Reese* JUL 28 2014 Date

NOTARY PUBLIC
Comm. No. 86-467
STATE OF HAWAII

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

Honolulu Star-Advertiser 3 times on:

07/14, 07/21, 07/28/2014

Midweek Wed. 0 times on:

_____ times on:

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

Julie Clark
Julie Clark

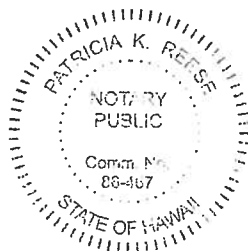
Subscribed to and sworn before me this 28th day

of July A.D. 2014

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

My commission expires: Oct 07 2014

Ad # 0000646997



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 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 Date: Monday, July 28, 2014 Time: 6:00 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: 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 #4 Date: Thursday, July 31, 2014 Time: 6:00 P.M. Location: Kealahou Intermediate School Cafeteria 74-5082 Onipaa Street Kalihi-Kona, Hawaii 96740 |

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 #2 Date: Tuesday, August 5, 2014 Time: 6:00 P.M. Location: Kihel Elementary School Cafeteria 250 E. Upoa Street Kihel, Hawaii 96753 |
| Meeting #3 Date: Wednesday, August 6, 2014 Time: 6:00 P.M. Location: West Maui Senior Center Cafeteria 788 Pauoa Street Lahaina, Hawaii 96761 | 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://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) 587-6365
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.

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<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/>
(SA646997 7/14, 7/21, 7/28/14)

AFFIDAVIT OF PUBLICATION

IN THE MATTER OF
Notice

STATE OF HAWAII

City and County of Honolulu

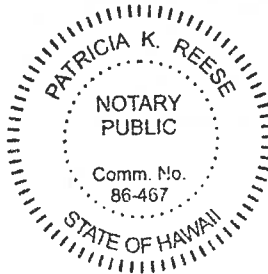
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Doc. Date: JUL 21 2014 # Pages: 1

Notary Name: Patricia K. Reese First Judicial Circuit

Doc. Description: Affidavit of
Publication

Notary Signature: *Patricia K. Reese* JUL 21 2014 Date



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

Honolulu Star-Advertiser 0 times on:

Midweek Wed. 0 times on:

The Garden Island
2 times on: 7/14, 7/21/14

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

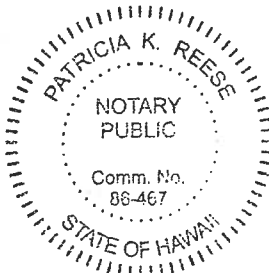
Lisa Kaukani
Lisa Kaukani

Subscribed to and sworn before me this 21st day

of July A.D. 2014
Patricia K. Reese
Patricia K. Reese, Notary Public of the First Judicial Circuit, State of Hawaii

My commission expires: Oct 07 2014

Ad # 0000647074



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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Mailing Address: Highway Planning Branch
869 Punchbowl Street, Room 301
Honolulu, Hawaii 96813
PHONE Number: (808) 587-8355
FAX Number: (808) 587-1787

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<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/>
(TG1647074 7/14, 7/21/14)

SP.NO.: L.N.

AFFIDAVIT OF PUBLICATION

State of Hawaii)

) SS:

County of Hawaii)

LEILANI K. R. HIGAKI

, being first
duly sworn, deposes and says:

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

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

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

July 14, 21, 2014, (etc.).
248119

Leilani K.R. Higaki

Subscribed and sworn to before me

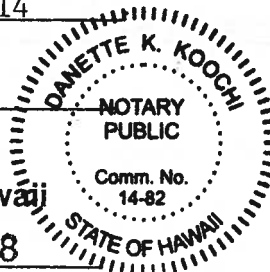
this 29th day of July, 2014

Danette K. Koochi

DANETTE K. KOOCHI

Notary Public, Third Circuit, State of Hawaii

My commission expires March 23, 2018



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 HAWAII are scheduled as follows:

Meeting #1

Date: Monday, July 28, 2014
Time: 6:00 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: 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 #4

Date: Thursday, July 31, 2014
Time: 6:00 P.M.
Location: Kealahou 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/>

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

AFFIDAVIT OF PUBLICATION

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.

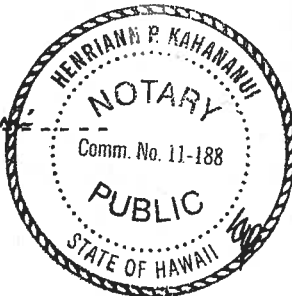
2. That **"NOTICE STATE OF HAWAII DEPARTMENT OF TRANSPORTATION DISCUSSION ON STATE HIGHWAY AND COUNTY ROAD CAPITAL IMPROVEMENTS..."** of which a clipping from the newspaper is attached hereto, was published in said newspaper on the following date(s) July 14, 21, 2014 (etc.)

M. R. Chavez

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

Henriann P. Kahananui

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**

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

1541151
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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 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 #2

Date: Tuesday, August 5, 2014
Time: 6:00 P.M.
Location: Kihei Elementary School Cafeteria
250 E. Lipoa Street
Kihei, Hawaii 96753

Meeting #3

Date: Wednesday, August 6, 2014
Time: 6:00 P.M.
Location: West Maui Senior Center Cafeteria
788 Pauoa Street
Lahaina, Hawaii 96761

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

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(MN: July 21, 28, 2014)

STATE OF HAWAII, } ss.
County of Maui.

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

NOTICE

of which the annexed is a true and correct printed notice, was
published 2 times in THE MAUI NEWS, aforesaid, commencing
on the 21st day of July, 2014, and ending
on the 28th day of July, 2014, (both days
inclusive), to-wit: on _____

July 21, 28, 2014

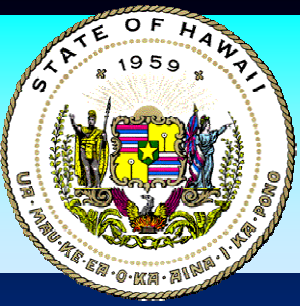
and that affiant is not a party to or in any way interested in the above
entitled matter.

[Signature]

This 1 page Notice, dated
July 21, 28, 2014, was sub-
scribed and sworn to before me this 29th day of
July, 2014, in the Second Circuit of the State of Hawaii
by Rhonda M. Kurohara.

Kathleen M. Pimama
Notary Public, Second Judicial

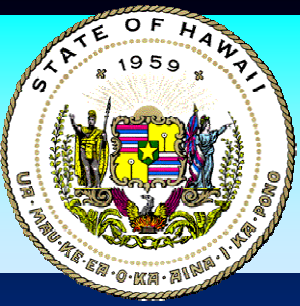




FFY 2015-2018(+2) STIP Development

Public Involvement Meetings *2nd Round*

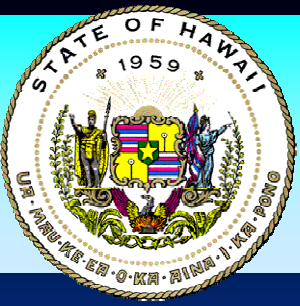
July 23 – Kauai
July 28-31 – Hawaii
August 4-7 – Maui



FFY 2015-2018(+2) STIP Development

Agenda

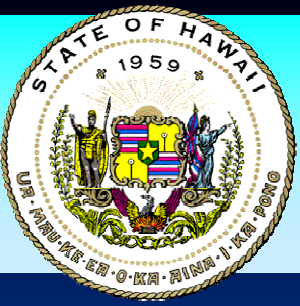
1. Introductions
2. Purpose of Meeting
3. Financial Constraint Process
4. Discussion
5. Next Steps



FFY 2015-2018(+2) STIP Development

Purpose

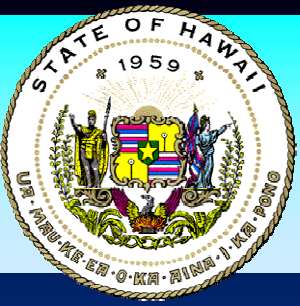
Share the proposed **financially constrained FFY 2015-2018(+2) STIP** and the process taken to develop it in compliance with the federal planning process.



FFY 2015-2018(+2) STIP Development

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.

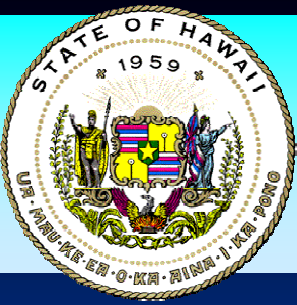


FFY 2015-2018(+2) STIP Development

Public Involvement Meetings *1st Round*

Nine (9) public informational meetings

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

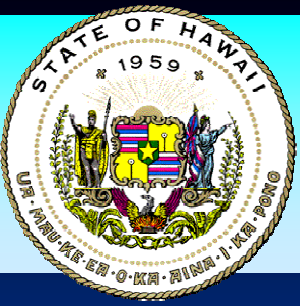


FFY 2015-2018(+2) STIP Development

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

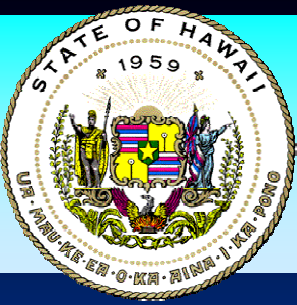


FFY 2015-2018(+2) STIP Development

1. Project Readiness

Over the Shoulder Review Meetings
May 2014

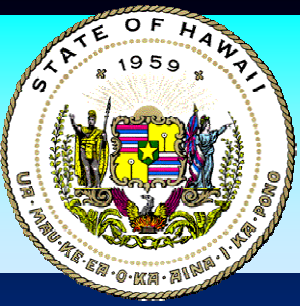
Project Coordination Meeting
June 19, 2014



FFY 2015-2018(+2) STIP Development

2. Agency Priorities

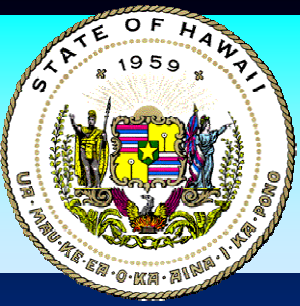
- 1. STPP/CTPP joint meetings**
- 2. Regional meetings and coordination with Counties and Districts**
- 3. HDOT administration coordination**



FFY 2015-2018(+2) STIP Development

3. Planning and Program Guidance

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



FFY 2015-2018(+2) STIP Development

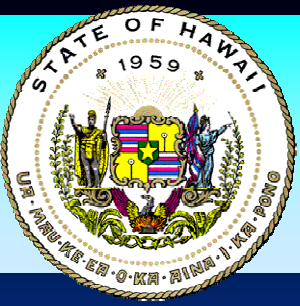
4. Public Input

Nine (9) public informational meetings

Maui: May 12 – 15

Kauai: May 20

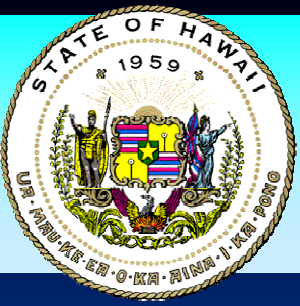
Hawaii: May 27 - 30



FFY 2015-2018(+2) STIP Development

Financial Constraint: Funding

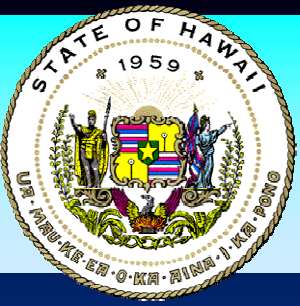
1. Anticipated Available Funding
2. Funding Distributions and System Balance



FFY 2015-2018(+2) STIP Development

1. Anticipated Available Funding

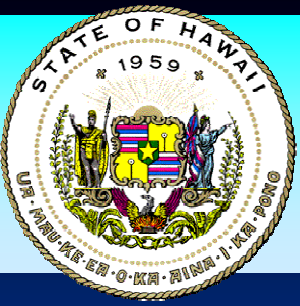
1. How much federal funding is available for the state?
2. How much federal funding needed to be deferred out of the unconstrained 15-18 STIP for financial constraint?



FFY 2015-2018(+2) STIP Development

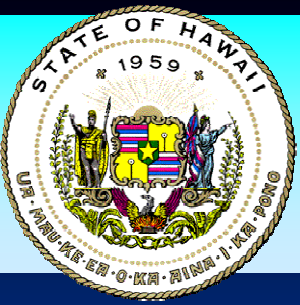
2. Funding Distribution and System Balance

**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 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 through 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 facilities)

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 through 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.

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

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| SYSTEM PRESERVATION PROJECTS | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management | | Cost Participation | | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code | |
|------------------------------|--|--|---|---|--|--|---|--|---|---|--|------------------------------------|--|--|--------------------------------------|--|
| | | | Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | |
| STATEWIDE - FHWA | | | | | | | | | | | | | | | | |
| S2. | Bridge Inspection and Appraisal | Inventory, inspect and appraise state bridges. Includes underwater inspection, scour analyses, surveys and preparation of plans for bridge repairs, retrofits and replacements. | N | N | N | N | L | H | | | N | Y | Y | N | G101-2, G201-2 | |
| S4. | Highway Research and Development Program | Supplement the Statewide Planning and Research Program. | N | N | N | N | L | H | | | N | N | Y | N | G101-2, G104, G201-2, G501 | |
| S6. | Highway Shoreline Protection, Statewide | Funding to implement shoreline protection projects as identified in the State's shoreline protection plan. | N | N | N | N | L | M | | | N | N | Y | N | G101, G201, G501 | |
| S12. | Statewide Signing, Striping and Pavement Marking Program | System maintenance to upkeep traffic control devices such as highway signing and striping. | N | N | Y | Y | L | H | | | N | N | Y | N | G101-2, G201-2, G301-2, G401-2, G501 | |
| S13. | Statewide Guardrail and Shoulder Improvement Program | System maintenance to upkeep roadway guardrails and shoulders. | N | N | N | N | L | H | | | N | N | Y | N | G101-3, G201-2, G301-2, G401-2, G502 | |
| S14. | Structural Countermeasures for Scour Critical Bridges | As recommended in the Highways Division's "Plan of Action for Scour Critical Bridges Various Locations, Statewide 2012", this project will develop and design structural countermeasures for scour critical bridges through out the state. | N | N | N | N | L | L | | | N | N | Y | N | G101, G201-202, G301, G401 | |

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| SAFETY PROJECTS | | Project Description | Highway Safety Improvement Program | | Rockfall Protection Study | | Cost Participation | | Project Stage | | Gap Closure? | | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|------------------|--|---|--|--|---|---|--|---|--|--|--------------|--|-----------|--|---|--|
| | | | 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 County Safety Improvement Program | Yes: Project identified through DOTs Rockfall Protection Study | No: Project did not result from DOTs Rockfall Protection Study | High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | | | | | |
| STATEWIDE - FHWA | | | | | | | | | | | | | | | | |
| S5. | Highway Safety Improvement Program (HSIP), Non - Infrastructure Funding Program | Implement non-infrastructure scope of HSIP including safety education programs and PSAs. | Y | | N | | L | H | N | N | | | N | Y | N | G103, G201-2, G501 |
| S9. | Safe Routes to School (SR2S) Program | Implement the Safe Routes to School Program to promote walking and biking as a safe and viable transportation alternative, especially in the vicinity of schools. | N | | N | | L | M | N | N | | | N | Y | N | G101-4, G201-2, G301-2, G402, G501-2 |
| S11. | Statewide Highway Lighting and Traffic Signal Upgrade Program | System maintenance of highway lighting and traffic signals. | N | | N | | L | M | N | N | | | N | Y | N | G201 |

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| MODERNIZATION PROJECTS | | Project Description | Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process | Highway Safety Improvement Program Yes: Project identified through DOTs Highway Safety Improvement Program or County Safety Improvement Program or No: Project did not result from DOTs Highway Safety Improvement Program or County Safety Improvement Program | Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants | Gap Closure? Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|-------------------------------|--|--|---|---|---|---|--|---|--|---|--|---------------------------------------|
| | | | | | | | | | | | | |
| STATEWIDE - FHWA | | | | | | | | | | | | |
| S8. | Public Lands Highways Discretionary Projects | Federal grant program. Projects that are adjacent to or provide access to federal lands are eligible to apply for these funds. | N | N | L | | N | N | N | Y | N | G101-2, GS01-3 |
| S15 | Technology Transfer and Technical Assistance Program | Conduct training and technology transfer activities for government and private transportation personnel. | N | N | L | | N | N | N | Y | N | G101-2, GS01-2 |
| S16 | Traffic Counting Stations, Various Locations | Construction of statewide traffic counting stations for traffic data gathering and planning purposes. | N | N | L | | N | N | N | Y | N | G101-2, GS01, GS01 |

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| HUMAN SERVICES TRANSPORTATION PROGRAMS | | Project Description | | | | | | | | | | | | | |
|--|--|---|---|--|---|--|---|---|---|--|----------------------------------|---|--|--------------------------------|--|
| 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 | | | | | | | | | | | | | | | |
| S3. | Construction Career Days Workforce Development Program | Supplement the Construction Career Days Workforce Development Program. | | | | | | | | | | | | | |
| S17. | Rural Transportation Assistance Program (RTAP) | 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. | | | | | | | | | | | | | |
| S18. | State Administration | FTA Section 5311 Nonurbanized Area Formula Program. | | | | | | | | | | | | | |
| S19. | Transportation Assistance for Elderly and Disabled | 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 Plan | | Yes: Project is included in the Coordinated Public Transit-Human Services Transportation Plan No: Project is not included in the Coordinated Public Transit-Human Services Transportation Plan | | Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | | Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | | Mandated? Required by federal, state, or municipal laws, regulations or codes? | | Addresses at least one MAP-21 Planning Factor? | | Listed in Regional Transportation Plans | | HSTP Goals and Objectives Code | |
| G201, G501-2 | N | L | H | N | Y | N | N | Y | N | G101-2, G104, G201-2, G301, G401 | G101-2, G104, G201-2, G301, G401 | G101-4, G201-2 | | | |

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ENHANCEMENT PROJECTS

| Project Description | | Hawaii Statewide Enhancement Program | Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects? | Cost Participation | Project Stage | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|---|-------------------------|---|---|--|--|--|---|--|---|--|
| | | | | High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
| Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects | STATEWIDE - FHWA | | | | | | | | | |
| | S1. | Bikeway Improvements at Various Locations, Statewide | Implementation of State bike projects identified on Bike Plans. | N | L | N | N | Y | Y | G101-4, G201-2, G301-2, G401-2, G501-2 |
| | S7. | Pedestrian Facilities and ADA Compliance at Various Locations | Address ADA compliance needs, statewide. | N | L | N | Y | Y | Y | G101-4, G201-2, G301-2, G401-2, G502 |
| | S10. | SNIPP - Statewide Noxious Invasive Pest Program | Operation of the Statewide Noxious Invasive Pest Program. | N | M | N | N | Y | N | G101, G301, G501 |

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| TRANSIT PROJECTS | | Project Description | Maintains Existing System Does it maintain and operate existing fixed route bus and complementary paratransit system? | Completes Multi-Phase Project Does it complete a multi-phase project that has started? | Enhances Hub-and-Spoke System Does it enhance system performance through implementation of hub-and-spoke system? | Enhances Safety and Security Does it enhance safety/security of passengers and the system and enhances service quality level? | New Transit Service | Local Match in Year 1 Budget | Local Match Possible in Years 2, 3 or 4 Budget | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|-------------------------|--------------------|--|---|--|--|---|----------------------------|-------------------------------------|---|---|--|--|
| STATEWIDE - FTA | | | | | | | | | | | | |
| S22. | Statewide Planning | FTA Statewide Planning (Section 5304). Funds will be utilized for short range transit plans and civil right studies. | Y | N | Y | Y | N | Y | Y | Y | N | G101-4, G201-2, G301-2, G401-2, G501-3 |

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| SYSTEM PRESERVATION PROJECTS | | Project Description | Bridge Replacement Program (State) | Bridge Inspection & Appraisal (City) | Pavement Management System (State) | Roadway Pavement Condition Survey (City) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | ORTP Consistency | HSTP Goals and Objectives Code |
|------------------------------|--|--|------------------------------------|--------------------------------------|------------------------------------|--|--------------------|---------------|--------------|-----------|-------------------|--|------------------|---------------------------------------|
| OAHU STATE - FHWA | | | | | | | | | | | | | | |
| OS1. | | Bridge and Pavement Improvement Program, Oahu | H | N/A | H | N/A | L | H | N | N | Y | N/A | Proj.41 | G101-3, G301-2, G401 |
| OS2. | | Farrington Highway (Route 93), Bridge Rehabilitation, Uleahawa Stream Bridge | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS3. | | Farrington Highway (Route 93), Bridge Replacement, Maipalaoa Bridge | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |

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| SYSTEM PRESERVATION PROJECTS | Project Description | Bridge Replacement Program (State) | Bridge Inspection & Appraisal (City) | Pavement Management System (State) | Roadway Pavement Condition Survey (City) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | ORTP Consistency | HSTP Goals and Objectives Code |
|------------------------------|--|------------------------------------|--------------------------------------|------------------------------------|--|--------------------|---------------|--------------|-----------|-------------------|--|------------------|--------------------------------|
| | | | | | | | | | | | | | |
| OS4. | Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A | H | N/A | N/A | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS12. | Interstate Route H-1, and Interstate Route H-2, and H-201 Destination Sign Upgrade/Replacement | L | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2 |
| OS13. | Interstate Route H-1, Bridge Rehabilitation, Kapalama Canal (Halona Street Bridge) | H | N/A | L | N/A | L | L | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS16. | Interstate Route H-1, Highway Lighting Improvements, Kaimakani Overpass to Middle Street Quiet-Avenue, Phase 1 - MP 12.83 to 16.00 | L | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-3, G201-2, G301-2, G401 |

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| SYSTEM PRESERVATION PROJECTS | Project Description | Bridge Replacement Program (State) | Bridge Inspection & Appraisal (City) | Pavement Management System (State) | Roadway Pavement Condition Survey (City) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | ORTP Consistency | HSTP Goals and Objectives Code |
|-------------------------------------|--|---|---|---|---|---------------------------|----------------------|---------------------|------------------|--------------------------|---|-------------------------|---------------------------------------|
| OS18. | Interstate Route H-1, Pearl City and Waimalu Viaduct Improvements, Phase 2 | H | N/A | L | N/A | L | H | Y | N | N | N/A | Proj.42 | G101-2, G201-2, G302 |
| OS22. | Interstate Route H-3, Seismic Retrofit, Halekou Interchange, Structures 1, 2 and 3 | H | N/A | L | N/A | L | L | N | N | N | N/A | Proj.42 | G101-2, G201-2 |
| OS24. | Kalanianaʻole Highway (Route 72), Bridge Replacement, Inoaole Stream Bridge, Waimanalo | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS27. | Kamehameha Highway (Route 83), Bridge Rehabilitation, Makaua Stream Bridge | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS28. | Kamehameha Highway (Route 83), Bridge Replacement, Kaipapau Stream Bridge | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |

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| SYSTEM PRESERVATION PROJECTS | Project Description | Bridge Replacement Program (State) | Bridge Inspection & Appraisal (City) | Pavement Management System (State) | Roadway Pavement Condition Survey (City) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | ORTP Consistency | HSTP Goals and Objectives Code |
|-------------------------------------|--|---|---|---|---|---------------------------|----------------------|---------------------|------------------|--------------------------|---|-------------------------|---------------------------------------|
| OS29. | Kamehameha Highway (Route 83), Bridge Replacement, Kaluanui Stream Bridge | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS30. | Kamehameha Highway (Route 83), Bridge Replacement, Kawela Stream Bridge | H | N/A | N/A | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS31. | Kamehameha Highway, Bridge Replacement, Laiolo Stream Bridge | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS32. | Kamehameha Highway (Route 83), Bridge Replacement, South Kahana Stream Bridge | H | N/A | N/A | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS33. | Kamehameha Highway (Route 99), Bridge Replacement, Upper Poamoho Stream Bridge | H | N/A | N/A | N/A | M | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |

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| SYSTEM PRESERVATION PROJECTS | Project Description | Bridge Replacement Program (State) | Bridge Inspection & Appraisal (City) | Pavement Management System (State) | Roadway Pavement Condition Survey (City) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | ORTP Consistency | HSTP Goals and Objectives Code |
|-------------------------------------|---|---|---|---|---|---------------------------|----------------------|---------------------|------------------|--------------------------|---|-------------------------|---------------------------------------|
| OS34. | Kamehameha Highway (Route 83), Bridge Replacement, Waiahole Stream Bridge | H | N/A | N/A | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS35. | Kamehameha Highway (Route 83), Bridge Replacement, Waikane Stream Bridge | H | N/A | N/A | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS36. | Kamehameha Highway (Route 83), Bridge Replacement, Waipio Stream Bridge | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301-2, G401 |
| OS45. | Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa Heights Off-Ramp to the Middle Street Overpass (MP 1.12 to MP 4.09) | L | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-3, G201-2, G301, G401 |
| OS46. | Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa to the H-3 Freeway Overpass (MP 0 to MP 0.73) | L | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-3, G201-2, G301, G401 |

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

Oahu - System Preservation Projects

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| SYSTEM PRESERVATION PROJECTS | Project Description | Bridge Replacement Program (State) | Bridge Inspection & Appraisal (City) | Pavement Management System (State) | Roadway Pavement Condition Survey (City) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | ORTP Consistency | HSTP Goals and Objectives Code |
|------------------------------|--|------------------------------------|--------------------------------------|------------------------------------|--|--------------------|---------------|--------------|-----------|-------------------|--|------------------|--------------------------------|
| | | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301 |
| OS47. | Moanalua Freeway (Route H-201), Seismic Retrofit, Puuloa Interchange, Ramp "A" | | | | | | | | | | | | |
| OS48. | Moanalua Freeway (Route H-201), Seismic Retrofit, Puuloa Separation | H | N/A | L | N/A | L | M | N | N | N | N/A | Proj.42 | G101-2, G201-2, G301 |
| OS52. | Sand Island Access Road (Route 64), Truck Weigh Station, Kapalama Container Terminal | N/A | N/A | N/A | N/A | L | L | N | N | N | N/A | Proj.42 | G101-2, G301, G501 |

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| SYSTEM PRESERVATION PROJECTS | | CITY & COUNTY OF HONOLULU - FHWA | | | | | | | | | | | | |
|------------------------------|--|--|--------------------------------------|------------------------------------|--|--------------------|---------------|--------------|-----------|-------------------|--|------------------|--------------------------------|--|
| | Project Description | Bridge Replacement Program (State) | Bridge Inspection & Appraisal (City) | Pavement Management System (State) | Roadway Pavement Condition Survey (City) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | ORTP Consistency | HSTP Goals and Objectives Code | |
| OC3. | Bridge Inspection and Appraisal | N/A | H | N/A | L | L | L | N | Y | N | N/A | Proj.39 | G101-2, G201-2 | |
| OC11 | Waipio Point Access Road (Route 7139) Improvements | N/A | N/A | N/A | N/A | L | H | N | Y | N | N/A | Proj.39 | G101-3, G201, G301-2 | |
| | | 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. | | | | | | | | | | | | |

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| SAFETY PROJECTS | | Project Description | Strategic Highway Safety Plan | Highway Safety Improvement Program | Rockfall Protection Study (State) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | Addresses MAP-21 Planning Factor(s)? | HSTP Goals and Objectives Code |
|----------------------------|--|--|-------------------------------|------------------------------------|-----------------------------------|--------------------|---------------|--------------|-----------|-------------------|--|--------------------------------------|---------------------------------------|
| OAHU - STATE - FHWA | | | | | | | | | | | | | |
| OS10. | Guardrail and Shoulder Improvements, Various Locations | Install and upgrade guardrails to bridge end post connections, bridge railing, guardrail end terminals, crash attenuators, miscellaneous drainage, and other appurtenant improvements. | H | H | N/A | L | M | N | N | N | N/A | Y | G101-2, G201-2, G301-2, G401 |
| OS14. | Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue | Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards. | H | L | N/A | L | M | N | N | N | N/A | Y | G101-2, G201-2, G301-2, G401 |
| OS15. | Interstate Route H-1, Guardrail and Shoulder Improvements, Middle Street (Route 7415) to Punchbowl Street (Route 7516) | Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards. | H | L | N/A | L | M | N | N | N | N/A | Y | G101-2, G201-2, G301-2, G401 |
| OS20. | Interstate Route H-1 Safety Improvement, Beginning of H-1 (Palailai IC) to Waiawa Overpass | Scope includes, but is not limited to: Installation of milled rumble strips on shoulders; reconstruction of paved shoulders; pavement markings; and signing. | H | H | N/A | L | L | N | N | N | N/A | Y | G101-4, G201-2, G301-2, G401 |
| OS25. | Kalaniana'ole Highway (Route 72), Improvements, Olomana Golf Course to Waimanalo Beach Park, Phase I | Construct traffic operational and safety improvements on Kalaniana'ole Highway, from Olomana Golf Course to Poalima Street. Project includes turning lanes, bus pullouts, and lighting improvements. | H | L | N/A | L | M | N | N | Y | N/A | Y | G101-3, G201-2, G301-2, G401 |

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

Oahu - Safety Projects

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| SAFETY PROJECTS | Project Description | Strategic Highway Safety Plan | Highway Safety Improvement Program | Rockfall Protection Study (State) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | Addresses MAP-21 Planning Factor(s)? | HSTP Goals and Objectives Code |
|-----------------|---|-------------------------------|------------------------------------|-----------------------------------|--------------------|---------------|--------------|-----------|-------------------|--|--------------------------------------|---------------------------------------|
| | | | | | | | | | | | | |
| OS26. | Kalanianaʻole Highway (Route 72), Improvements, Olomana Golf Course to Waimanalo Beach Park, Phase II | H | L | N/A | L | L | N | N | Y | N/A | Y | G101-3, G201-2, G301-2, G401 |
| OS36. | Kamehameha Highway, Rockfall Protection at Waimea Bay, MP 5.4 to MP 5.52, Phase 1: Haleiwa, Phase 2: Sunset Beach | L | L | H | L | M | N | N | N | N/A | Y | G101-3, G201-2, G301, G401 |
| OS51. | Kamehameha Highway, Safety Improvements, Vicinity of Kahekili Highway to Waikane Valley Road | H | H | N/A | L | M | N | N | N | N/A | Y | G101-3, G201-2, G301-2, G401 |
| OS38. | Kamehameha Highway, Shoreline Protection, Vicinity of Hauula | L | L | N/A | L | L | N | N | N | N/A | Y | G101-2, G201-2, G301 |
| OS39. | Kamehameha Highway, Shoreline Protection, Vicinity of Kaaawa | L | L | N/A | L | L | N | N | N | N/A | Y | G101-2, G201-2, G301 |
| OS40. | Kamehameha Highway, Shoreline Protection, Vicinity of Punahoa | L | L | N/A | L | M | N | N | N | N/A | Y | G101-2, G201-2, G301 |

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

Oahu - Safety Projects

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| SAFETY PROJECTS | Project Description | Strategic Highway Safety Plan | Highway Safety Improvement Program | Rockfall Protection Study (State) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | Addresses MAP-21 Planning Factor(s)? | HSTP Goals and Objectives Code |
|----------------------------------|---|-------------------------------|------------------------------------|-----------------------------------|--------------------|---------------|--------------|-----------|-------------------|--|--------------------------------------|---------------------------------------|
| | | H | L | N/A | L | M | N | N | N | N/A | Y | G101-2, G201-2, G301-2, G401 |
| OS44. | Moanalua Freeway (Route 78) and Interstate Route H-2, Guardrail and Shoulder Improvements | | | | | | | | | | | |
| OS52. | Sand Island Access Road (Route 64), Truck Weigh Station, Kapalama Container Terminal | L | L | L | L | L | N | N | N | N/A | Y | G101-2, G301, G501 |
| CITY & COUNTY OF HONOLULU - FHWA | | | | | | | | | | | | |
| OC1 | Alapaa Transportation Management Center | N/A | N/A | N/A | L | H | N/A | N | Y | Y | Y | G101-3, G201-2, G301-2, G401 |

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| SAFETY PROJECTS | Project Description | Strategic Highway Safety Plan | Highway Safety Improvement Program | Rockfall Protection Study (State) | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | Addresses MAP-21 Planning Factor(s)? | HSTP Goals and Objectives Code |
|-----------------|---|---|------------------------------------|-----------------------------------|--------------------|---------------|--------------|-----------|-------------------|--|--------------------------------------|-------------------------------------|
| | | L | L | N/A | L | L | Y | N | N | N/A | Y | G101-3, G201-2, G301, G401 |
| OC8. | Traffic Improvements at Various Locations | Provide traffic congestion relief and improve traffic safety at various locations, including but not limited to Palolo, Village Park, and Kupuna Loop areas; Kalanikoi Avenue/Kailua Road; Dillingham Boulevard; and Waiakamilo Road. Other locations are to be determined. | | | | | | | | | | |

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| CONGESTION MITIGATION PROJECTS | | Project Description | OAHU - STATE - FHWA | | | | | | | | | | | |
|--------------------------------|---|---|-------------------------------|------------------------------------|-------------------------------|------------------|--------------------|---------------|-------------------------|--------------|-----------|-------------------|--------------|------------------|
| | | | Congestion Management Process | Highway Safety Improvement Program | Travel Time or Delay Analysis | Project Location | Cost Participation | Project Stage | Traffic Signal Warrants | Gap Closure? | Mandated? | Transit Friendly? | Ready-to-Go? | ORTP Consistency |
| OS5. | Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 1C - Part 2 | The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases. | N/A | L | N/A | H | L | H | N/A | N | N | N | Y | Proj.4 |
| OS5. | Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 2A - Part 1 | The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases. | N/A | L | N/A | H | L | M | N/A | N | N | N | Y | Proj.4 |
| OS5. | Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 2B | The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases. | N/A | L | N/A | H | L | L | N/A | N | N | N | Y | Proj.4 |
| OS5. | Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 3A | The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases. | N/A | L | N/A | H | L | L | N/A | N | N | N | Y | Proj.4 |
| OS9. | Freeway Service Patrol | Operate roving service patrols. Services include towing of disabled vehicles, removing debris, providing basic fire extinguisher use, deploying traffic control devices, assisting the HPD, HFD, and EMS at crash scenes & other incidents, assisting sick or injured motorists with basic first aid, & notifying 911 of incidents. | N/A | L | N/A | H | L | H | N/A | N | N | N | Y | Proj.4 |

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Oahu - Congestion Mitigation Projects

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| CONGESTION MITIGATION PROJECTS | | Project Description | Congestion Management Process | Highway Safety Improvement Program | Travel Time or Delay Analysis | Project Location | Cost Participation | Project Stage | Traffic Signal Warrants | Gap Closure? | Mandated? | Transit Friendly? | Ready-to-Go? | ORTP Consistency |
|----------------------------------|--|---|-------------------------------|------------------------------------|-------------------------------|------------------|--------------------|---------------|-------------------------|--------------|-----------|-------------------|--------------|------------------|
| OS11. | ITS Operation and Maintenance | 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. | N/A | L | N/A | L | L | H | N/A | N | N | N | Y | Proj.4 |
| CITY & COUNTY OF HONOLULU - FHWA | | | | | | | | | | | | | | |
| OC4. | Computerized Traffic Control System | Upgrade and expand fiber optic lines, closed-circuit television (CCTV) cameras, data collection, and signal control in the urban center and outlying areas for connectivity to the Honolulu Traffic Control Center. | H | L | N/A | M | L | L | N/A | Y | N | N | Y | Proj. 4 |
| OC5. | Farrington Highway (Route 7110 & 9107) Improvements, Phase 1 | 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. | H | N/A | H | H | L | M | N | Y | N | N | Y | Proj.20 |
| OC6. | Kapolei Parkway (Route 8920) Extension | Provide an extension of the existing Kapolei Parkway from Kamokila 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. | H | N/A | H | H | M | M | N/A | Y | N | Y | Y | Proj.19 |

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| CONGESTION MITIGATION PROJECTS | Project Description | Congestion Management Process | Highway Safety Improvement Program | Travel Time or Delay Analysis | Project Location | Cost Participation | Project Stage | Traffic Signal Warrants | Gap Closure? | Mandated? | Transit Friendly? | Ready-to-Go? | ORTP Consistency |
|--|--|-------------------------------|------------------------------------|-------------------------------|------------------|--------------------|---------------|-------------------------|--------------|-----------|-------------------|--------------|------------------|
| | | | | | | | | | | | | | |
| OC9. Traffic Signal Optimization | 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 retiming the traffic signals. | L | L | L | H | L | L | N/A | N | N | N | Y | Proj. 39 |
| OC10. Traffic Signals at Various Locations | 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 Uniform Traffic Control Devices (MUTCD) and selected annually by a priority listing. | H | L | N | M | L | L | Y | N/A | Y | N | Y | Proj. 39 |

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| | MODERNIZATION PROJECTS | Project Description | Congestion Management Process | Highway Safety Improvement Program | Travel Time or Delay Analysis | Project Location | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | ORTP Consistency | HSTP Goals and Objectives Code |
|-------|--|---|-------------------------------|------------------------------------|-------------------------------|------------------|--------------------|---------------|--------------|-----------|-------------------|--|------------------|--|
| | | | | | | | | | | | | | | |
| | OAHU - STATE - FHWA | | | | | | | | | | | | | |
| OS17. | Interstate Route H-1, Kapolei Interchange Complex | Phase 2 and Phase-3 will complete the construction of the Wakea Street Separation and its associated ramps. Phase 3 4 and 4 5 will complete the ultimate buildout of the Kapolei IC Complex including the completion of Palailai and Makakilo Interchanges. | H | L | H | H | M | M | N | N | N | N/A | Proj.15 | G101-2, G104, G201-2, G302, G401 |
| OS19. | Interstate Route H-1, PM Contraflow, Westbound, Waiawa Interchange Improvements, Phase I | This is the first increment of the PM contraflow project. Add a westbound lane, for a total of four lanes, through the Waiawa Interchange. This project involves restriping the Interstate H-1 from the Waiawa Interchange to Waikale. | H | L | H | H | L | M | Y | N | Y | N/A | Proj.28 | G101-2, G104, G201-2, G302, G401, G502 |
| OS21. | Interstate Route H-1, Waiawa Interchange, Westbound, Waipahu Off-Ramp Improvements | Widen the westbound Waipahu off-ramp from one to two lanes. | H | L | H | H | L | L | N | N | N | N/A | Proj.24 | G101-2, G104, G201-2, G302, G401, G502 |
| OS42. | Kualakai Parkway (Route 8930) Extension | Extend Kualakai Parkway approximately 0.3 miles from Kapolei Parkway to Roosevelt Avenue. | H | L | H | H | L | H | Y | N | Y | N/A | Proj.22 | G101-2, G104, G201-2, G302, G401, G502 |

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| MODERNIZATION PROJECTS | Project Description | CITY & COUNTY OF HONOLULU - FHWA | | | | | | | | | | | | HSTP Goals and Objectives Code |
|---------------------------|--|----------------------------------|---------------------------------------|----------------------------------|------------------|--------------------|---------------|--------------|-----------|-------------------|---|------------------|--|-----------------------------------|
| | | Congestion Management Process | Highway Safety Improvement Program | Travel Time or Delay Analysis | Project Location | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | ORTP Consistency | | |
| OC7. | Makakilo Drive (Route 8810) Extension | N/A | N/A | H | M | L | M | Y | N | N | N/A | Proj.35 | G101-4, G201-2, G302, G401, G502 | |
| | Construct an extension of Makakilo Drive from the Palehua Subdivision to the H-1 Freeway. | | | | | | | | | | | | | |

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| ENHANCEMENT PROJECTS | OAHU : STATE - FHWA | | | | | | | | | | |
|----------------------|--|---------------------|-------------------------|--------------------|---------------|--------------|-----------|-------------------|--|-------------------------------------|------------------------|
| | Project Description | Enhancement Program | Non-Enhancement Funding | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | Addreses MAP-21 Planning Factor(s)? | Local Match Available? |
| OS23. | Kalaniana'ole Highway Bicycle Improvements, Waimanalo Beach Park to Kainoa Beach Park | N | Y | L | M | N | N | N | N/A | Y | Y |
| OS41. | Kamehameha Highway, Wetland Enhancement, Vicinity of Ukoa Pond | N | Y | L | M | N | Y | N | N/A | Y | Y |
| OS43. | Leeward Bikeway, Phase II, Hawaii Railroad Society Train Station to Luualalei Naval Road | Y | N/A | L | M | N | N | N | N/A | Y | Y |
| OS49. | Recreational Trails Program | N | Y | L | M | N | N | N | N/A | Y | Y |

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| ENHANCEMENT PROJECTS | Project Description | Enhancement Program | Non-Enhancement Funding | Cost Participation | Project Stage | Gap Closure? | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | Addresses MAP-21 Planning Factor(s)? | Local Match Available? |
|----------------------|---|----------------------------------|-------------------------|--------------------|---------------|--------------|-----------|-------------------|--|--------------------------------------|------------------------|
| | | CITY & COUNTY OF HONOLULU - FHWA | | | | | | | | | |
| OC2. | Bikeway Improvement Projects This is an ongoing islandwide program for the implementation of the Oahu Bicycle Master Plan improvements, the development of new projects, and the upgrade of existing bicycle facilities. Projects include the Hamakua Drive Bikeway Improvements and the Pearl Harbor Bike Path Restoration. | N | Y | L | L | Y | N | N | N/A | Y | Y |

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| HUMAN SERVICES TRANSPORTATION PROGRAMS | | Project Description | | | | | | | | | | |
|--|--|---------------------------------------|--------------------|---------------|-----------|-------------------|---|---|------------------------|--------------|------------------|--|
| OAHU : STATE - FTA | | Human Services Transportation Plan | Cost Participation | Project Stage | Mandated? | Transit Friendly? | Oahu Regional ITS Architecture Consistency | Addresses MAP-21 Planning Factor(s)? | Local Match Available? | Ready-to-Go? | ORTP Consistency | |
| OS50. | Transportation Assistance for Elderly and Disabled | H | L | H | N | N | N/A | Y | Y | Y | Proj.3 | |
| CITY & COUNTY OF HONOLULU - FTA | | | | | | | | | | | | |
| OC12. | Agency Provided Trips | H | L | L | N | N | N/A | Y | Y | Y | Proj.3 | |
| OC17. | Local Shuttle Service | H | M | L | N | N | N/A | Y | Y | Y | Proj.3 | |
| OC19. | Mobility Management Center | H | L | L | N | N | N/A | Y | Y | Y | Proj.3 | |

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| TRANSIT PROJECTS | Project Description | CITY & COUNTY OF HONOLULU - FTA | | | | | | | | | |
|------------------|---------------------------------------|---------------------------------|-------------------------------|-------------------------------|------------------------------|---------------------|------------------------------|---|--|--------------------------------------|------------------------|
| | | Maintains Existing System | Completes Multi-Phase Project | Enhances Hub-and-Spoke System | Enhances Safety and Security | New Transit Service | Local Match In Year 1 Budget | Local Match Probable In Years 2,3 or 4 Budget | Oahu Regional ITS Architecture Consistency | Addresses MAP-21 Planning Factor(s)? | Local Match Available? |
| OC13. | Bus and Handi-Van Acquisition Program | Y | N/A | N/A | Y | N | Y | Y | N/A | Y | Y |
| OC14. | Bus Stop ADA Access Improvements | Y | Y | Y | Y | Y | Y | N | N/A | Y | Y |
| OC15. | Bus Stop Site Improvements | Y | Y | Y | Y | Y | Y | N | N/A | Y | Y |

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| TRANSIT PROJECTS | Project Description | Maintains Existing System | Completes Multi-Phase Project | Enhances Hub-and-Spoke System | Enhances Safety and Security | New Transit Service | Local Match In Year 1 Budget | Local Match Probable In Years 2,3 or 4 Budget | Oahu Regional ITS Architecture Consistency | Addresses MAP-21 Planning Factor(s)? | Local Match Available? |
|-------------------------|---|----------------------------------|--------------------------------------|--------------------------------------|-------------------------------------|----------------------------|-------------------------------------|--|---|---|-------------------------------|
| OC16. | Honolulu Rail Transit Corridor Project 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. | N/A | N | Y | Y | Y | Y | Y | Y | Y | Y |
| OC18. | Middle Street Intermodal Center Design, construct, inspect, and provide relocation funds for Phase II. Phase II is the completion of the Handi-Van parking lot, transit center platform and bus parking and parking garage. | Y | Y | N/A | Y | N | Y | Y | N/A | Y | Y |
| OC20. | Preventive Maintenance Preventive maintenance of FTA-funded rolling stock (buses and handi-vans) to include parts, labor, and other related costs. | Y | N/A | N/A | N/A | N/A | Y | Y | N/A | Y | Y |

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| TRANSIT PROJECTS | Project Description | Maintains Existing System | Completes Multi-Phase Project | Enhances Hub-and-Spoke System | Enhances Safety and Security | New Transit Service | Local Match In Year 1 Budget | Local Match Probable In Years 2,3 or 4 Budget | Oahu Regional ITS Architecture Consistency | Addresses MAP-21 Planning Factor(s)? | Local Match Available? |
|--|--|---------------------------|-------------------------------|-------------------------------|------------------------------|---------------------|------------------------------|---|--|--------------------------------------|------------------------|
| | | Y | Y | N/A | Y | N | Y | Y | N/A | Y | Y |
| OC21. Transit Safety and Security Projects | Capital projects at various transit locations to improve safety and security | | | | | | | | | | |

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| SYSTEM PRESERVATION PROJECTS | | | | | | | | | | | | | | | | | |
|--|--|---|---|---|--|--|---|--|---|---|--|------------------------------------|--|--|--------------------------------|------------------------------------|----------------------|
| Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS) | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | | Cost Participation | | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code | | |
| HAWAII STATE - HIWA | | | | | | | | | | | | | | | | | |
| HS2. | Bridge and Pavement Improvement Program, Hawaii | 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. | Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | Y | N | G101-3, G301-2, G401 |
| HS4. | Hawaii Belt Road (Route 19), Bridge Replacement, Pahoehoe Stream Bridge | Replace existing bridge. | Y | | N | | L | | | L | | | N | Y | N | G101-2, G201-2, G301-2, G401 | |
| HS12. | Hilo Bayfront Highway (Route 19), Shoreline Protection | Construct groin fields in phases along Hilo Bayfront. | N | | N | | L | | | M | | | N | Y | N | G101-2, G201-2, G301 | |
| HS13. | Kawaihae Road (Route 19), Waiala Stream Bridge Replacement and Realignment of Approaches | Replacing the existing Waiala Stream Bridge, realigning the bridge approaches, reconstructing the Route 19/Route 250 intersection and installing safety improvements. | Y | | N | | L | | | L | | | N | Y | N | G101-4, G201-2, G301-2, G401, G502 | |
| HS18. | Mamalahoe Highway (Route 11), Hilea Bridge Replacement | Replace existing bridge. | Y | | N | | L | | | L | | | N | Y | N | G101-2, G201-2, G301-2, G401 | |

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| SYSTEM PRESERVATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---|--|--|---|--|---|---|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|------------------------------|--|--|--|
| Project Description | | Bridge Assessment and Replacement Programs | | | | Pavement Management Programs | | | | Cost Participation | | | | Project Stage | | Gap Closure? | | Mandated? | | Addresses at least one MAP-21 Planning Factor? | | Listed in Regional Transportation Plans | | HSTP Goals and Objectives Code | | | | | | | | | | | | | | | | | |
| | | Yes: Project identified through DOT's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | Required by federal, state, or municipal laws, regulations or codes? | | | | | | | | | | | | | | | | |
| HC1. Alii Drive (Route 186) Culvert Replacement | | Replace existing culvert with a new concrete bridge. | | | | Y | | | | N | | | | L | | | | L | | | | N | | | | N | | | | Y | | | | N | | | | G101-2, G201-2, G301-2, G401 | | | |
| HC3. Bridge Inspection and Appraisal | | Inspection of county-maintained bridges as required by FHWA. | | | | N | | | | N | | | | L | | | | M | | | | N | | | | Y | | | | Y | | | | N | | | | G101-2, G201-2 | | | |

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| SAFETY PROJECTS | | | | | | | | | | | | | | | |
|--|--|--|---|---|---|---|---|--|---|--|--|--|--|--------------------------|--------------------------------|
| Projects that mitigate high accident and hazardous sites, such as: | | Project Description | Highway Safety Improvement Program | | Rockfall Protection Study | | Cost Participation | | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Plans | HSTP Goals and Objectives Code |
| | | | Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program | No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | Yes: Project identified through DOT's Rockfall Protection Study | No: Project did not result from DOT's Rockfall Protection Study | High: Private industry funding has been secured | Med: Private industry funding is anticipated | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | | |
| HAWAII - STATE - FHWA | | | | | | | | | | | | | | | |
| HS3. | Guardrail and Shoulder Improvements, Various Locations | Improve guardrail and shoulders. | N | | N | | L | | L | | N | N | Y | N | G101-3, G201-2, G301, G401 |
| HS5. | Hawaii Belt Road (Route 19), Drainage Improvements and Rockfall Protection, Vicinity of Hakalau Bridge | 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. | N | | Y | | L | | M | | N | N | Y | N | G101-3, G201-2, G301, G401 |
| HS6. | Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaumoali Bridge Towards Waipunahina Bridge | Improve guardrail and shoulders along Hawaii Belt Road from Kaumoali Bridge towards Waipunahina Bridge. | N | | N | | L | | M | | N | N | Y | N | G101-3, G201-2, G301, G401 |
| HS7. | Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kealakaha Bridge Towards Kaula Bridge | Improve guardrail and shoulders from Kealakaha Bridge to Kaula Bridge. | N | | N | | L | | M | | N | N | Y | N | G101-3, G201-2, G301, G401 |
| HS8. | Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaala Bridge Towards Kealakaha Bridge | Improve guardrail and shoulders from Kaala Bridge to Kealakaha Bridge. | N | | N | | L | | M | | N | N | Y | N | G101-3, G201-2, G301, G401 |
| HS9. | Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Waipunahina Bridge to East Paaulo Bridge | Improve guardrail and shoulders from Waipunahina Bridge to E. Paaulo Bridge. | N | | N | | L | | L | | N | N | Y | N | G101-3, G201-2, G301, G401 |
| HS10. | Hawaii Belt Road (Route 19), Rockfall Protection at Various Sections, Phase I (Laupahoehoe Gulch) | Slope protection along Route 19, Hawaii Belt Road, in the vicinity of Laupahoehoe Gulch. | N | | Y | | L | | M | | N | N | Y | N | G101-3, G201-2, G301, G401 |

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

Hawaii -

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| SAFETY PROJECTS | | Project Description | Highway Safety Improvement Program | | Cost Participation | | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|------------------------|---|---|---|---|---|--|---|---|--|------------------------------------|---|--|---------------------------------------|
| | | | Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program | No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | | | |
| | 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) | | | | | | | | | | | | |
| HS17. | Kohala Mountain Road (Route 250) Safety Improvements, MP 7.2 to MP 9.2 | 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. | Y | N | L | L | L | L | N | N | Y | N | G101-3, G201-2, G301, G401 |
| HS19. | Mamalahoa Highway (Route 11) Drainage Improvements at Kawa | Drainage improvements, including the installation of box culverts and raising of the roadway. | N | N | L | L | M | N | N | N | Y | N | G101-3, G201-2, G301, G401 |
| HS20. | Mamalahoa Highway (Route 190) Safety Improvements, MP 3.9 to MP 6.9 | Scope includes, but is not limited to: Installation of milled rumble strips on centerline and shoulders; pavement markings; and signing. | Y | N | L | L | L | L | N | N | Y | N | G101-3, G201-2, G301, G401 |

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| CONGESTION MITIGATION PROJECTS | | Project Description | Congestion Management System | | Highway Safety Improvement Program | | Cost Participation | | Project Stage | | Traffic Signal Warrants | | Gap Closure? | | Mandated? | | Addresses at least one MAP-21 Planning Factor? | | Listed in Regional Transportation Plans | | HSTP Goals and Objectives Code | |
|--|--|---|--|--|---|---|---|--|---|---|--|------------------------------------|--|--|--|--|--|--|---|--|----------------------------------|--|
| Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects | | | Yes: Project identified through a Congestion Management System process | No: Project did not result from a Congestion Management System process | Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program | No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Traffic signal project meets the criteria in the Traffic Signal Warrants | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | | | | | | |
| HAWAII - STATE - FHWA | | | | | | | | | | | | | | | | | | | | | | |
| HS25. | | Queen Kaahumanu Highway (Route 19), Intersection Improvements at Kawaihae Road (Route 19) | N | | Y | | L | | H | | N | | N | | N | | Y | | N | | G101-4, G201-2, G302, G401, G502 | |
| COUNTY OF HAWAII - FHWA | | | | | | | | | | | | | | | | | | | | | | |
| HC4. | | Kawailani Street (Route 2760) Improvements, Vicinity of Kanoelani Street to Vicinity of Kuhlani Street, Phase 2B | N | | N | | L | | M | | Y | | N | | N | | Y | | N | | G101-4, G201-2, G302, G401, G502 | |
| | | Phase 1 includes intersection improvements at Pohakulani, Ainaloa and Iwalei. 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. | | | | | | | | | | | | | | | | | | | | |

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MODERNIZATION PROJECTS

| MODERNIZATION PROJECTS | | Project Description | Congestion Management System | | Highway Safety Improvement Program | | Cost Participation | | Project Stage | Traffic Signal Warrants | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|------------------------|---|---------------------|--|--|--|--|---|--|---|---|--|------------------------------------|--|--|--|
| | | | Yes: Project identified through a Congestion Management System process | No: Project did not result from a Congestion Management System process | 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 County Safety Improvement Program | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Traffic signal project meets the criteria in the Traffic Signal Warrants | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? |
| HAWAII - STATE - FHWA | | | | | | | | | | | | | | | |
| HS1. | 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 | N | | N | | L | | | L | | N | N | Y | N | G101-4, G201-2, G301-2, G401, G502 |
| HS23. | Daniel K. Inouye Highway Extension New roadway and/or realignment and extending Daniel K. Inouye Highway from the Kona terminus at Mamalahoa Highway to the Queen Kaahumanu Highway. | Y | | N | | L | | | L | | Y | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |
| HS24. | Daniel K. Inouye Highway (Route 200) Improvements, Phase 2D: East Side Grade & Pave, MP 6 to 11; West Side, MP 42 to Mamalahoa Hwy Widen and/or realign the existing two-lane highway. | Y | | N | | L | | | M | | N | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |
| HS14. | Keaau-Pahoa Road (Route 130) Improvements, Keaau to Pahoa, Phase 1 - Keaau Bypass to Pahoa-Kapoho Road Improve traffic capacity, circulation and safety along Route 130. | Y | | N | | L | | | L | | N | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |

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| MODERNIZATION PROJECTS | | Project Description | Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process | Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | | Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | | Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants | Gap Closure? Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|---|-------|---|---|---|---|---|---|---|--|---|--|---|--|--|
| | | | | | | | | | | | | | | |
| Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects | HS15: | Keaau-Pahoa Road (Route 130) Shoulder Lane Conversion, Phase 2: Shower Drive Intersection Improvements | Y | Y | L | M | N | N | N | N | N | Y | N | G101-4, G201-2, G301-2, G401, G502 |
| | HS16: | Kealahou Parkway Extension (Route 197), Keanalehu Drive to Kealahou Street | Y | N | L | L | N | Y | N | Y | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |
| | HS22: | Puainako St (Rte 2000) Widening and Realignment, Kanoelohua Ave (Rte 11) to Komohana St (Rte 1940), Phase 1 - Kawili (Rte 2770) to Kilauea (Rte 1920) Kanoelohua Ave (Rte 11) | Y | N | L | L | N | Y | Y | Y | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |
| | HS22: | Puainako St (Rte 2000) Widening and Realignment, Kanoelohua Ave (Rte 11) to Komohana St (Rte 1940), Phase 2 - Komohana to Kawili (Rte 2770) | Y | N | L | L | N | Y | Y | Y | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |
| COUNTY OF HAWAII - FHWA | | | | | | | | | | | | | | |
| | HC2: | Alii Highway (Route 1110), Kamehameha III Rd (Route 185) to Queen Kaahumanu Hwy (Route 19) | Y | N | L | M | N | N | N | N | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |

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MODERNIZATION PROJECTS

| Project Description | Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process | Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants | Gap Closure? Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|---|--|--|--|--|---|--|---|--|---|--|
| | | | | | | | | | | |
| Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects | | | | | | | | | | |
| HC5. Kuakini Highway (Route 1100) Widening, Phase II, Hualalai Road (Route 188) to Proposed Alii Highway (Route 1110) | Y | N | L | L | N | N | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |
| HC6. Mamelahoa Highway (Route 19) Widening (Mudlane to Mana Road) | Y | N | L | L | N | N | N | Y | N | G101-4, G201-2, G301-2, G401, G502 |

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ENHANCEMENT PROJECTS

| Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects | | Project Description | Hawaii Statewide Enhancement Program | Cost Participation | Project Stage | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|---|---|--|---|--|---|--|--|--|---|--|
| HAWAII : STATE - FHWA | | | | | | | | | | |
| HS21. | National Recreational Trails Program - Hawaii (DLNR) | A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Big Island program. | Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects? | High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | Y | N | G101-3, G201, G301-2, G401-2, G502 |
| COUNTY OF HAWAII - FHWA | | | | | | | | | | |
| HC7. | Waianuenue Avenue (Route 2720) Improvements, Rainbow Drive to Akolea Road | Provide roadway improvements to include bike lanes and pedestrian walkways along Waianuenue Avenue from Rainbow Drive to Akolea Road. | N | L | L | N | N | Y | N | G101-4, G201-2, G301-2, G401-2, G502 |

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| TRANSIT PROJECTS | | | | | | | | | | | | |
|------------------------|------------------------------|--|---------------------------|-------------------------------|-------------------------------|------------------------------|---------------------|-----------------------|--|--|---|---------------------------------------|
| TRANSIT PROJECTS | | Project Description | Maintains Existing System | Completes Multi-Phase Project | Enhances Hub-and-Spoke System | Enhances Safety and Security | New Transit Service | Local Match in Year 1 | Local Match Possible in Years 2, 3 or 4 Budget | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
| COUNTY OF HAWAII - FTA | | | | | | | | | | | | |
| HC8. | Bus and Bus Facility | Purchase buses and operate bus transit facilities. | Y | Y | Y | Y | Y | Y | Y | Y | N | G101-3, G201-2, G301-2, G401 |
| HC9. | Rural Transportation Program | Operate public transit system. | Y | Y | Y | Y | Y | Y | Y | Y | N | G101-3, G201-2, G301-2, G401 |

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| SYSTEM PRESERVATION PROJECTS | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | | Cost Participation | | Project Stage | | Gap Closure? | | Mandated? | Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|------------------------------|--|---|---|---|--|--|--|---|--|---|--------------|--|-----------|--|--|---|--------------------------------|
| | | | Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | | | | | | | | |
| MAUI STATE - FHWA | | | | | | | | | | | | | | | | | |
| MS1. | Bridge and Pavement Improvement Program, Maui | 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. | Y | | Y | | L | H | N | N | | | N | Y | N | | G101-3, G301-2, G401 |
| MS5. | Honoapiilani Highway (Route 30), Bridge Replacement, Honolua Bridge | Replacement of a concrete T-beam bridge on Honoapiilani Hwy in the vicinity of Honolua Bay. | Y | | N | | L | M | N | | | | N | Y | N | | G101-2, G201-2, G301-2, G401 |
| MS8. | Honoapiilani Highway (Route 30), Shoreline Improvements, Vicinity of Olowalu | Shoreline protection for approximately 1000 feet of Highway on the west side of Hekili Point. | N | | N | | L | M | N | | | | N | Y | N | | G101-2, G201-2, G301 |
| MS9. | Kahului Beach Road (Route 3400), Shoreline Protection, Kahului Bay (#1) | Construct a seawall for about 800 feet of highway outside the harbor that would provide storm wave protection to the highway. Also construct low-profile concrete retaining wall at the waters edge to minimize accumulation of seaweed on the shoreline. | N | | N | | L | M | N | | | | N | Y | N | | G101-2, G201-2, G301 |

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

Maui

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| SYSTEM PRESERVATION PROJECTS | | | | | | | | | | | | | | |
|--|---|--|--|--|------------------------------|--------------------|--|---|--------------|-----------|--|---|--------------------------------|--|
| Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS) | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | Cost Participation | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code | |
| | | | Yes: Project identified through DOT's Bridge Inspection & Appraisal process or other bridge programming system No: Project did not result from DOT's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | | | High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | | | | | | |
| MOLOKAI | | | | | | | | | | | | | | |
| MS15. | Kamehameha V Highway (Route 450) Bridge Replacement, Makakupaia Stream Bridge | Kamehameha V Highway (Route 450) Puuloa Interchange Ramp "A" Seismic Rehabilitation. Milepost 3.94, Rehabilitate existing 43-foot long bridge by widening and strengthening to meet current State standards. | Y | N | N | L | L | N | N | Y | N | G101-2, G201-2, G301-2, G401 | | |
| COUNTY OF MAUI, FHWA | | | | | | | | | | | | | | |
| MC1 | Alaialua Bridge Replacement, Hana Highway (Route 3700), MP 33.80 | Construct a temporary bypass road; constructing a new bridge; then removing the temporary bypass road. | Y | N | N | L | L | N | N | Y | N | G101-2, G201-2, G301-2, G401 | | |
| MC2. | Baldwin Avenue (RTE 390) Resurfacing, Phase 2, Halimalle Road to Hana Hwy | Resurface pavement on Baldwin Avenue from Makawao Ave. to Halimalle Road. Improvements include pavement striping and marking, signage and utility adjustments. Approx length = 2.0 miles | N | Y | N | L | M | N | N | N | Y | G101-2, G201, G301 | | |
| MC3. | Bridge Inspection and Appraisal | Inspection of county-maintained bridges as required by FHWA. | Y | N | N | L | M | N | N | Y | N | G101-2, G201-2 | | |
| MC6. | Haialawe Bridge Replacement, Hana Highway (Route 3700), MP 31.05 | 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. | Y | N | N | L | L | N | N | N | Y | G101-2, G201-2, G301-2, G401 | | |
| MC858 | Iao Stream Bridge Repairs, Iao Valley Road (Route 3200), MP 2 | Repair existing steel bridge. Construct roadway improvements at both approaches. | Y | N | N | L | L | N | N | N | Y | G101-2, G201-2, G301-2, G401 | | |
| MC9. | Kahakuloa Bridge Replacement, Kahekili Highway (Route 340), MP 9.27 | The scope of work involves constructing a temporary bypass road; repairing the existing bridge; then removing the temporary bypass road. | Y | N | N | L | L | N | N | N | Y | G101-2, G201-2, G301-2, G401 | | |

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| SYSTEM PRESERVATION PROJECTS | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | | Cost Participation | | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|-------------------------------------|--|---|---|---|--|--|---|--|---|--|---------------------|------------------|---|--|---------------------------------------|
| | | | Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured | Med: Private industry funding is anticipated | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | | | | | |
| MC10. | Kahana Nui Bridge Replacement (Lower Honoapiilani Road - Route 3080), MP 2.40 | Replace existing concrete bridge. Construct roadway improvements at both approaches. | Y | | N | | L | L | L | | N | N | Y | N | G101-2, G201-2, G301-2, G401 |
| MC11. | Kahawaikapia Bridge Replacement, Hana Highway (Route 3700), MP 36.61 | Replace or repair existing concrete bridge. Construct roadway improvements at both approaches. | Y | | N | | L | L | M | | N | N | Y | N | G101-2, G201-2, G301-2, G401 |
| MC12. | Kanaloa Avenue (Route 3420, MP 0-MP 0.9), Mahalani Street / Maui Lani Parkway / Waiinu Road (Route 3231, MP 0-MP 1.18) Resurfacing, Kahului Beach Road (Route 3400) to Waialea Road (Route 3180) | 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. | N | | Y | | L | L | L | | N | N | Y | N | G101-2, G201-2, G301, G401 |
| MC14. | Kokomo Road (Route 366, MP 3.9-MP 3.1) Pavement Reconstruction Haiku Road (Route 366) to MP 3.1 and Makawao Avenue (Route 365, MP 3.2-MP 2.4) Pavement Reconstruction, Pihiolo Road to Kokomo Road (Route 366) | 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. | N | | Y | | L | L | M | | N | N | Y | N | G101-2, G201-2, G301, G401 |
| MC15. | Koukouai Bridge Modifications, Pillani Highway (Route 3700), MP 28.59 | Replace or repair existing concrete bridge. Construct roadway improvements at both approaches. | Y | | N | | L | L | L | | N | N | Y | N | G101-2, G201-2, G301-2, G401 |
| MC16 | Kuikahi Drive (Route 3210, MP 1-MP 0.2) Pavement Rehabilitation, Kualau Street to Honoapiilani Highway (Route 30) | 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, pavement markings and striping. | N | | Y | | L | L | M | | N | N | Y | N | G101-2, G201-2, G301, G401 |

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| SYSTEM PRESERVATION PROJECTS | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | | Cost Participation | | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Plans | HSTP Goals and Objectives Code |
|-------------------------------------|--|---|--|--|--|--|---|--|---|---|--|------------------------------------|---|---------------------------------|---------------------------------------|
| | | | Yes: Project identified through DOT's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | | | |
| MC17. | Kulanihakoi Bridge Replacement, South Kihei Road (Route 3100), MP 1.40 | Replace or repair existing concrete bridge. Construct roadway improvements at both approaches. | Y | | N | | L | L | | L | | N | Y | N | G101-2, G201-2, G301-2, G401 |
| MC18. | Lelekea Bridge Replacement, Piilani Hana-Highway (Route 3700 360), MP 27.23 | Replace or repair existing concrete bridge. Construct roadway improvements at both approaches. | Y | | N | | L | L | | L | | N | Y | N | G101-2, G201-2, G301-2, G401 |
| MC19. | Lower Honoapiilani Road (Route 3080, MP 2-MP 3.4) Improvements, Phase IV, Hooihui Road to Napilihau Road (Route 3090) | Road widening, curb, gutter, sidewalk/paved shoulder, and drainage improvements. Replace Kahanahui Bridge. Approximately 1.50 miles. | Y | | N | | L | L | | M | | N | Y | N | G101-4, G201-2, G301-2, G401 |
| MC20. | Lower Honoapiilani Road (Route 3080, MP 0-1.4) Pavement Rehabilitation, Honoapiilani Highway (Route 30) to Hooihui Road | 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. | N | | Y | | L | L | | L | | N | Y | N | G101-2, G201-2, G301, G401 |
| MC21. | Lower Main Street (Route 3830, MP 2.0-MP 1.4) Resurfacing, Kahului Beach Road (Route 3400) to Hala Place | 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. | N | | Y | | L | L | | L | | N | Y | N | G101-2, G201-2, G301, G401 |
| MC40. | Old Haleakala Hwy (Rte 367) and Makani Rd (Rte 3630) Resurfacing, Aeloa Rd - Makawao Ave & Old Haleakala Hwy to Haleakala Bypass | 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 adjustments. Total length is 1.7 miles. | N | | Y | | L | L | | H | | N | Y | N | G101-2, G201-2, G301, G401 |

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| SYSTEM PRESERVATION PROJECTS | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | | Cost Participation | | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|------------------------------|--|---|---|---|--|--|---|--|---|---|--------------|-----------|--|---|--------------------------------|
| | | | Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | | | | | |
| MC28. | 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) | The proposed scope of work for this project consists of pavement reconstruction, installing 4 feet wide paved shoulders, reconstructing existing curb ramps and sidewalks to be ADA compliant, utility adjustments, replacing existing signs, pavement markings and striping. | N | | Y | | L | | L | | N | N | Y | N | G101-2, G201-2, G301, G401 |
| | | | | | | | | | | | | | | | |
| MC31. | Pavement Rehabilitation, Various Roads, South Maui: Kulanihakai Street (Route 3175), MP 0-MP 0.5 | 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. | N | | Y | | L | | M | | N | N | Y | N | G101-2, G201-2, G301, G401 |
| | 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) | | | | | | | | | | | | | | |
| MC32. | Piikea Avenue (Route 3165, MP 0-MP 0.6) Resurfacing, South Kihei Road (Route 3100) to Piilani Highway (Route 31) | 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. | N | | Y | | L | | M | | N | N | Y | N | G101-2, G201-2, G301, G401 |

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| SAFETY PROJECTS | | Project Description | Highway Safety Improvement Program | | Rockfall Protection Study | | Cost Participation | | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code | |
|-----------------------|---|---|---|---|---|---|---|--|---|---|--|------------------------------------|--|--|--------------------------------|--|
| | | | Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program | No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | Yes: Project identified through DOT's Rockfall Protection Study | No: Project did not result from DOT's Rockfall Protection Study | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | |
| MAUI : STATE - FHWA | | | | | | | | | | | | | | | | |
| MS2. | 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) | Improve guardrails and shoulders at various locations. | N | | N | | L | L | L | | N | N | Y | N | G101-3, G201-2, G301, G401 | |
| MS7. | | Scope includes, but is not limited to: Installation of milled rumble strips on centerline and shoulders; pavement markings; and signing. | Y | | N | | L | L | L | | N | N | Y | N | G101-3, G201-2, G301, G401 | |
| MOLOKAI | | | | | | | | | | | | | | | | |
| MS14. | Guardrail and Shoulder Improvements Program at Various Locations, Molokai, Parts 1, 2 & 3 | Improve guardrail and shoulders. | N | | N | | L | L | M | | N | N | Y | N | G101-3, G201-2, G301, G401 | |
| COUNTY OF MAUI - FHWA | | | | | | | | | | | | | | | | |
| MC5. | Guardrail and Shoulder Improvements, Various Locations, Phase 1 - Halimale Road (Route 371), Haleakala Highway (Route 37) to Baldwin Ave (Route 390) MP 0-MP 2.62 & Phase 2 | Construction of new metal guardrails and guardrail end treatments, and upgrades to existing traffic signage and markings. This is a continuous improvement program. | N | | N | | L | L | L | | N | N | Y | N | G101-3, G201-2, G301, G401 | |

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| CONGESTION MITIGATION PROJECTS | | Project Description | Congestion Management System | | Highway Safety Improvement Program | Cost Participation | Project Stage | Traffic Signal Warrants | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|--------------------------------|---|---|---|---|------------------------------------|--------------------|---------------|-------------------------|--------------|-----------|--|---|----------------------------------|
| | | | Yes: Project identified through a Congestion Management System process | No: Project did not result from a Congestion Management System process | | | | | | | | | |
| | | | Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program | No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | | | | | | | | | |
| COUNTY OF MAUI - FHWA | | | | | | | | | | | | | |
| MC4. | Central Maui Traffic Signal Upgrades | The project will upgrade eight (8) existing signalized intersections within Kahului. 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. | N | N | L | | | N | N | N | Y | N | G101-4, G201-2, G302, G401, G502 |
| MC23. | Mill Street (Route 3840) Traffic Signal at Imi Kala Street | Construct traffic signal improvements at the intersection of Mill Street and Imi Kala Street. | N | N | L | | | Y | N | N | Y | N | G101-4, G201-2, G302, G401, G502 |
| MC27. | Old Haleakala Highway (Route 367, MP 0.85-MP 0.95) Traffic Signal Upgrade at Pukalani Street (Route 3620, MP 0-MP 0.05) | 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 for 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. | N | N | L | | | N | N | N | Y | N | G101-4, G201-2, G302, G401, G502 |
| MC29. | Papa Avenue (Route 3910) Traffic Signals at Hina Avenue (Route 3930) | Project will explore and consider alternatives to intersection control while remaining sensitive to the surrounding residential area. | N | N | L | | | Y | N | N | Y | N | G101-4, G201-2, G302, G401, G502 |
| MC30. | Papalaua Street (Rte 3020, MP 0.13-MP 0.17) Traffic Signal Upgrade at Wainee Street (Route 3015, MP 0.3-MP 0.34) | 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. | N | N | L | | | N | N | N | Y | N | G101-4, G201-2, G302, G401, G502 |

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| CONGESTION MITIGATION PROJECTS | | Project Description | Congestion Management System Yes: Project identified through a Congestion Management System process No: Project did not result from a Congestion Management System process | Highway Safety Improvement Program Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | Project Stage High: Planning or Design has already begun Med: Planning or Design is almost completed Low: The project has not yet begun | Traffic Signal Warrants Traffic signal project meets the criteria in the Traffic Signal Warrants | Gap Closure? Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|--|---|--|--|--|--|--|---|--|---|--|---|----------------------------------|
| Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects | MC33. | Waiale Road (Route 3180) Traffic Signals at Waiinu Road | N | N | L | | Y | N | N | Y | N | G101-4, G201-2, G302, G401, G502 |
| | | This project proposes to install a traffic signal at the intersection of Waiale Road and Waiinu 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. | | | | | | | | | | |
| MC35. | Wakea Ave. (RTE 3920) and Kamehameha Avenue (RTE 3940) Traffic Signal Upgrade | 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. | N | N | L | | Y | N | N | Y | N | G101-4, G201-2, G302, G401, G502 |

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MODERNIZATION PROJECTS

| MODERNIZATION PROJECTS | | Project Description | Congestion Management System | | Highway Safety Improvement Program | | Cost Participation | | Project Stage | | Traffic Signal Warrants | Gap Closure? | Does this project close a gap or connect missing links in a route? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|------------------------|--|---------------------|--|--|---|---|---|--|---|---|--|------------------------------------|--|--|--|---|------------------------------------|
| | | | Yes: Project identified through a Congestion Management System process | No: Project did not result from a Congestion Management System process | Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program | No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Traffic signal project meets the criteria in the Traffic Signal Warrants | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | |
| MAUI: STATE- FHWA | | | | | | | | | | | | | | | | | |
| MS4. | Hana Highway (Route 36) Widening, Kaahumanu Avenue (Route 32) to Vicinity of Airport Access Road | | Y | | N | | L | | M | | N | N | N | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |
| MS6. | Honoapiilani Highway (Route 30) Realignment, Phase 1B2, Hokiokio Place to Relocated Southern Terminus | | Y | | N | | L | | L | | N | Y | Y | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |
| MS6. | Honoapiilani Highway (Route 30) Widening and/or Realignment, Phase 1C, Keawe Street Extension to Kaanapali Connector | | Y | | N | | L | | M | | N | Y | Y | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |
| MS12. | Paia Bypass Road (Paia Alternative Route, Vicinity of Spreckelsville to Vicinity of Hookipa Park) | | Y | | N | | L | | L | | N | N | N | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |

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MODERNIZATION PROJECTS

| MODERNIZATION PROJECTS | | Project Description | Congestion Management System | | Highway Safety Improvement Program | | Cost Participation | | Project Stage | | Traffic Signal Warrants | | Gap Closure? | | Mandated? | | Addresses at least one MAP-21 Planning Factor? | | Listed in Regional Transportation Plans | | HSTP Goals and Objectives Code | |
|------------------------|---|---------------------|--|--|--|--|---|--|---|---|--|------------------------------------|--|--|--|---|--|---|---|------------------------------------|------------------------------------|--|
| | | | Yes: Project identified through a Congestion Management System process | No: Project did not result from a Congestion Management System process | 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 County Safety Improvement Program | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Traffic signal project meets the criteria in the Traffic Signal Warrants | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | | | | | | |
| MS13. | Puunene Avenue (Rte 3500) Improvements, Kaahumanu Avenue (Rte 32) to Kuihelani Highway (Route 380), MP 0.46 to 1.09 | Y | | N | | L | | | L | | | N | N | N | N | Y | Y | | Y | | G101-4, G201-2, G301-2, G401, G502 | |
| | Kihel-Upcountry Maui Highway (Route 374), Phase 1A | N | | N | | L | | | L | | | N | N | N | N | Y | Y | | Y | | G101-4, G201-2, G301-2, G401, G502 | |
| COUNTY OF MAUI - FHWA | | | | | | | | | | | | | | | | | | | | | | |
| MC25. | North-South Collector Road (Route 3115, MP 1.21-MP 1.99), Kaonoulu Street to Namaou Place | N | | N | | L | | | L | | | N | Y | N | Y | Y | | Y | | G101-4, G201-2, G301-2, G401, G502 | | |

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| MODERNIZATION PROJECTS | | Project Description | HSTP Goals and Objectives Code | | | | | | | | | | | |
|---|-------|--|--|------------------------------|------------------------------------|--------------------|--|---|--------------|-----------|--|---|---|--|
| Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects | MC26. | | North-South Collector Road (Route 3115, MP 2.73-MP 3.86), Lokelani School to Auhana Road | Congestion Management System | Highway Safety Improvement Program | Cost Participation | Project Stage | Traffic Signal Warrants | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | | |
| | | Construct a two lane major collector road including separated multi-use path. Project will also construct three bridge/stream crossings. | N | N | L | L | High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | N | Y | N | Y | Y | G101-4, G201-2, G301-2, G401, G502 |

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ENHANCEMENT PROJECTS

| Project Description | Hawaii Statewide Enhancement Program | Cost Participation | Project Stage | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|---|--|--|---|---|---|--|---|--|
| | | | | | | | | |
| Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects | | High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? N | Required by federal, state, or municipal laws, regulations or codes? N | Y | N | G101-4, G201-2, G301-2, G401-2, G502 |
| MC34: Waipulani Bikepath | Construct bikepath on beach reserve, from Kulanihakai Street to Waipulani State Park. Approximately 0.5 miles. | | | | | | | |

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ENHANCEMENT PROJECTS

| ENHANCEMENT PROJECTS | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|--------------------------------------|---|--|---|---|--|------------------------------------|--|---|---|--|---|---|--|--------------------------------|--|
| Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects | | Project Description | | Hawaii Statewide Enhancement Program | | Cost Participation | | Project Stage | | Gap Closure? | | Mandated? | | Addresses at least one MAP-21 Planning Factor? | | Listed in Regional Transportation Plans | | HSTP Goals and Objectives Code | |
| MAUI : STATE - FHWA | | | | | | | | | | | | | | | | | | | |
| MS3. | Hana Highway (Route 36)/ Kaahumanu Ave. (Route 32) Beautification Dairy Road (Route 380) to Naniloa Overpass | Beautification of the main corridor between Kahului and Wailuku to include landscape and irrigation. | | Y | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Y | Y | N | G101-4, G201-2, G301-2, G401-2, G502 | | | |
| MS10. | National Recreational Trails Program - Maui (DLNR) | A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Maui program. | | N | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Y | Y | N | G101-3, G201, G301-2, G401-2, G502 | | | |
| COUNTY OF MAUI - FHWA | | | | | | | | | | | | | | | | | | | |
| MC13. | Kihei Bikeway, Phase 2, Liloa Drive (Route 3115, MP 1.39-MP 1.49), Lipoa Street (Route 3160) to Halekuai Street | 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. | | N | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Y | Y | N | G101-4, G201-2, G301-2, G401-2, G502 | | | |
| MC22. | 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 | 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. | | N | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Y | Y | N | G101-4, G201-2, G301-2, G401-2, G502 | | | |
| MC24. | North Shore Greenway, Phase IV, Hana Highway (Route 36, MP 5.28-MP 6.11) from Ulupua Street to Baldwin Park | An asphalt shared-use path will be constructed between Spreckelsville and Baldwin Park. The project will cross Kailua Stream and parallel Hana Highway. | | N | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Y | Y | N | G101-4, G201-2, G301-2, G401-2, G502 | | | |

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| HUMAN SERVICES TRANSPORTATION PROGRAMS | | Project Description | Human Services Transportation Plan | Cost Participation | Project Stage | Mandated? | Transit Friendly? | Addresses MAP-21 Planning Factor(s)? | Local Match Available? | Ready-to-Go? | Listed in Regional Transportational Plans | HSTP Goals and Objectives Code |
|--|--|---|---------------------------------------|--------------------|---------------|-----------|-------------------|---|------------------------|--------------|--|---|
| COUNTY OF MAUI - FTA | | | | | | | | | | | | |
| MC39. | Transportation Assistance for Elderly and Disabled | Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 - Urban) Funds from program will be utilized for the purchase of buses for the program audience. | Y | M | H | N | N | Y | Y | Y | N | G101-4, G201-2, G301-2, G402, G501, G503 |

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TRANSIT PROJECTS

| COUNTY OF MAUI - FTA | | Project Description | Maintains Existing System | Completes Multi-Phase Project | Enhances Hub-and-Spoke System | Enhances Safety and Security | New Transit Service | Local Match in Year 1 | Local Match Possible in Years 2, 3 or 4 Budget | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|--|------------------------------|--|---|--|--|--|---------------------|-----------------------|--|--|---|---------------------------------------|
| Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service | | | Does it maintain and operate existing fixed route bus and complementary paratransit system? | Does it complete a multi-phase project that has started? | Does it enhance system performance through implementation of hub-and-spoke system? | Does it enhance safety/security of passengers and the system and enhances service quality level? | | | | | | |
| MC36. | Bus and Bus Facility (Rural) | Purchase buses and operate bus transit facilities. | Y | Y | Y | Y | Y | Y | Y | Y | N | G101-3, G201-2, G301-2, G401 |
| MC37. | Rural Transportation Program | Operate public transit system. | Y | Y | Y | Y | Y | Y | Y | Y | N | G101-3, G201-2, G301-2, G401 |
| MC38. | Urbanized Area - Kahului | Capital purchases, operating costs and planning | Y | N | N | Y | N | N | Y | Y | N | G101-2, G201-2, G301-2 |

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| SYSTEM PRESERVATION | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | | Cost Participation | | Project Stage | | Gap Closure? Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|--|---|---|---|---|--|--|--|---|---------------|--|--|---|--|---|--------------------------------|
| 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) | | | Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured Med: Private industry funding is anticipated (i.e. private industry) Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | | | | | | | |
| KAUAI STATE - EHW | | | | | | | | | | | | | | | |
| KS1. | Bridge and Pavement Improvement Program, Kauai | 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. | Y | | Y | | L | H | | | N | N | Y | N | G101-3, G301-2, G401 |
| KS3. | Kapule Highway / Rice Street / Waapa (Route 51) Road Improvements and Nawiliwili Bridge Replacement | Strengthen/widen existing Nawiliwili Bridge. Implement drainage improvements and safety improvements including new signing and striping and guardrails. Improve roadway approach to the bridge. | Y | | N | | L | L | | | N | N | Y | N | G101-2, G201-2, G301-2, G401 |
| KS4. | Kaunualii Highway (Route 50), Bridge Rehabilitation, Bridge No. 7E | Repair/rehabilitate bridge 7E on Kaunualii Highway update to current bridge standards. | Y | | N | | L | L | | | N | N | Y | N | G101-2, G201-2, G301, G401 |
| KS5. | Kaunualii Highway (Route 50), Bridge Rehabilitation, Hanapepe Bridge | Repair existing bridge substructure, including the initiation of scour prevention measures to improve bridge footings. | Y | | N | | L | L | | | N | N | Y | N | G101-2, G201-2, G301-2, G401 |

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| SYSTEM PRESERVATION | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | | Cost Participation | | Project Stage | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|--|---|--|---|---|--|--|--|---|----------------------|---------------------|------------------|---|--|---------------------------------------|
| Projects that upgrade and protect infrastructure investments, such as: | System (ITS) | | Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | | | | | | |
| KS5. | Kaunualii Highway (Route 50), Bridge Rehabilitation, Omao Bridge | Rehabilitation of concrete T-girder bridge on Kaunualii Hwy in the vicinity of Omao Road. | Y | | N | | L | M | | N | N | Y | N | G101-2, G201-2, G301-2, G401 |
| KS8. | Kuhio Highway (Route 56), Bridge Replacement, Kapaia Bridge | Replacement of a multi-T beam reinforced concrete girder on Kuhio Hwy in the vicinity of Kapaia. | Y | | N | | L | M | | N | N | Y | N | G101-2, G201-2, G301-2, G401 |
| KS9. | Kuhio Highway (Route 560), Bridge Rehabilitation, Waiohi, Waipa, and Walkoko Stream Bridges | Rehabilitate existing bridges. | Y | | N | | L | L | | N | N | Y | N | G101-2, G201-2, G301-2, G401 |

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| SYSTEM PRESERVATION | | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | | Cost Participation | | Project Stage | | Gap Closure? | | Mandated? | | Addresses at least one MAP-21 Planning Factor? | | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|---------------------|---|--|---|---|--|--|---|--|---|---|--|------------------------------------|--|--|--|---|---|--------------------------------|
| | | | Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | | | |
| KS14. | Kuhio Highway (Route 56) Emergency Slope Stabilization, Kalihiwai Bridge | Slope stabilization including clearing trees, removing loose rocks, installing rock anchors and installing shielding for motorists. | N | | N | | L | H | | | | N | N | Y | N | | G101-2, G201-2, G301 | |
| | | | COUNTY OF KAUAI - FHWA | | | | | | | | | | | | | | | |
| | | | KC1. | Bridge Inspection and Appraisal | N | | N | | L | M | | | | N | Y | Y | N | G101-2, G201-2 |
| KC2. | Hanapepe Road (Route 545) Resurfacing | Resurface the entire length (5400 feet) of Hanapepe Road. Full depth reclamation (FDR) technology will be used on this project whenever necessary to match existing adjacent facilities. | N | | Y | | L | L | | | | N | N | Y | N | | G101-2, G201-2, G301, G401 | |
| KC6. | Opaekaa Bridge Rehabilitation | 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. | Y | | N | | L | M | | | | N | N | Y | N | | G101-2, G201-2, G301-2, G401 | |

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| SYSTEM PRESERVATION | Project Description | Bridge Assessment and Replacement Programs | | Pavement Management Programs | | Cost Participation | | Project Stage | | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|---------------------|---|---|---|--|--|--|---|--|--|--------------|-----------|--|---|---------------------------------------|
| | | Yes: Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | No: Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system | Yes: Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | No: Project did not result from DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system | High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (e.g. private industry) | High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | | | | |
| KC8. | Puhi Road (Route 5010) Rehabilitation, Phase 2 - Kaneoka St to S. Haleukana St (MP 0.35 to MP 0.80) | | N | | Y | L | | L | N | N | N | Y | N | G101-2, G201-2, G301, G401 |
| | Rehabilitate Puhi Road. Phase 1 was from Kauruaalii Hwy (MP 0) to Kaneoka St. Phase 2 will rehabilitate Puhi Road from Kaneoka St to South Haleukana St intersection (MP 0.35 to MP 0.80), pavement widening, incorporating Complete Streets principles, and replacing pavement markers, striping, and traffic signs. | | | | | | | | | | | | | |
| KC9. | Puupae Bridge Rehabilitation | Y | | | N | L | | L | N | N | N | Y | N | G101-2, G201-2, G301-2, G401 |
| | Repair or rehabilitate and strengthen the existing Puupae Bridge by performing the replacement of steel girders, construction of new concrete abutments, and installation of a new concrete deck and bridge rails. | | | | | | | | | | | | | |

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| SAFETY PROJECTS | | Project Description | Highway Safety Improvement Program | | Rockfall Protection Study | | Cost Participation | | Project Stage | | Gap Closure? | | Mandated? | | Addresses at least one MAP-21 Planning Factor? | | Listed in Regional Transportation Plans | | HSTP Goals and Objectives Code | |
|------------------------|--|--|---|---|---|---|---|--|---|---|--|------------------------------------|--|--|--|---|---|--|--------------------------------|--|
| | | | Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program | No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | Yes: Project identified through DOT's Rockfall Protection Study | No: Project did not result from DOT's Rockfall Protection Study | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Low: The project has not yet begun | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | | | | | | |
| KAUAI - STATE - FHWA | | | | | | | | | | | | | | | | | | | | |
| KS2. | Guardrail and Shoulder Improvements on State Highways, Kauai, Parts 3, 4 & 5 | Improve guardrails and shoulders at various locations. | N | | N | | L | | L | | | N | N | N | Y | N | | | G101-3, G201-2, G301, G401 | |
| KS11. | Kuhio Highway (Route 56), Maunaloa Road Intersection Improvements and Kapaa Stream Bridge Rehabilitation | Safety improvements at Maunaloa Road intersection and Kapaa Stream Bridge including guardrail upgrades, wider shoulders for pedestrians and bicycles. The bridge will be strengthened to accommodate present day vehicular modes. | N | | N | | L | | L | | | N | N | N | Y | N | | | G101-3, G201-2, G301, G401 | |
| KS12. | Kuhio Highway (Route 56) Safety Improvements, MP 21.4 to MP 27.1 | 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. | Y | | N | | L | | L | | | N | N | N | Y | N | | | G101-3, G201-2, G301, G401 | |
| COUNTY OF KAUAI - FHWA | | | | | | | | | | | | | | | | | | | | |
| KC3. | Kawaihau Road (Route 5860), Hauaala Road (Route 5865), Maunaloa Road (Route 5870), Complete Street & Safety Improvements | Construction of roundabouts at Hauaala Rd (Route 5865)/Kawaihau Rd (Route 5860)/Maunaloa 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 Maunaloa Rd (Route 5870); Bus stop shelters on Kawaihau Rd (Route 5860). | N | | N | | L | | L | | | N | N | N | Y | Y | | | G101-3, G201-2, G301, G401 | |

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| SAFETY PROJECTS | | Project Description | Highway Safety Improvement Program Yes: Project identified through DOTs County Safety Improvement Program or Highway Safety Improvement Program or No: Project did not result from DOTs County Safety Improvement Program or Highway Safety Improvement Program | Rockfall Protection Study Yes: Project identified through DOTs Rockfall Protection Study No: Project did not result from DOTs Rockfall Protection Study | Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Gap Closure? Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|-----------------|---|---|---|---|--|--|--|---|--|---|---------------------------------------|
| KC10. | Rice Street (Route 5020) Improvements, MP 0 to MP 1.0 | 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 (bike lanes and sharrows), restriping, bus shelters, and improvements at intersections and pedestrian crossings. | N | N | L | L | N | N | Y | Y | G101-3, G201-2, G301-2, G401 |
| | | | | | | | | | | | |

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

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>
MODERNIZATION PROJECTS

| MODERNIZATION PROJECTS | | Project Description | Congestion Management System | | Highway Safety Improvement Program | | Cost Participation | | Project Stage | | Traffic Signal Warrants | | Gap Closure? | | Mandated? | | Addresses at least one MAP-21 Planning Factor? | | Listed in Regional Transportation Plans | | HSTP Goals and Objectives Code | |
|------------------------|---|--|--|--|---|---|---|--|---|---|--|--|--|--|--|---|--|---|---|--|------------------------------------|--|
| | | | Yes: Project identified through a Congestion Management System process | No: Project did not result from a Congestion Management System process | Yes: Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program | No: Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program | High: Private industry funding has been secured | Med: Private industry funding is anticipated | Low: Does not include other financial involvement (i.e. private industry) | High: Planning or Design has already been completed | Med: Planning or Design is almost complete | Traffic signal project meets the criteria in the Traffic Signal Warrants | Does this project close a gap or connect missing links in a route? | Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code | | | | | |
| KAUAI : STATE - FHWA | | | | | | | | | | | | | | | | | | | | | | |
| KS7. | Kaunualii Highway (Route 50) Improvements, Anonui St to Kipu Rd, Phase IB | Construction for widening of Kaunualii Highway, Anonui Street to vicinity of Kipu Road, from two to four lanes. | Y | | N | | L | | L | | N | N | N | N | Y | | | Y | Y | | G101-4, G201-2, G301-2, G401, G502 | |
| COUNTY OF KAUAI - FHWA | | | | | | | | | | | | | | | | | | | | | | |
| KC5. | Northerly Leg of the Western Bypass Road (Ala Kalanikaumaka (Route 522)) | 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 Kīnoike. | Y | | N | | L | | L | | N | Y | N | N | Y | | | Y | Y | | G101-4, G201-2, G301-2, G401, G502 | |

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

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ENHANCEMENT PROJECTS

| Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects | | Project Description | Hawaii Statewide Enhancement Program Is the project classified as "Potentially Fundable" for use of Transportation Enhancement funds by the Hawaii Procedures for TE Projects? | Cost Participation High: Private industry funding has been secured Med: Private industry funding is anticipated Low: Does not include other financial involvement (i.e. private industry) | Project Stage High: Planning or Design has already been completed Med: Planning or Design is almost complete Low: The project has not yet begun | Gap Closure? Does this project close a gap or connect missing links in a route? | Mandated? Required by federal, state, or municipal laws, regulations or codes? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|---|--|---|---|--|--|--|---|--|---|--|
| | | KAUAI : STATE - FHWA | | | | | | | | |
| KS13. | National Recreational Trails Program - Kauai (DLNR) | A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Kauai program. | N | L | L | N | N | Y | N | G101-3, G201, G301-2, G401-2, G502 |
| | | COUNTY OF KAUAI - FHWA | | | | | | | | |
| KC4. | 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 | 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 Wailua Golf Course to Lydgate Park and cost \$9.5M. | Y | L | L | N | N | Y | N | G101-4, G201-2, G301-2, G401-2, G502 |
| KC4. | 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 | 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. | Y | L | H | N | Y | Y | N | G101-4, G201-2, G301-2, G401-2, G502 |

DEPARTMENT OF TRANSPORTATION
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ENHANCEMENT PROJECTS

| Project Description | Hawaii Statewide Enhancement Program | Cost Participation | Project Stage | Gap Closure? | Mandated? | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|---|--------------------------------------|--------------------|---------------|--------------|-----------|--|---|--|
| | | | | | | | | |
| Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects | | | | | | | | |
| KC4. Nawiliwili to Ahukini Bike/Pedestrian Path (Phase VI of the Lihue-Anahola Coastal Bike Path, Bike Plan H, April '94) Phases A - Ninini Point to Ahukini & Phase B - Ninini Point to Nawiliwili Beach Park | Y | L | L | N | N | Y | N | G101-4, G201-2, G301-2, G401-2, G502 |
| KC7. Poipu Road (Route 520) Multimodal Improvements | N | L | L | N | N | Y | Y | G101-4, G201-2, G301-2, G401 |

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

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| TRANSIT PROJECTS | | Project Description | Maintains Existing System | Completes Multi-Phase Project | Enhances Hub-and-Spoke System | Enhances Safety and Security | New Transit Service | Local Match in Year 1 Budget | Local Match Possible in Years 2, 3 or 4 Budget | Addresses at least one MAP-21 Planning Factor? | Listed in Regional Transportation Plans | HSTP Goals and Objectives Code |
|-----------------------|------------------------------|--|---|--|--|--|---------------------|------------------------------|--|--|---|--------------------------------|
| | | | Does it maintain and operate existing fixed route bus and complementary paratransit system? | Does it complete a multi-phase project that has started? | Does it enhance system performance through implementation of hub-and-spoke system? | Does it enhance safety/security of passengers and the system and enhances service quality level? | | | | | | |
| COUNTY OF KAUAI - FTA | | | | | | | | | | | | |
| KC11. | Bus and Bus Facility | Purchase buses and operate bus transit facilities. | Y | Y | Y | Y | Y | Y | Y | Y | N | G101-3, G201-2, G301-2, G401 |
| KC12. | Rural Transportation Program | Operate public transit system. | Y | Y | Y | Y | Y | Y | Y | Y | N | G101-3, G201-2, G301-2, G401 |

VII. Financial Analysis

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(l), 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

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

Based on this, the 2015-2018 (+2) STIP is financially constrained and compliant with 23 CFR 450.216(l).

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

TABLE 1
N4510.776

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 | 4,473,039 | 484,770,705 |
| DELAWARE | 95,480,033 | 43,917,817 | 9,392,311 | 1,100,000 | 11,650,737 | 1,727,063 | 163,267,961 |
| DIST. OF COL. | 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 allocations included in this table include allocations for formula programs only. FTA will update this table to include discretionary allocations after FY 14 discretionary program allocations are announced. | | | | | | | | | | | |
|--|-----------------------|---------------------|------------------------|---|---------------------------|--------------------|--|------------------------|----------------------|--------------------------------|---------------|
| Section 5303 | Section 5304 | Section 5307 + 5340 | Section 5310 | 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 Adults and People with Disabilities | 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 | 4,200,592 | 15,376,885 | 264,491 | 5,000,000 | 186 | 0 | 3,670,963 | 53,136,769 |
| Alaska..... | 426,284 | 114,547 | 15,117,482 | 383,904 | 8,104,296 | 97,062 | 0 | 371,566 | 18,426,377 | 1,883,446 | 44,924,964 |
| American Samoa..... | 0 | 0 | 0 | 11,934 | 300,229 | 14,512 | 0 | 0 | 0 | 500,000 | 826,675 |
| Arizona..... | 2,447,192 | 502,364 | 73,254,882 | 5,573,987 | 11,609,039 | 168,567 | 0 | 1,538,917 | 2,454,526 | 8,848,323 | 106,397,797 |
| Arkansas..... | 427,570 | 115,880 | 12,537,954 | 2,484,168 | 11,961,160 | 208,300 | 0 | 0 | 234,178 | 2,541,674 | 30,510,884 |
| California..... | 15,985,145 | 3,281,279 | 769,294,575 | 28,417,819 | 27,528,541 | 375,991 | 0 | 531,845 | 332,546,608 | 66,768,810 | 1,244,730,613 |
| Colorado..... | 1,789,985 | 379,437 | 71,003,038 | 3,721,150 | 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 | 3,155,761 | 2,939,493 | 109,062 | 0 | 0 | 50,071,331 | 5,437,635 | 152,460,431 |
| Delaware..... | 426,284 | 114,547 | 19,633,728 | 812,641 | 1,677,748 | 87,835 | 0 | 0 | 0 | 2,185,052 | 24,937,835 |
| District of Columbia..... | 426,284 | 114,547 | 20,455,658 | 371,528 | 0 | 0 | 0 | 0 | 120,842,304 | 1,778,568 | 143,988,889 |
| Florida..... | 7,680,059 | 1,613,753 | 239,800,302 | 20,538,655 | 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 | 6,821,580 | 21,140,769 | 337,556 | 592,000 | 0 | 44,620,406 | 8,947,092 | 175,704,187 |
| Guam..... | 0 | 0 | 0 | 45,182 | 786,823 | 22,952 | 0 | 0 | 0 | 500,000 | 1,354,957 |
| Hawaii..... | 426,284 | 114,547 | 32,023,934 | 1,131,633 | 2,681,390 | 96,554 | 0 | 0 | 1,110,461 | 5,005,660 | 42,590,463 |
| Idaho..... | 426,284 | 114,547 | 10,181,583 | 1,357,302 | 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 | 9,754,684 | 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 |
| Iowa..... | 463,586 | 124,562 | 20,117,620 | 2,391,748 | 12,154,940 | 209,463 | 0 | 0 | 0 | 3,253,767 | 38,715,686 |
| Kansas..... | 628,526 | 140,509 | 17,380,201 | 2,110,256 | 10,948,814 | 180,552 | 0 | 89,597 | 0 | 3,037,123 | 34,515,578 |
| Kentucky..... | 701,950 | 174,581 | 23,664,696 | 3,418,327 | 16,656,106 | 273,140 | 1,764,000 | 0 | 0 | 3,871,131 | 50,523,931 |
| Louisiana..... | 1,015,756 | 272,926 | 34,051,624 | 4,032,670 | 11,388,426 | 207,478 | 0 | 0 | 3,834,970 | 4,693,445 | 59,497,295 |
| Maine..... | 426,284 | 114,547 | 12,588,801 | 1,098,827 | 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 | 4,507,980 | 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 | 5,820,358 | 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 | 3,662,853 | 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 | 2,071,076 | 13,975,849 | 239,567 | 254,000 | 754,708 | 0 | 2,069,435 | 28,251,557 |
| Missouri..... | 1,657,604 | 332,770 | 48,449,530 | 4,869,788 | 17,491,311 | 276,231 | 0 | 0 | 15,042,882 | 5,771,761 | 93,891,697 |
| Montana..... | 426,284 | 114,547 | 4,630,575 | 836,413 | 9,960,659 | 124,112 | 0 | 1,605,126 | 0 | 1,667,932 | 19,365,648 |
| N. Mariana Islands..... | 0 | 0 | 0 | 9,430 | 288,996 | 14,380 | 0 | 0 | 0 | 500,000 | 812,806 |
| Nebraska..... | 426,284 | 114,547 | 11,220,220 | 1,229,351 | 7,631,837 | 133,610 | 0 | 467,019 | 0 | 2,471,278 | 23,694,146 |
| Nevada..... | 1,153,620 | 229,325 | 39,323,420 | 2,065,015 | 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 | 1,103,874 | 3,920,099 | 121,350 | 0 | 0 | 0 | 1,967,452 | 15,981,240 |
| New Jersey..... | 4,126,117 | 796,073 | 397,263,394 | 7,147,677 | 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 | 1,721,466 | 10,295,158 | 142,414 | 0 | 601,850 | 3,853,579 | 2,932,364 | 44,275,877 |
| New York..... | 7,792,019 | 1,572,350 | 664,458,973 | 15,699,698 | 20,509,107 | 338,090 | 200,000 | 56,906 | 609,990,778 | 34,145,385 | 1,354,763,306 |
| North Carolina..... | 2,099,540 | 513,654 | 65,997,107 | 7,220,284 | 26,454,002 | 414,714 | 1,450,000 | 562,919 | 917,960 | 8,155,966 | 113,786,146 |
| North Dakota..... | 426,284 | 114,547 | 4,809,589 | 577,433 | 5,112,158 | 97,798 | 0 | 728,325 | 0 | 1,716,605 | 13,582,739 |
| Ohio..... | 3,458,438 | 739,609 | 100,961,261 | 9,907,587 | 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 | 3,293,967 | 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 | 11,857,727 | 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 | 5,092,899 | 1,931,318 | 93,107 | 0 | 0 | 6,544,537 | 5,051,526 | 69,300,243 |
| Rhode Island..... | 510,864 | 114,547 | 14,786,715 | 964,763 | 785,608 | 73,166 | 0 | 0 | 800,260 | 1,630,185 | 19,666,108 |
| South Carolina..... | 953,532 | 253,259 | 24,390,342 | 3,984,845 | 12,797,731 | 231,239 | 200,000 | 99,433 | 0 | 3,761,592 | 46,671,973 |
| South Dakota..... | 426,284 | 114,547 | 3,928,909 | 645,224 | 6,389,476 | 111,377 | 0 | 2,258,062 | 0 | 1,659,585 | 15,533,464 |
| Tennessee..... | 1,402,506 | 338,724 | 48,488,286 | 5,368,914 | 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 | 18,049,095 | 40,937,827 | 568,729 | 0 | 0 | 30,477,201 | 29,086,669 | 413,759,571 |
| Utah..... | 982,107 | 220,217 | 44,350,124 | 1,698,570 | 6,249,917 | 107,301 | 0 | 90,855 | 7,645,233 | 634,991 | 65,979,315 |
| Vermont..... | 426,284 | 114,547 | 2,426,378 | 453,505 | 3,465,912 | 107,021 | 0 | 0 | 0 | 1,411,288 | 8,404,935 |
| Virgin Islands..... | 0 | 0 | 1,072,281 | 157,367 | 0 | 0 | 0 | 0 | 0 | 616,781 | 1,846,429 |
| Virginia..... | 2,624,918 | 548,132 | 124,742,537 | 5,892,348 | 14,980,414 | 261,448 | 1,150,000 | 0 | 36,513,646 | 10,604,598 | 197,318,041 |
| Washington..... | 2,385,871 | 494,874 | 140,492,194 | 5,734,353 | 12,443,767 | 201,796 | 0 | 1,840,331 | 53,464,403 | 13,905,403 | 230,962,992 |
| West Virginia..... | 426,284 | 114,547 | 9,226,881 | 2,017,998 | 7,694,659 | 165,601 | 1,892,000 | 0 | 877,165 | 2,079,206 | 24,494,341 |
| Wisconsin..... | 1,378,414 | 311,501 | 48,918,339 | 4,581,807 | 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 | 420,828 | 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 | 0 | 0 |
| Subtotal | 106,570,979 | 22,910,721 | 4,833,448,449 | 257,464,692 | 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 | 111,283 | 33,439,875 | 1,291,500 | 3,039,000 | 0 | 0 | 0 | 15,781,289 | 0 | 54,195,664 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 0 | 30,000,000 |
| State Safety Oversight Program | 0 | 0 | 22,293,250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22,293,250 |
| Tribal discretionary Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| National RTAP | 0 | 0 | 0 | 0 | 0 | 1,823,400 | 0 | 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 were 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 versus 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 Census Tracts | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------|--------|------------|-------|-------------|--------|------------|--------|--------------|--------|------------|--------|------------|--------|------------|-------|------------|-------|-----------|-------|--------|-------|------------|--------|
| = High Concentrations of a Minority Population | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME10 | POP10 | County | AIAN_alone | | 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 | 933 | Hawaii | 24 | 2.57% | 183 | 19.61% | 7 | 0.75% | 42 | 4.50% | 7 | 0.75% | 28 | 3.00% | 15 | 1.61% | 29 | 3.11% | 13 | 1.39% | 1 | 0.11% | 632 | 67.74% |
| 78.09 | 3377 | Hawaii | 42 | 1.24% | 82 | 2.43% | 638 | 18.89% | 612 | 18.12% | 395 | 11.70% | 1898 | 56.20% | 223 | 6.60% | 33 | 0.98% | 58 | 1.72% | 0 | 0.00% | 746 | 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 | 7963 | Hawaii | 277 | 3.48% | 219 | 2.75% | 1355 | 17.02% | 3028 | 38.03% | 2116 | 26.57% | 2712 | 34.06% | 465 | 5.84% | 121 | 1.52% | 349 | 4.38% | 17 | 0.21% | 2930 | 36.80% |
| 95.02 | 4243 | Hawaii | 155 | 3.65% | 829 | 19.54% | 39 | 0.92% | 206 | 4.86% | 86 | 2.03% | 64 | 1.51% | 30 | 0.71% | 129 | 3.04% | 49 | 1.15% | 2 | 0.05% | 2791 | 65.78% |
| 95.03 | 3403 | 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 | 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% | 319 | 8.71% | 549 | 15.00% | 949 | 25.92% | 135 | 3.69% | 1 | 0.03% | 40 | 1.09% | 11 | 0.30% | 2350 | 64.19% |
| 111.06 | 5924 | Hawaii | 122 | 2.06% | 79 | 1.33% | 1156 | 19.51% | 628 | 10.60% | 1438 | 24.27% | 1751 | 29.56% | 196 | 3.31% | 14 | 0.24% | 83 | 1.40% | 32 | 0.54% | 3339 | 56.36% |
| 201 | 5213 | Hawaii | 175 | 3.36% | 80 | 1.53% | 521 | 9.99% | 1630 | 31.27% | 1170 | 22.44% | 1274 | 24.44% | 109 | 2.09% | 193 | 3.70% | 55 | 1.06% | 7 | 0.13% | 2407 | 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 | 3294 | Hawaii | 158 | 4.80% | 73 | 2.22% | 454 | 13.78% | 817 | 24.80% | 1074 | 32.60% | 823 | 24.98% | 95 | 2.88% | 229 | 6.95% | 46 | 1.40% | 20 | 0.61% | 1492 | 45.29% |
| 205 | 5924 | Hawaii | 265 | 4.47% | 139 | 2.35% | 1047 | 17.67% | 1235 | 20.85% | 1945 | 32.83% | 1701 | 28.71% | 206 | 3.48% | 511 | 8.63% | 141 | 2.38% | 14 | 0.24% | 2404 | 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 | 4861 | Hawaii | 119 | 2.45% | 45 | 0.93% | 793 | 16.31% | 1171 | 24.09% | 1250 | 25.71% | 2493 | 51.29% | 179 | 3.68% | 87 | 1.79% | 39 | 0.80% | 3 | 0.06% | 1641 | 33.76% |
| 208.01 | 4310 | Hawaii | 136 | 3.16% | 49 | 1.14% | 730 | 16.94% | 865 | 20.07% | 1310 | 30.39% | 1910 | 44.32% | 151 | 3.50% | 88 | 2.04% | 45 | 1.04% | 18 | 0.42% | 1798 | 41.72% |
| 208.02 | 6196 | 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 | 0.26% | 2788 | 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 | 6391 | Hawaii | 409 | 6.40% | 182 | 2.85% | 855 | 13.38% | 1914 | 29.95% | 2207 | 34.53% | 696 | 10.89% | 98 | 1.53% | 288 | 4.51% | 100 | 1.56% | 44 | 0.69% | 3485 | 54.53% |
| 210.05 | 11012 | Hawaii | 537 | 4.88% | 218 | 1.98% | 1424 | 12.93% | 2922 | 26.53% | 3556 | 32.29% | 1485 | 13.49% | 208 | 1.89% | 305 | 2.77% | 143 | 1.30% | 52 | 0.47% | 6513 | 59.14% |
| 210.10 | 7884 | Hawaii | 558 | 7.08% | 217 | 2.75% | 901 | 11.43% | 1276 | 16.18% | 2555 | 32.41% | 836 | 10.60% | 120 | 1.52% | 111 | 1.41% | 146 | 1.85% | 27 | 0.34% | 5608 | 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 | 7529 | Hawaii | 460 | 6.11% | 195 | 2.59% | 898 | 11.93% | 1732 | 23.00% | 2641 | 35.08% | 843 | 11.20% | 68 | 0.90% | 126 | 1.67% | 139 | 1.85% | 30 | 0.40% | 4420 | 58.71% |
| 212.02 | 8451 | Hawaii | 413 | 4.89% | 148 | 1.75% | 802 | 9.49% | 2051 | 24.27% | 2409 | 28.51% | 756 | 8.95% | 77 | 0.91% | 615 | 7.28% | 85 | 1.01% | 17 | 0.20% | 4677 | 55.34% |
| 213 | 5972 | 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 | 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 | 8503 | Hawaii | 300 | 3.53% | 119 | 1.40% | 981 | 11.54% | 1390 | 16.35% | 2268 | 26.67% | 1172 | 13.78% | 174 | 2.05% | 205 | 2.41% | 154 | 1.81% | 101 | 1.19% | 5569 | 65.49% |
| 215.09 | 5154 | Hawaii | 125 | 2.43% | 75 | 1.46% | 340 | 6.60% | 533 | 10.34% | 846 | 16.41% | 675 | 13.10% | 55 | 1.07% | 333 | 6.46% | 54 | 1.05% | 5 | 0.10% | 3329 | 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 | 9540 | Hawaii | 302 | 3.17% | 80 | 0.84% | 1370 | 14.36% | 1984 | 20.80% | 3655 | 38.31% | 1532 | 16.06% | 186 | 1.95% | 251 | 2.63% | 104 | 1.09% | 13 | 0.14% | 5454 | 57.17% |
| 217.04 | 8087 | Hawaii | 235 | 2.91% | 128 | 1.58% | 658 | 8.14% | 1301 | 16.09% | 1470 | 18.18% | 834 | 10.31% | 76 | 0.94% | 503 | 6.22% | 93 | 1.15% | 22 | 0.27% | 5239 | 64.78% |
| 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 | 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. | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|------|----------|-----|-------|-----|-------|------|--------|------|--------|------|--------|------|--------|-----|--------|-----|--------|-----|--------|----|-------|------|--------|
| | 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% |
| 17 | 2437 | Honolulu | 39 | 1.60% | 40 | 1.64% | 243 | 9.97% | 105 | 4.31% | 189 | 7.76% | 323 | 13.25% | 67 | 2.75% | 5 | 0.21% | 8 | 0.33% | 1 | 0.04% | 1815 | 74.48% |
| 18.01 | 1717 | Honolulu | 60 | 3.49% | 91 | 5.30% | 160 | 9.32% | 191 | 11.12% | 151 | 8.79% | 269 | 15.67% | 55 | 3.20% | 25 | 1.46% | 23 | 1.34% | 3 | 0.17% | 941 | 54.80% |
| 18.03 | 3360 | Honolulu | 75 | 2.23% | 165 | 4.91% | 306 | 9.11% | 315 | 9.38% | 205 | 6.10% | 534 | 15.89% | 141 | 4.20% | 115 | 3.42% | 22 | 0.65% | 1 | 0.03% | 1870 | 55.65% |
| 18.04 | 1849 | Honolulu | 35 | 1.89% | 51 | 2.76% | 196 | 10.60% | 134 | 7.25% | 107 | 5.79% | 405 | 21.90% | 84 | 4.54% | 45 | 2.43% | 6 | 0.32% | 2 | 0.11% | 1004 | 54.30% |
| 19.01 | 837 | Honolulu | 17 | 2.03% | 23 | 2.75% | 48 | 5.73% | 31 | 3.70% | 55 | 6.57% | 75 | 8.96% | 27 | 3.23% | 7 | 0.84% | 6 | 0.72% | 14 | 1.67% | 601 | 71.80% |
| 19.03 | 2770 | Honolulu | 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 | 51.12% |
| 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% |
| 20.03 | 2477 | Honolulu | 48 | 1.94% | 110 | 4.44% | 213 | 8.60% | 214 | 8.64% | 102 | 4.12% | 561 | 22.65% | 139 | 5.61% | 20 | 0.81% | 19 | 0.77% | 4 | 0.16% | 1233 | 49.78% |
| 20.04 | 1398 | Honolulu | 41 | 2.93% | 61 | 4.36% | 146 | 10.44% | 83 | 5.94% | 74 | 5.29% | 295 | 21.10% | 69 | 4.94% | 9 | 0.64% | 10 | 0.72% | 1 | 0.07% | 742 | 53.08% |
| 20.05 | 2389 | Honolulu | 41 | 1.72% | 92 | 3.85% | 255 | 10.67% | 194 | 8.12% | 138 | 5.78% | 479 | 20.05% | 102 | 4.27% | 103 | 4.31% | 12 | 0.50% | 0 | 0.00% | 1189 | 49.77% |
| 20.06 | 2364 | Honolulu | 41 | 1.73% | 85 | 3.60% | 319 | 13.49% | 173 | 7.32% | 132 | 5.58% | 512 | 21.66% | 98 | 4.15% | 95 | 4.02% | 26 | 1.10% | 0 | 0.00% | 1101 | 46.57% |
| 22.01 | 3684 | Honolulu | 86 | 2.33% | 110 | 2.99% | 570 | 15.47% | 456 | 12.38% | 486 | 13.19% | 961 | 26.09% | 325 | 8.82% | 336 | 9.12% | 93 | 2.52% | 19 | 0.52% | 1004 | 27.25% |
| 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 | 34.68% |
| 23 | 5523 | Honolulu | 114 | 2.06% | 136 | 2.46% | 1136 | 20.57% | 619 | 11.21% | 671 | 12.15% | 1856 | 33.60% | 401 | 7.26% | 363 | 6.57% | 101 | 1.83% | 60 | 1.09% | 1513 | 27.39% |
| 24.01 | 3096 | Honolulu | 58 | 1.87% | 76 | 2.45% | 610 | 19.70% | 509 | 16.44% | 410 | 13.24% | 994 | 32.11% | 204 | 6.59% | 123 | 3.97% | 52 | 1.68% | 15 | 0.48% | 765 | 24.71% |
| 24.02 | 3228 | Honolulu | 42 | 1.30% | 72 | 2.23% | 460 | 14.25% | 380 | 11.77% | 430 | 13.32% | 1413 | 43.77% | 289 | 8.95% | 106 | 3.28% | 44 | 1.36% | 77 | 2.39% | 809 | 25.06% |
| 25 | 3915 | Honolulu | 75 | 1.92% | 93 | 2.38% | 705 | 18.01% | 438 | 11.19% | 407 | 10.40% | 1555 | 39.72% | 264 | 6.74% | 133 | 3.40% | 53 | 1.35% | 12 | 0.31% | 1005 | 25.67% |
| 26 | 4249 | Honolulu | 91 | 2.14% | 106 | 2.49% | 891 | 20.97% | 556 | 13.09% | 616 | 14.50% | 1521 | 35.80% | 330 | 7.77% | 145 | 3.41% | 63 | 1.48% | 46 | 1.08% | 1259 | 29.63% |
| 27.01 | 5093 | Honolulu | 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 | 44.90% |
| 27.02 | 5057 | Honolulu | 111 | 2.19% | 104 | 2.06% | 1155 | 22.84% | 490 | 9.69% | 644 | 12.73% | 1678 | 33.18% | 297 | 5.87% | 165 | 3.26% | 106 | 2.10% | 18 | 0.36% | 1921 | 37.99% |
| 28 | 3678 | Honolulu | 49 | 1.33% | 40 | 1.09% | 737 | 20.04% | 226 | 6.14% | 399 | 10.85% | 1652 | 44.92% | 178 | 4.84% | 21 | 0.57% | 24 | 0.65% | 10 | 0.27% | 1469 | 39.94% |
| 29 | 2415 | Honolulu | 29 | 1.20% | 35 | 1.45% | 399 | 16.52% | 153 | 6.34% | 159 | 6.58% | 981 | 40.62% | 184 | 7.62% | 10 | 0.41% | 25 | 1.04% | 5 | 0.21% | 854 | 35.36% |
| 30 | 4321 | Honolulu | 58 | 1.34% | 43 | 1.00% | 1041 | 24.09% | 230 | 5.32% | 415 | 9.60% | 1818 | 42.07% | 214 | 4.95% | 28 | 0.65% | 12 | 0.28% | 2 | 0.05% | 1809 | 41.87% |
| 31.01 | 3687 | Honolulu | 58 | 1.57% | 20 | 0.54% | 587 | 15.92% | 155 | 4.20% | 338 | 9.17% | 2210 | 59.94% | 103 | 2.79% | 16 | 0.43% | 22 | 0.60% | 3 | 0.08% | 1179 | 31.98% |
| 31.02 | 3335 | Honolulu | 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 | 27.41% |
| 32 | 833 | Honolulu | 26 | 3.12% | 15 | 1.80% | 162 | 19.45% | 35 | 4.20% | 144 | 17.29% | 174 | 20.89% | 34 | 4.08% | 2 | 0.24% | 3 | 0.36% | 0 | 0.00% | 487 | 58.46% |
| 33 | 1132 | Honolulu | 20 | 1.77% | 9 | 0.80% | 358 | 31.63% | 62 | 5.48% | 314 | 27.74% | 367 | 32.42% | 64 | 5.65% | 1 | 0.09% | 19 | 1.68% | 0 | 0.00% | 451 | 39.84% |
| 34.03 | 5530 | Honolulu | 98 | 1.77% | 124 | 2.24% | 1004 | 18.16% | 532 | 9.62% | 631 | 11.41% | 1605 | 29.02% | 563 | 10.18% | 158 | 2.86% | 72 | 1.30% | 10 | 0.18% | 2021 | 36.55% |
| 34.04 | 4716 | Honolulu | 79 | 1.68% | 87 | 1.84% | 839 | 17.79% | 466 | 9.88% | 498 | 10.56% | 1552 | 32.91% | 647 | 13.72% | 109 | 2.31% | 48 | 1.02% | 16 | 0.34% | 1516 | 32.15% |
| 34.05 | 3250 | Honolulu | 83 | 2.55% | 90 | 2.77% | 558 | 17.17% | 283 | 8.71% | 360 | 11.08% | 864 | 26.58% | 372 | 11.45% | 84 | 2.58% | 38 | 1.17% | 8 | 0.25% | 1290 | 39.69% |
| 34.06 | 5777 | Honolulu | 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 | 25.98% |
| 34.07 | 913 | Honolulu | 13 | 1.42% | 14 | 1.53% | 173 | 18.95% | 62 | 6.79% | 53 | 5.81% | 326 | 35.71% | 55 | 6.02% | 19 | 2.08% | 4 | 0.44% | 0 | 0.00% | 333 | 36.47% |
| 35.01 | 2282 | Honolulu | 44 | 1.93% | 57 | 2.50% | 423 | 18.54% | 247 | 10.82% | 206 | 9.03% | 655 | 28.70% | 337 | 14.77% | 67 | 2.94% | 23 | 1.01% | 4 | 0.18% | 676 | 29.62% |
| 35.02 | 3876 | Honolulu | 55 | 1.42% | 60 | 1.55% | 864 | 22.29% | 318 | 8.20% | 383 | 9.88% | 1296 | 33.44% | 575 | 14.83% | 204 | 5.26% | 36 | 0.93% | 19 | 0.49% | 814 | 21.00% |
| 36.01 | 4109 | Honolulu | 50 | 1.22% | 80 | 1.95% | 713 | 17.35% | 479 | 11.66% | 434 | 10.56% | 1318 | 32.08% | 570 | 13.87% | 180 | 4.38% | 56 | 1.36% | 4 | 0.10% | 1116 | 27.16% |
| 36.03 | 2807 | Honolulu | 39 | 1.39% | 62 | 2.21% | 593 | 21.13% | 258 | 9.19% | 232 | 8.27% | 799 | 28.46% | 607 | 21.62% | 81 | 2.89% | 72 | 2.57% | 7 | 0.25% | 496 | 17.67% |
| 36.04 | 2519 | Honolulu | 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 | 18.38% |
| 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% |
| 38 | 3970 | Honolulu | 50 | 1.26% | 112 | 2.82% | 695 | 17.51% | 367 | 9.24% | 391 | 9.85% | 1252 | 31.54% | 628 | 15.82% | 125 | 3.15% | 36 | 0.91% | 7 | 0.18% | 1163 | 29.29% |
| 39 | 655 | Honolulu | 5 | 0.76% | 25 | 3.82% | 133 | 20.31% | 77 | 11.76% | 76 | 11.60% | 121 | 18.47% | 34 | 5.19% | 127 | 19.39% | 19 | 2.90% | 1 | 0.15% | 166 | 25.34% |
| 40 | 1552 | Honolulu | 31 | 2.00% | 66 | 4.25% | 249 | 16.04% | 175 | 11.28% | 139 | 8.96% | 228 | 14.69% | 69 | 4.45% | 12 | 0.77% | 13 | 0.84% | 0 | 0.00% | 814 | 52.45% |
| 41 | 4504 | Honolulu | 88 | 1.95% | 139 | 3.09% | 915 | 20.32% | 680 | 15.10% | 615 | 13.65% | 1100 | 24.42% | 366 | 8.13% | 352 | 7.82% | 108 | 2.40% | 21 | 0.47% | 1457 | 32.35% |
| 42 | 3432 | Honolulu | 35 | 1.02% | 95 | 2.77% | 833 | 24.27% | 296 | 8.62% | 313 | 9.12% | 913 | 26.60% | 253 | 7.37% | 38 | 1.11% | 30 | 0.87% | 16 | 0.47% | 1213 | 35.34% |
| 43 | 5591 | Honolulu | 139 | 2.49% | 140 | 2.50% | 1479 | 26.45% | 932 | 16.67% | 1030 | 18.42% | 1496 | 26.76% | 221 | 3.95% | 196 | 3.51% | 125 | 2.24% | 76 | 1.36% | 1811 | 32.39% |
| 44 | 5165 | Honolulu | 123 | 2.38% | 39 | 0.76% | 1329 | 25.73% | 618 | 11.97% | 2060 | 39.88% | 1922 | 37.21% | 139 | 2.69% | 94 | 1.82% | 84 | 1.63% | 24 | 0.46% | 1296 | 25.09% |
| 45 | 5145 | Honolulu | 85 | 1.65% | 52 | 1.01% | 1215 | 23.62% | 361 | 7.02% | 656 | 12.75% | 2291 | 44.53% | 278 | 5.40% | 47 | 0.91% | 46 | 0.89% | 8 | 0.16% | 1897 | 36.87% |
| 46 | 3735 | Honolulu | 89 | 2.38% | 40 | 1.07% | 1191 | 31.89% | 397 | 10.63% | 536 | 14.35% | 1772 | 47.44% | 154 | 4.12% | 23 | 0.62% | 32 | 0.86% | 1 | 0.03% | 928 | 24.85% |
| 47 | 4553 | Honolulu | 48 | 1.05% | 47 | 1.03% | 1571 | 34.50% | 496 | 10.89% | 825 | 18.12% | 1999 | 43.91% | 211 | 4.63% | 23 | 0.51% | 54 | 1.19% | 13 | 0.29% | 1164 | 25.57% |
| 48 | 6707 | Honolulu | 113 | 1.68% | 107 | 1.60% | 1623 | 24.20% | 2379 | 35.47% | 1583 | 23.60% | 1844 | 27.49% | 168 | 2.50% | 182 | 2.71% | 275 | 4.10% | 42 | 0.63% | 1333 | 19.87% |
| 49 | 3198 | Honolulu | 72 | 2.25% | 17 | 0.53% | 1275 | 39.87% | 681 | 21.29% | 415 | 12.98% | 816 | 25.52% | 119 | 3.72% | 101 | 3.16% | 102 | 3.19% | 34 | 1.06% | 470 | 14.70% |
| 51 | 3090 | Honolulu | 33 | 1.07% | 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% |
| 52 | 3293 | Honolulu | 51 | 1.55% | 123 | 3.74% | 1465 | 44.49% | 408 | 12.39% | 329 | 9.99% | 184 | 5.59% | 244 | 7.41% | 21 | 0.64% | 83 | 2.52% | 6 | 0.18% | 557 | 16.91% |
| 53 | 3636 | Honolulu | 51 | 1.40% | 43 | 1.18% | 2117 | 58.22% | 419 | 11.52% | 415 | 11.41% | 384 | 10.56% | 414 | 11.39% | 21 | 0.58% | 118 | 3.25% | 0 | 0.00% | 325 | 8.94% |
| 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 | 3.90% | 63 | 3.03% | 188 | 9.05% | 19 | 0.91% | 156 | 7.51% |
| 56 | 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 | 2148 | | | | | | | | | | | | | | | | | | | | | | | |

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|-------|------|----------|-----|-------|-----|--------|------|--------|------|--------|------|--------|------|--------|-----|--------|------|--------|------|--------|-----|-------|------|--------|
| 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% |
| 68.04 | 2835 | Honolulu | 98 | 3.46% | 800 | 28.22% | 312 | 1.13% | 159 | 5.61% | 53 | 1.87% | 61 | 2.15% | 34 | 1.20% | 96 | 3.39% | 106 | 3.74% | 0 | 0.00% | 1611 | 56.83% |
| 68.05 | 6167 | Honolulu | 54 | 0.88% | 118 | 1.91% | 1382 | 22.41% | 975 | 15.81% | 608 | 9.86% | 2466 | 39.99% | 746 | 12.10% | 72 | 1.17% | 79 | 1.28% | 7 | 0.11% | 1291 | 20.93% |
| 68.06 | 1704 | Honolulu | 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% | 223 | 13.09% |
| 68.08 | 4423 | Honolulu | 93 | 2.10% | 167 | 3.78% | 966 | 21.84% | 1064 | 24.06% | 526 | 11.89% | 1089 | 24.62% | 618 | 13.97% | 81 | 1.83% | 87 | 1.97% | 3 | 0.07% | 1029 | 23.26% |
| 68.09 | 5040 | Honolulu | 87 | 1.73% | 194 | 3.85% | 1210 | 24.01% | 1233 | 24.46% | 749 | 14.86% | 948 | 18.81% | 512 | 10.16% | 324 | 6.43% | 234 | 4.64% | 20 | 0.40% | 1165 | 23.12% |
| 69 | 3823 | Honolulu | 148 | 3.87% | 636 | 16.64% | 62 | 1.62% | 276 | 7.22% | 112 | 2.93% | 209 | 5.47% | 44 | 1.15% | 58 | 1.52% | 69 | 1.80% | 8 | 0.21% | 2733 | 71.49% |
| 70 | 4041 | Honolulu | 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% |
| 71 | 2713 | Honolulu | 75 | 2.76% | 470 | 17.32% | 31 | 1.14% | 216 | 7.96% | 76 | 2.80% | 74 | 2.73% | 51 | 1.88% | 30 | 1.11% | 20 | 0.74% | 0 | 0.00% | 1915 | 70.59% |
| 73.02 | 3866 | Honolulu | 81 | 2.10% | 348 | 9.00% | 73 | 1.89% | 191 | 4.94% | 106 | 2.74% | 136 | 3.52% | 57 | 1.47% | 80 | 2.07% | 98 | 2.53% | 8 | 0.21% | 3009 | 77.83% |
| 73.03 | 341 | Honolulu | 7 | 2.05% | 65 | 19.06% | 0 | 0.00% | 5 | 1.47% | 1 | 0.29% | 2 | 0.59% | 8 | 2.35% | 0 | 0.00% | 1 | 0.29% | 0 | 0.00% | 265 | 77.71% |
| 74 | 3981 | Honolulu | 116 | 2.91% | 438 | 11.00% | 51 | 1.26% | 300 | 7.54% | 42 | 1.06% | 124 | 3.11% | 30 | 0.75% | 29 | 0.73% | 5 | 0.13% | 1 | 0.03% | 3025 | 75.99% |
| 75.02 | 1376 | Honolulu | 8 | 0.58% | 173 | 12.57% | 32 | 2.33% | 152 | 11.05% | 345 | 25.07% | 68 | 4.94% | 10 | 0.73% | 44 | 3.20% | 69 | 5.01% | 0 | 0.00% | 498 | 36.19% |
| 75.03 | 5160 | Honolulu | 64 | 1.24% | 77 | 1.49% | 922 | 17.87% | 1268 | 24.57% | 863 | 16.72% | 2328 | 45.12% | 202 | 3.91% | 78 | 1.51% | 113 | 2.19% | 1 | 0.02% | 1379 | 26.72% |
| 75.04 | 3171 | Honolulu | 89 | 2.81% | 89 | 2.81% | 491 | 15.48% | 1007 | 31.76% | 857 | 27.03% | 525 | 16.56% | 87 | 2.74% | 356 | 11.23% | 638 | 20.12% | 21 | 0.66% | 727 | 22.93% |
| 75.05 | 5338 | Honolulu | 70 | 1.31% | 155 | 2.90% | 841 | 15.75% | 2028 | 37.99% | 694 | 13.00% | 1164 | 21.81% | 222 | 4.16% | 91 | 1.70% | 193 | 3.62% | 22 | 0.41% | 1511 | 28.31% |
| 77.01 | 4240 | Honolulu | 47 | 1.11% | 56 | 1.32% | 474 | 11.18% | 1654 | 39.01% | 577 | 13.61% | 1322 | 31.18% | 118 | 2.78% | 35 | 0.83% | 105 | 2.48% | 13 | 0.31% | 1197 | 28.23% |
| 77.02 | 5098 | Honolulu | 78 | 1.53% | 61 | 1.20% | 976 | 19.14% | 924 | 18.12% | 897 | 17.60% | 2392 | 46.92% | 254 | 4.98% | 46 | 0.90% | 107 | 2.10% | 10 | 0.20% | 1566 | 30.72% |
| 78.04 | 1907 | Honolulu | 29 | 1.52% | 20 | 1.05% | 314 | 16.47% | 516 | 27.06% | 313 | 16.41% | 1103 | 57.84% | 67 | 3.51% | 23 | 1.21% | 22 | 1.15% | 0 | 0.00% | 359 | 18.83% |
| 78.05 | 5136 | Honolulu | 124 | 2.41% | 196 | 3.82% | 983 | 19.14% | 1592 | 31.00% | 1085 | 21.13% | 2036 | 39.64% | 275 | 5.35% | 46 | 0.90% | 190 | 3.70% | 12 | 0.23% | 1499 | 29.19% |
| 78.07 | 5405 | Honolulu | 119 | 2.20% | 351 | 6.49% | 710 | 13.14% | 1179 | 21.81% | 673 | 12.45% | 1495 | 27.66% | 492 | 9.10% | 81 | 1.50% | 113 | 2.09% | 2 | 0.04% | 2056 | 38.04% |
| 78.08 | 3346 | Honolulu | 40 | 1.20% | 115 | 3.44% | 462 | 13.81% | 1376 | 41.12% | 669 | 19.99% | 728 | 21.76% | 114 | 3.41% | 223 | 6.66% | 237 | 7.08% | 9 | 0.27% | 816 | 24.39% |
| 78.10 | 5450 | Honolulu | 56 | 1.03% | 129 | 2.37% | 928 | 17.03% | 913 | 16.75% | 575 | 10.55% | 3038 | 55.74% | 292 | 5.36% | 32 | 0.59% | 38 | 0.70% | 13 | 0.24% | 1316 | 24.15% |
| 78.11 | 4990 | Honolulu | 89 | 1.78% | 138 | 2.77% | 859 | 17.21% | 983 | 19.70% | 776 | 15.55% | 2121 | 42.51% | 264 | 5.29% | 66 | 1.32% | 154 | 3.09% | 12 | 0.24% | 1669 | 33.45% |
| 80.01 | 2005 | Honolulu | 55 | 2.74% | 41 | 2.04% | 292 | 14.56% | 777 | 38.75% | 443 | 22.09% | 585 | 29.18% | 72 | 3.59% | 52 | 2.59% | 105 | 5.24% | 14 | 0.70% | 494 | 24.64% |
| 80.02 | 2837 | Honolulu | 36 | 1.27% | 51 | 1.80% | 444 | 15.65% | 935 | 32.96% | 461 | 16.25% | 1200 | 42.30% | 89 | 3.14% | 28 | 0.99% | 94 | 3.31% | 7 | 0.25% | 643 | 22.66% |
| 80.03 | 4668 | Honolulu | 123 | 2.63% | 309 | 6.62% | 611 | 13.09% | 1475 | 31.60% | 884 | 18.94% | 827 | 17.72% | 170 | 3.64% | 182 | 3.90% | 292 | 6.26% | 17 | 0.36% | 1793 | 38.41% |
| 80.05 | 6864 | Honolulu | 156 | 2.27% | 89 | 1.30% | 1430 | 20.83% | 1839 | 26.79% | 1761 | 25.66% | 2934 | 42.74% | 341 | 4.97% | 89 | 1.30% | 173 | 2.52% | 34 | 0.50% | 2266 | 33.01% |
| 80.06 | 4858 | Honolulu | 76 | 1.56% | 54 | 1.11% | 774 | 15.93% | 1184 | 24.37% | 691 | 14.22% | 2703 | 55.64% | 196 | 4.03% | 50 | 1.03% | 120 | 2.47% | 17 | 0.35% | 915 | 18.83% |
| 80.07 | 5306 | Honolulu | 46 | 0.87% | 34 | 0.64% | 790 | 14.89% | 1257 | 23.69% | 792 | 14.93% | 3186 | 60.05% | 197 | 3.71% | 32 | 0.60% | 62 | 1.17% | 5 | 0.09% | 929 | 17.51% |
| 83.01 | 4661 | Honolulu | 197 | 4.23% | 490 | 10.51% | 402 | 8.62% | 877 | 18.82% | 802 | 17.21% | 303 | 6.50% | 110 | 2.36% | 155 | 3.33% | 458 | 9.83% | 26 | 0.56% | 2706 | 58.06% |
| 84.02 | 8206 | Honolulu | 205 | 2.50% | 206 | 2.51% | 945 | 11.52% | 4361 | 53.14% | 2008 | 24.47% | 1137 | 13.86% | 155 | 1.89% | 125 | 1.52% | 543 | 6.62% | 71 | 0.87% | 2367 | 28.84% |
| 84.05 | 4664 | Honolulu | 89 | 1.91% | 210 | 4.50% | 630 | 13.51% | 2434 | 52.19% | 819 | 17.56% | 805 | 17.26% | 117 | 2.51% | 88 | 1.89% | 259 | 5.55% | 39 | 0.84% | 1469 | 31.50% |
| 84.06 | 5997 | Honolulu | 155 | 2.58% | 512 | 8.54% | 819 | 13.66% | 2635 | 43.94% | 934 | 15.57% | 992 | 16.54% | 230 | 3.84% | 118 | 1.97% | 247 | 4.12% | 21 | 0.35% | 2325 | 38.77% |
| 84.07 | 3325 | Honolulu | 86 | 2.59% | 289 | 8.69% | 348 | 10.47% | 1048 | 31.52% | 439 | 13.20% | 469 | 14.11% | 73 | 2.20% | 38 | 1.14% | 91 | 2.74% | 9 | 0.27% | 1587 | 47.73% |
| 84.08 | 4728 | Honolulu | 141 | 2.98% | 512 | 10.83% | 419 | 8.86% | 1306 | 27.62% | 493 | 10.43% | 547 | 11.57% | 132 | 2.79% | 76 | 1.61% | 78 | 1.65% | 8 | 0.17% | 2522 | 53.34% |
| 84.10 | 2346 | Honolulu | 41 | 1.75% | 101 | 4.31% | 327 | 13.94% | 1122 | 47.83% | 336 | 14.32% | 527 | 22.46% | 77 | 3.28% | 91 | 3.88% | 60 | 2.56% | 4 | 0.17% | 769 | 32.78% |
| 84.11 | 3448 | Honolulu | 114 | 3.31% | 186 | 5.39% | 600 | 17.40% | 1546 | 44.84% | 761 | 22.07% | 670 | 19.43% | 100 | 2.90% | 79 | 2.29% | 139 | 4.03% | 3 | 0.09% | 1218 | 35.32% |
| 84.12 | 6543 | Honolulu | 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% |
| 85.02 | 2136 | Honolulu | 83 | 3.89% | 247 | 11.56% | 168 | 7.87% | 374 | 17.51% | 519 | 24.30% | 143 | 6.69% | 59 | 2.76% | 203 | 9.50% | 170 | 7.96% | 23 | 1.08% | 1114 | 52.15% |
| 86.06 | 9693 | Honolulu | 279 | 2.88% | 404 | 4.17% | 1701 | 17.55% | 3874 | 39.97% | 2831 | 29.21% | 1725 | 17.80% | 352 | 3.63% | 143 | 1.48% | 497 | 5.13% | 25 | 0.26% | 3574 | 36.87% |
| 86.09 | 2066 | Honolulu | 44 | 2.13% | 96 | 4.65% | 176 | 8.52% | 742 | 35.91% | 357 | 17.28% | 229 | 11.08% | 43 | 2.08% | 34 | 1.65% | 93 | 4.50% | 16 | 0.77% | 887 | 42.93% |
| 86.10 | 1051 | Honolulu | 15 | 1.43% | 31 | 2.95% | 41 | 3.90% | 60 | 5.71% | 34 | 3.24% | 72 | 6.85% | 23 | 2.19% | 0 | 0.00% | 2 | 0.19% | 0 | 0.00% | 865 | 82.30% |
| 86.11 | 84 | Honolulu | 0 | 0.00% | 1 | 1.19% | 12 | 14.29% | 22 | 26.19% | 26 | 30.95% | 19 | 22.62% | 3 | 3.57% | 0 | 0.00% | 3 | 3.57% | 0 | 0.00% | 53 | 63.10% |
| 86.12 | 6017 | Honolulu | 176 | 2.93% | 365 | 6.07% | 961 | 15.97% | 1838 | 30.55% | 1341 | 22.29% | 1103 | 18.33% | 201 | 3.34% | 104 | 1.73% | 282 | 4.69% | 26 | 0.43% | 3191 | 53.03% |
| 86.13 | 904 | Honolulu | 8 | 0.88% | 37 | 4.09% | 151 | 16.70% | 331 | 36.62% | 296 | 32.74% | 161 | 17.81% | 18 | 1.99% | 12 | 1.33% | 75 | 8.30% | 6 | 0.66% | 394 | 43.58% |
| 86.14 | 8232 | Honolulu | 236 | 2.87% | 477 | 5.79% | 1228 | 14.92% | 3022 | 36.71% | 1896 | 23.03% | 1340 | 16.28% | 318 | 3.86% | 157 | 1.91% | 394 | 4.79% | 34 | 0.41% | 3770 | 45.80% |
| 86.17 | 9364 | Honolulu | 137 | 1.46% | 165 | 1.76% | 1201 | 12.83% | 5855 | 62.53% | 1928 | 20.59% | 1358 | 14.50% | 285 | 3.04% | 113 | 1.21% | 409 | 4.37% | 22 | 0.23% | 2302 | 24.58% |
| 86.22 | 4068 | Honolulu | 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 | 39.41% |
| 87.01 | 8787 | Honolulu | 79 | 0.90% | 117 | 1.33% | 596 | 6.78% | 6454 | 73.45% | 868 | 9.88% | 1274 | 14.50% | 144 | 1.64% | 102 | 1.16% | 253 | 2.88% | 22 | 0.25% | 981 | 11.16% |
| 87.02 | 5593 | Honolulu | 48 | 0.86% | 74 | 1.32% | 360 | 6.44% | 3840 | 68.66% | 548 | 9.80% | 644 | 11.51% | 142 | 2.54% | 204 | 3.65% | 314 | 5.61% | 82 | 1.47% | 590 | 10.55% |
| 87.03 | 6837 | Honolulu | 109 | 1.59% | 225 | 3.29% | 716 | 10.47% | 2455 | 35.91% | 1161 | 16.98% | 619 | 9.05% | 114 | 1.67% | 1086 | 15.88% | 1453 | 21.25% | 174 | 2.54% | 1268 | 18.55% |
| 88 | 8054 | Honolulu | 73 | 0.91% | 113 | 1.40% | 547 | 6.79% | 5874 | 72.93% | 658 | 8.17% | 1145 | 14.22% | 98 | 1.22% | 178 | 2.21% | 187 | 2.32% | 14 | 0.17% | 827 | 10.27% |
| 89.06 | 3771 | Honolulu | 113 | 3.00% | 157 | 4.16% | 602 | 15.96% | 937 | 24.85% | 705 | 18.70% | 1280 | 33.94% | 209 | 5.54% | 37 | 0.98% | 87 | 2.31% | 1 | 0.03% | 1607 | 42.61% |
| 89.07 | 4232 | Honolulu | 142 | 3.36% | 178 | 4.21% | 752 | 17.77% | 1388 | 32.80% | 1079 | 25.50% | 1237 | 29.23% | 207 | 4.89% | 125 | 2.95% | 217 | 5.13% | 15 | 0.35% | 1699 | 40.15% |
| 89.08 | 5837 | Honolulu | 166 | 2.84% | 169 | 2.90% | 1025 | 17.56% | 1441 | 24.69% | 1027 | 17.59% | 2614 | 44.72% | 289 | 4.95% | 71 | 1.22% | 83 | 1.42% | 5 | 0.09% | 2108 | 36.11% |
| 89.09 | 3806 | Honolulu | 74 | 1.94% | 132 | 3.47% | | | | | | | | | | | | | | | | | | |

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|---------|-------|----------|-----|-------|------|--------|------|--------|------|--------|------|--------|------|--------|-----|-------|-----|--------|------|--------|-----|-------|------|---------|
| 93.30 | 2560 | Honolulu | 44 | 1.72% | 66 | 2.58% | 449 | 17.54% | 445 | 17.38% | 285 | 11.13% | 1433 | 55.98% | 176 | 6.88% | 13 | 0.51% | 23 | 0.90% | 1 | 0.04% | 731 | 28.55% |
| 89.31 | 3310 | Honolulu | 53 | 1.60% | 74 | 2.24% | 593 | 17.92% | 846 | 25.56% | 506 | 15.29% | 1432 | 43.26% | 183 | 5.53% | 17 | 0.51% | 35 | 1.06% | 1 | 0.03% | 1202 | 36.31% |
| 90 | 1634 | 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 | 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 | 4762 | Honolulu | 132 | 2.77% | 201 | 4.22% | 631 | 13.25% | 1992 | 41.83% | 1313 | 27.57% | 943 | 19.80% | 151 | 3.17% | 236 | 4.96% | 260 | 5.46% | 38 | 0.80% | 1309 | 27.49% |
| 94 | 5155 | Honolulu | 238 | 4.62% | 273 | 5.30% | 659 | 12.78% | 1814 | 35.19% | 1354 | 26.27% | 1118 | 21.69% | 208 | 4.03% | 359 | 6.96% | 327 | 6.34% | 54 | 1.05% | 1600 | 31.04% |
| 95.01 | 4893 | 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 | 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 | 2560 | Honolulu | 86 | 3.36% | 441 | 17.23% | 14 | 0.55% | 51 | 1.99% | 58 | 2.27% | 27 | 1.05% | 34 | 0.55% | 35 | 1.37% | 34 | 1.33% | 1 | 0.04% | 1823 | 71.21% |
| 96.03 | 10289 | Honolulu | 390 | 3.79% | 542 | 5.27% | 1866 | 18.14% | 3590 | 34.89% | 4985 | 48.45% | 1167 | 11.34% | 248 | 2.41% | 218 | 2.12% | 973 | 9.46% | 56 | 0.54% | 4233 | 41.14% |
| 96.08 | 5682 | 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 | 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 | 6227 | Honolulu | 255 | 4.10% | 174 | 2.79% | 1181 | 18.97% | 1967 | 31.59% | 3947 | 63.39% | 892 | 14.32% | 129 | 2.07% | 52 | 0.84% | 383 | 6.15% | 23 | 0.37% | 2270 | 36.45% |
| 97.04 | 3066 | Honolulu | 103 | 3.36% | 62 | 2.02% | 537 | 17.51% | 861 | 28.08% | 1686 | 54.99% | 434 | 14.16% | 65 | 2.12% | 76 | 2.48% | 150 | 4.89% | 25 | 0.82% | 1211 | 39.50% |
| 98.01 | 2834 | 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 | 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 | 3740 | Honolulu | 134 | 3.58% | 62 | 1.66% | 529 | 14.14% | 1506 | 40.27% | 1095 | 29.28% | 554 | 14.81% | 107 | 2.86% | 38 | 1.02% | 85 | 2.27% | 28 | 0.75% | 1710 | 45.72% |
| 99.04 | 5986 | Honolulu | 184 | 3.07% | 128 | 2.14% | 508 | 8.49% | 2056 | 34.35% | 1067 | 17.82% | 795 | 13.28% | 69 | 1.15% | 43 | 0.72% | 91 | 1.52% | 11 | 0.18% | 3268 | 54.59% |
| 100 | 3320 | 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 | 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 | 5882 | Honolulu | 239 | 4.06% | 133 | 2.26% | 1039 | 17.66% | 659 | 11.20% | 2935 | 49.90% | 567 | 9.64% | 115 | 1.96% | 77 | 1.31% | 641 | 10.90% | 203 | 3.45% | 3237 | 55.03% |
| 102.02 | 7643 | Honolulu | 148 | 1.94% | 140 | 1.83% | 1066 | 13.95% | 474 | 6.20% | 2123 | 27.78% | 539 | 7.05% | 205 | 2.68% | 66 | 0.86% | 1654 | 21.64% | 634 | 8.30% | 3589 | 46.96% |
| 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 | 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 | 6369 | Honolulu | 182 | 2.86% | 118 | 1.85% | 1314 | 20.63% | 809 | 12.70% | 1664 | 26.13% | 2202 | 34.57% | 256 | 4.02% | 51 | 0.80% | 94 | 1.48% | 19 | 0.30% | 3382 | 53.10% |
| 103.08 | 3319 | Honolulu | 74 | 2.23% | 30 | 0.90% | 744 | 22.42% | 471 | 14.19% | 809 | 24.37% | 1751 | 52.76% | 121 | 3.65% | 37 | 1.11% | 45 | 1.36% | 28 | 0.84% | 1061 | 31.97% |
| 105.03 | 1980 | 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 | 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 | 5421 | Honolulu | 210 | 3.87% | 124 | 2.29% | 1266 | 23.35% | 996 | 18.37% | 2056 | 37.93% | 1632 | 30.11% | 185 | 3.41% | 62 | 1.14% | 249 | 4.59% | 44 | 0.81% | 2617 | 48.28% |
| 105.08 | 2569 | Honolulu | 61 | 2.37% | 58 | 2.26% | 425 | 16.54% | 277 | 10.78% | 489 | 19.03% | 493 | 19.19% | 86 | 3.35% | 9 | 0.35% | 24 | 0.93% | 5 | 0.19% | 1621 | 63.10% |
| 106.01 | 3422 | 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 | 40.30% |
| 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 | 3666 | Honolulu | 91 | 2.48% | 33 | 0.90% | 824 | 22.48% | 562 | 15.33% | 942 | 25.70% | 1705 | 46.51% | 141 | 3.85% | 21 | 0.57% | 60 | 1.64% | 8 | 0.22% | 1387 | 37.83% |
| 108.01 | 2969 | Honolulu | 48 | 1.62% | 319 | 10.74% | 35 | 1.18% | 99 | 3.33% | 43 | 1.45% | 46 | 1.55% | 24 | 0.81% | 16 | 0.54% | 2 | 0.07% | 0 | 0.00% | 2418 | 81.44% |
| 108.02 | 6548 | 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 | 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 | Honolulu | 138 | 3.34% | 98 | 2.37% | 731 | 17.69% | 576 | 13.94% | 1454 | 35.18% | 866 | 20.95% | 135 | 3.27% | 48 | 1.16% | 132 | 3.19% | 22 | 0.53% | 2531 | 61.24% |
| 109.04 | 3570 | Honolulu | 113 | 3.17% | 79 | 2.21% | 633 | 17.73% | 434 | 12.16% | 984 | 27.56% | 610 | 17.09% | 122 | 3.42% | 20 | 0.56% | 96 | 2.69% | 1 | 0.03% | 2463 | 68.99% |
| 109.05 | 2513 | Honolulu | 60 | 2.39% | 42 | 1.67% | 427 | 16.99% | 348 | 13.85% | 713 | 28.37% | 547 | 21.77% | 53 | 2.11% | 22 | 0.88% | 38 | 1.51% | 9 | 0.36% | 1474 | 58.65% |
| 110 | 4151 | Honolulu | 83 | 2.00% | 74 | 1.78% | 712 | 17.15% | 362 | 8.72% | 978 | 23.56% | 1025 | 24.69% | 95 | 2.29% | 23 | 0.55% | 60 | 1.45% | 15 | 0.36% | 2381 | 57.36% |
| 111.03 | 3796 | Honolulu | 77 | 2.03% | 51 | 1.34% | 774 | 20.39% | 435 | 11.46% | 930 | 24.50% | 1342 | 35.35% | 148 | 3.90% | 15 | 0.40% | 42 | 1.11% | 9 | 0.24% | 1940 | 51.11% |
| 111.04 | 4860 | Honolulu | 76 | 1.56% | 59 | 1.21% | 787 | 16.19% | 462 | 9.51% | 1268 | 26.09% | 1241 | 25.53% | 139 | 2.86% | 34 | 0.70% | 76 | 1.56% | 31 | 0.64% | 3025 | 62.24% |
| 111.05 | 3205 | Honolulu | 103 | 3.21% | 90 | 2.81% | 332 | 10.36% | 220 | 6.86% | 550 | 17.16% | 348 | 10.86% | 95 | 2.96% | 16 | 0.50% | 7 | 0.22% | 2 | 0.06% | 2490 | 77.69% |
| 112.01 | 4380 | Honolulu | 76 | 1.74% | 49 | 1.12% | 401 | 9.16% | 208 | 4.75% | 617 | 14.09% | 421 | 9.61% | 102 | 2.33% | 26 | 0.59% | 23 | 0.53% | 8 | 0.18% | 3638 | 83.06% |
| 112.02 | 1609 | Honolulu | 32 | 1.99% | 15 | 0.93% | 117 | 7.27% | 47 | 2.92% | 163 | 10.13% | 122 | 7.58% | 23 | 1.43% | 1 | 0.06% | 10 | 0.62% | 1 | 0.06% | 1444 | 89.75% |
| 113 | 5451 | Honolulu | 191 | 3.50% | 101 | 1.85% | 1092 | 20.03% | 1608 | 29.50% | 2791 | 51.20% | 841 | 15.43% | 160 | 2.94% | 11 | 2.04% | 275 | 5.04% | 64 | 1.17% | 2137 | 39.20% |
| 114 | 5372 | Honolulu | 152 | 2.83% | 954 | 17.76% | 67 | 1.25% | 378 | 7.04% | 80 | 1.49% | 94 | 1.75% | 52 | 0.97% | 35 | 0.65% | 39 | 0.73% | 0 | 0.00% | 3689 | 68.67% |
| 115 | 5493 | Honolulu | 146 | 2.66% | 180 | 3.28% | 1138 | 20.72% | 1789 | 32.57% | 2842 | 51.74% | 981 | 17.86% | 204 | 3.71% | 91 | 1.66% | 258 | 4.70% | 9 | 0.16% | 2004 | 36.48% |
| 211.01 | 3531 | Honolulu | 186 | 5.27% | 91 | 2.58% | 163 | 4.62% | 423 | 11.98% | 514 | 14.56% | 176 | 4.98% | 29 | 0.82% | 15 | 0.42% | 17 | 0.48% | 4 | 0.11% | 2711 | 76.78% |
| 215.04 | 3965 | Honolulu | 131 | 3.30% | 63 | 1.59% | 505 | 12.74% | 1117 | 28.17% | 1646 | 41.51% | 459 | 11.58% | 61 | 1.54% | 404 | 10.19% | 138 | 3.48% | 48 | 1.21% | 1666 | 42.02% |
| 9400.01 | 4551 | Honolulu | 72 | 1.58% | 58 | 1.27% | 1023 | 22.48% | 463 | 10.17% | 3687 | 81.02% | 488 | 10.72% | 101 | 2.22% | 21 | 0.46% | 192 | 4.22% | 10 | 0.22% | 1723 | 37.86% |
| 9400.02 | 7400 | Honolulu | 193 | 2.61% | 223 | 3.01% | 1442 | 19.49% | 1295 | 17.50% | 5976 | 80.76% | 622 | 8.41% | 87 | 1.18% | 110 | 1.49% | 795 | 10.74% | 60 | 0.81% | 2132 | 28.81% |
| 9800 | 5 | Honolulu | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 5 | 100.00% |
| 9802 | 704 | Honolulu | 39 | 5.54% | 34 | 4.83% | 98 | 13.92% | 188 | 26.70% | 264 | 37.50% | 94 | 13.35% | 22 | 3.13% | 28 | 3.98% | 48 | 6.82% | 9 | 1.28% | 247 | 35.09% |
| 9808 | 1 | Honolulu | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 1 | 100.00% |
| 9810 | 13 | Honolulu | 0 | 0.00% | 0 | 0.00% | 2 | 15.38% | 0 | 0.00% | 5 | 38.46% | 2 | 15.38% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 4 | 30.77% |
| 9811 | 19 | Honolulu | 0 | 0.00% | 2 | 10.53% | 0 | 0.00% | 3 | 15.79% | 0 | 0.00% | 0 | 0.00% | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | |
|--------|------|-------|-----|-------|-----|-------|------|--------|------|--------|------|--------|------|--------|-----|-------|-----|-------|-----|-------|-----|-------|
| 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% | 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |
| 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% |

Median Income and Poverty Level Data

= Census Tracts with High % of population below the 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 |
| 9802 | Honolulu | 704 | <null> | <null> |

| | | | | |
|--------|----------|-------|---------|--------|
| 9810 | Honolulu | 13 | <null> | <null> |
| 9813 | Honolulu | 8 | <null> | <null> |
| 9814 | Honolulu | 97 | <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 | 46,858 | 0.236 |
| 51 | Honolulu | 3090 | 41,995 | 0.235 |
| 96.03 | Honolulu | 10289 | 64,464 | 0.227 |
| 96.08 | Honolulu | 5682 | 50,682 | 0.225 |
| 211.01 | Honolulu | 3531 | 44,099 | 0.225 |
| 36.04 | Honolulu | 2519 | 39,073 | 0.211 |
| 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> | 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 |

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|--------|----------|------|---------|-------|
| 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 | 0.044 |
| 80.02 | Honolulu | 2837 | 80,400 | 0.044 |
| 1.06 | Honolulu | 7704 | 95366 | 0.043 |
| 3.02 | Honolulu | 2990 | 131771 | 0.042 |
| 7 | Honolulu | 2966 | 70,855 | 0.042 |
| 31.02 | Honolulu | 3335 | 122,965 | 0.042 |
| 84.06 | Honolulu | 5997 | 96,750 | 0.042 |
| 1.14 | Honolulu | 1594 | 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 |

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|--------|----------|------|---------|--------|
| 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> | 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> | 0 |
| 9811 | Honolulu | 19 | <null> | 0 |
| 319 | Kalawao | 90 | 56,875 | 0.071 |
| 412 | Kauai | 170 | <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> |
| 9803 | | | <null> | <null> |
| 9807 | | | <null> | <null> |
| 9806 | | | <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**

| Project 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% |

| Investment 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 | 80% |
| GRAND TOTAL | \$ 715,803 | \$ 587,534 | 82% |

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

| Project 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% |

| Investment 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 Low-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 | 25% |

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 **TURQUOISE** = TRANSIT

| PROJECT | | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS | |
|------------------------|---|-------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|-----------------------------|-----------------------|
| | | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | | |
| STATEWIDE - FHWA | | | | | | | | | | | | | | | | | | | | | | |
| S1. Enhance | Bikeway Improvements at Various Locations, Statewide | | DES | | | | | | | 300 | 240 | 60 | | | | 300 | 240 | 60 | | | | STP FLEXIBLE |
| | ROW | | 51 | 41 | 10 | | | | | | | | 50 | 0 | 50 | | | | 50 | 0 | 50 | |
| | CON | | | | | 2,000 | 1,600 | 400 | | | | | 500 | 400 | 100 | | | | 500 | 400 | 100 | |
| | Estimated Total Project Cost - \$2,700,000 -- Implementation of State bike projects identified on Bike Plans. | | | | | | | | | | | | | | | | | | | | | |
| S2. SysPres | 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 |
| | Estimated Total Project Cost - \$18,000,000 -- Inventory, inspect and appraise state bridges. Includes underwater inspection, scour analyses, surveys and preparation of plans for bridge repairs, retrofits and replacements. | | | | | | | | | | | | | | | | | | | | | |
| S3. Human | Construction Career Days Workforce Development Program | | PLN | 30 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 | STP FLEXIBLE |
| | Estimated Total Project Cost - \$180,000 -- Supplement the Construction Career Days Workforce Development Program. | | | | | | | | | | | | | | | | | | | | | |
| S4. SysPres | 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 |
| | Estimated Total Project Cost - \$4,750,000 -- Supplement the Statewide Planning and Research Program. | | | | | | | | | | | | | | | | | | | | | |
| S5. Safety | Highway Safety Improvement Program (HSIP), Non - Infrastructure Funding Program | | PLN/DES | 700 | 630 | 70 | 700 | 630 | 70 | 700 | 630 | 70 | 700 | 630 | 70 | 700 | 630 | 70 | 700 | 630 | 70 | HSIP |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$4,000,000 -- Implement non-infrastructure scope of HSIP including safety education programs and PSAs | | | | | | | | | | | | | | | | | | | | | |
| S6. SysPres | Highway Shoreline Protection, Statewide | | DES | | | | | | | | | | 200 | 160 | 40 | | | | 200 | 160 | 40 | STP FLEXIBLE |
| | CON | | | | | | | | | | | | | | | 2,000 | 0 | 2,000 | | | | |
| S7. Enhance | Pedestrian Facilities and ADA Compliance at Various Locations | | DES | 200 | 160 | 40 | | | | | | | 200 | 160 | 40 | | | | | | | STP FLEXIBLE |
| | CON | | | | | | | | 1,000 | 800 | 200 | | | | | | | 1,000 | 800 | 200 | | |
| | Estimated Total Project Cost - \$4,600,000 -- Address ADA compliance needs, statewide program. | | | | | | | | | | | | | | | | | | | | | |
| | 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 | |
| S8. Modern | | | | | | | | | | | | | | | | | | | | | FED LANDS HWY DISCRETIONARY | |
| | Estimated Total Project Cost - \$30,000,000 -- Federal grant program. Projects that are adjacent to or provide access to federal lands are eligible to apply for these funds. | | | | | | | | | | | | | | | | | | | | | |
| | Safe Routes to School (SRTS) Program | | | | | | | | | | | | | | | | | | | | | |
| | Non-infrastructure Infrastructure | | Pin/Des | 200 | 200 | 0 | 200 | 200 | 0 | 200 | 200 | 0 | 200 | 200 | 0 | 100 | 100 | 0 | | | | |
| S9. Safety | | | Pn/Ds/Co | 1,100 | 1,100 | 0 | 1,300 | 1,300 | 0 | 1,200 | 1,200 | 0 | 1,300 | 1,300 | 0 | 650 | 650 | 0 | | | | SAFE ROUTES TO SCHOOL |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$3,000,000 -- Implement the Safe Routes to School Program to promote walking and biking as a safe and viable transportation alternative, especially in the vicinity of schools. | | | | | | | | | | | | | | | | | | | | | |
| S10. Enhance | SNIPP - Statewide Noxious Invasive Pest Program | | OPR | 3,151 | 2,521 | 630 | 3,277 | 2,622 | 655 | | | | | | | | | | | | STP FLEXIBLE | |
| | Estimated Total Project Cost - \$15,000,000 -- Operation of the Statewide Noxious Invasive Pest Program. | | | | | | | | | | | | | | | | | | | | | |
| S11. Safety | Statewide Highway Lighting and Traffic Signal Upgrade Program | | CON | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | LOCAL |
| | | | 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 highway lighting and traffic signals. | | | | | | | | | | | | | | | | | | | | | |
| S12. SysPres | Statewide Signing, Striping and Pavement Marking Program | | CON | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | LOCAL |
| | | | 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 | |
| S13. SysPres | Statewide Guardrail and Shoulder Improvement Program | | CON | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | 5,000 | 0 | 5,000 | LOCAL |
| | | | 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 to upkeep roadway guardrails and shoulders. | | | | | | | | | | | | | | | | | | | | | |
| | Structural Countermeasures for Scour Critical Bridges | | CON | | | | 3,000 | 0 | 3,000 | | | | 3,000 | 0 | 3,000 | | | | | | | |
| S14. SysPres | | | | | | | | | | | | | | | | | | | | | LOCAL | |
| | Estimated Total Project Cost - \$7,800,000 -- As recommended in the Highways Division's "Plan of Action for Scour Critical Bridges Various Locations, Statewide 2012", this project will develop and design mandated structural countermeasures for scour critical bridges through out the state. | | | | | | | | | | | | | | | | | | | | | |
| | 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 |
| | Estimated Total Project Cost - \$1,250,000 -- Conduct training and technology transfer activities for government and private transportation personnel. | | | | | | | | | | | | | | | | | | | | | |
| S16. Modern | 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 stations for traffic data gathering and planning purposes. | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE - FHWA TOTAL | | | 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 | | |

DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
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| 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) |
| Human | Estimated Total Project Cost - \$787,000 -- 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. | | | | | | | | | | | | | | | | | | | | |
| S18 | State Administration | PLN | 258 | 258 | 0 | 265 | 265 | 0 | 273 | 273 | 0 | 281 | 281 | 0 | 289 | 289 | 0 | 298 | 298 | 0 | FTA SECTION 5311 |
| Human | Estimated Total Project Cost - \$1,980,000 -- FTA Section 5311 Nonurbanized Area Formula Program. | | | | | | | | | | | | | | | | | | | | |
| S19 | Transportation Assistance for Elderly and Disabled | EQP | 275 | 220 | 55 | 288 | 230 | 58 | 296 | 237 | 59 | 305 | 244 | 61 | 314 | 251 | 63 | 324 | 259 | 65 | FTA SECTION 5310 |
| Human | Estimated Total Project Cost - \$2,867,000 -- Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 - Non-Urban). Funds from program will be utilized for the purchase of vehicles. | | | | | | | | | | | | | | | | | | | | |
| S22 | Statewide Planning | PLN | 234 | 117 | 117 | 242 | 121 | 121 | 250 | 125 | 125 | 258 | 129 | 129 | 266 | 133 | 133 | 274 | 137 | 137 | FTA SECTION 5304 |
| Transit | Estimated Total Project Cost - \$962,000 -- FTA Statewide Planning (Section 5304). Funds will be utilized for short range transit plans and civil rights studies | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE - FTA TOTAL | | | 869 | 697 | 172 | 900 | 721 | 179 | 927 | 743 | 184 | 955 | 765 | 190 | 983 | 787 | 196 | 1,013 | 811 | 202 | |

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| 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, DEMO ...ETC. 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 | | |

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| OAHU : STATE - FHWA | | | | | | | | | | | | | | | | | | | | |
| OS1. 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 |
| SysPres | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$237,800,000 --System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. Yearly lump sum amounts represent total Special Maintenance Program (SMP) State funding levels anticipated for Oahu program. The SMP is a program that funds individual repair or maintenance projects that do not normally occur annually. SMP funds have funded resurfacing and pavement and bridge preservation projects (System Preservation). The current list of prioritized proposed SMP projects has been posted on the STIP website at: http://hdot.hawaii.gov/highways/other/other-related-links/stip/Qualified and priority SMP projects could receive federal funds should they become available. | | | | | | | | | | | | | | | | | | | | |
| OS2. Farrington Highway (Route 93), Bridge Rehabilitation | ROW | | | | | | | 585 | 468 | 117 | | | | | | | | | | NHPP |
| SysPres | CON | | | | | | | | | | | | | 8,405 | 6,724 | 1,681 | | | | |
| Estimated Total Project Cost - \$10,500,000 -- Rehabilitate bridge to meet current design standards. This includes bridge strengthening, widening, improving shoulders, and upgrading railings. | | | | | | | | | | | | | | | | | | | | |
| OS3. Farrington Highway (Route 93), Bridge Replacement | CON | 13,500 | 4,800 | 8,700 | | | | | | | | | | | | | | | | NHPP |
| SysPres | ADVCON | | | | 0 | 6,000 | (6,000) | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$16,560,000 -- Replace the existing bridge with a concrete structure that meets current bridge standards. | | | | | | | | | | | | | | | | | | | | |
| OS4. Farrington Highway (Route 93), Bridge Replacement | ROW | 1,100 | 880 | 220 | | | | | | | | | | | | | | | | NHPP |
| SysPres | CON | 16,550 | 10,240 | 6,310 | | | | | | | | | | | | | | | | |
| | ADVCON | | | | 0 | 3,000 | (3,000) | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$20,200,000 -- Replace a timber bridge in the vicinity of Makaha Beach Park. | | | | | | | | | | | | | | | | | | | | |
| OS5. Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78), Phase 1C - Part 2 | ADVCON | 0 | 5,000 | (5,000) | | | | | | | | | | | | | | | | NHPP |
| | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | |
| | ADVCON | | | | | | | | | | | | | 10,000 | 4,000 | 6,000 | | 0 | 4,000 | (4,000) |
| Estimated Total Project Cost - \$61,500,000 -- The project consists of installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment. Minor interior modifications of the H-3 Control Center will be done to accommodate system improvements. This project will be implemented in phases. The Freeway Management System's System Manager will assist the State with managing and guiding the Intelligent Transportation System (ITS) program. This includes software development, equipment procurement assistance, acceptance testing, performance monitoring, and strategic planning. | | | | | | | | | | | | | | | | | | | | |
| OS9. Freeway Service Patrol | 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 |
| Conquest | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$21,000,000 -- Operate roving service patrols. Services include towing of disabled vehicles, removing debris, providing basic fire extinguisher use, deploying traffic control devices, assisting the HPD, HFD, and EMS at crash scenes & other incidents, assisting sick or injured motorists with basic first aid, & notifying 911 of incidents. | | | | | | | | | | | | | | | | | | | | |
| OS10. Guardrail and Shoulder Improvements, Various Location | CON | 2,185 | 1,748 | 437 | | | | | | | | | | | | | | | | HSIP |
| Safety | DES | 250 | 200 | 50 | | | | | | | | | | | | | | | | |
| Phase 2 | CON | | | | | | | 3,060 | 2,448 | 612 | | | | | | | | | | |
| Phase 3 | DES | | | | | | | | | | 250 | 200 | 50 | | | | | | | |
| | CON | | | | | | | | | | | | | | | | 3,000 | 2,400 | 600 | |
| Estimated Total Project Cost - \$6,600,000 -- Install and upgrade guardrails to bridge end post connections, bridge railing, guardrail end terminals, crash attenuators, miscellaneous drainage, and other appurtenant improvements. | | | | | | | | | | | | | | | | | | | | |
| OS11. ITS Operation and Maintenance | OPR | 285 | 255 | 30 | 285 | 255 | 30 | 285 | 255 | 30 | 285 | 255 | 30 | 285 | 255 | 30 | 285 | 255 | 30 | NHPP |
| Conquest | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$1,700,000 -- 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. | | | | | | | | | | | | | | | | | | | | |
| OS12. Interstate Routes H-1, H-2, and H-201 Destination Sign Upgrade/Replacement, Phase II | CON | | | | 2,704 | 2,434 | 270 | | | | | | | | | | | | | NHPP |
| SysPres | DES | | | | 554 | 499 | 55 | | | | | | | | | | | | | |
| Phase III | CON | | | | | | | | | | | | | 6,000 | 5,400 | 600 | | | | |
| Estimated Total Project Cost - \$12,700,000 -- Replace and/or upgrade the existing destination signs and sign support structures on Interstate Routes H-1, H-2 and H-201. | | | | | | | | | | | | | | | | | | | | |
| OS13. Interstate Route H-1, Bridge Rehabilitation, Kapalama Canal (Halona Street Bridge) | CON | | | | 5,400 | 320 | 5,080 | | | | | | | | | | | | | NHPP |
| SysPres | ADVCON | | | | | | | 0 | 4,000 | (4,000) | | | | | | | | | | |
| Estimated Total Project Cost - \$6,200,000 -- Rehabilitate existing bridge. | | | | | | | | | | | | | | | | | | | | |
| OS14. Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue | CON | | | | 6,370 | 1,233 | 5,137 | | | | | | | | | | | | | NHPP |
| Safety | ADVCON | | | | | | | 0 | 4,500 | (4,500) | | | | | | | | | | |
| Estimated Total Project Cost - \$7,000,000 -- Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards. | | | | | | | | | | | | | | | | | | | | |

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FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)
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| PROJECT | | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS |
|---|---|--------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|--------------------------|
| | | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| OS15. | Interstate Route H-1, Guardrail and Shoulder Improvements, | CON | | | | 5,520 | 4,416 | 1,104 | | | | | | | | | | | | | NHPP |
| Safety | Middle Street (Route 7415) to Punchbowl Street (Route 7516) | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$5,900,000 -- Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards. | | | | | | | | | | | | | | | | | | | | | |
| OS16. | Interstate Route H-1, Highway Lighting Improvements, | CON | | | | 7,140 | 712 | 6,428 | | | | | | | | | | | | | NHPP |
| SysPres | Kaimakani OP to Middle Street, Phase 1 - MP 12.83 to 16.00 | ADVCON | | | | | | | 0 | 5,000 | (5,000) | | | | | | | | | | |
| Estimated Total Project Cost - \$15,000,000 -- 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. | | | | | | | | | | | | | | | | | | | | | |
| OS17. | Interstate Route H-1, Kapolei Interchange Complex | CON | 4,800 | 4,300 | 500 | | | | | | | | | | | | | | | | INTERSTATE DISCRETIONARY |
| Modern | Phase 2 | ADVCON | 52,200 | 21,980 | 30,220 | | | | | | | | | | | | | | | | NHPP |
| | | DES | | | | 0 | 13,000 | (13,000) | 0 | 12,000 | (12,000) | | | | | | | | | | NHPP |
| | Phase 3 | ROW | | | | 571 | 457 | 114 | | | | 238 | 190 | 48 | | | | | | | NHPP |
| Estimated Total Project Cost - \$90,000,000 -- Phase 2 will complete the construction of the Waikele Street Separation and its associated ramps. Phase 3 and 4 will complete the ultimate buildout of the Kapolei IC Complex including the completion of Palalalai and Makakilo Interchanges. | | | | | | | | | | | | | | | | | | | | | |
| OS18. | Interstate Route H-1, Pearl City and Waimalu Viaduct | CON | | | | | | | | | | | | | 24,673 | 14,206 | 10,467 | | | | NHPP |
| SysPres | Improvements, Phase 2 | ADVCON | | | | | | | | | | | | | | | | | 8,000 | (8,000) | |
| Estimated Total Project Cost - \$100,000,000 -- Replace, repair, and/or strengthen the Pearl City and Waimalu Viaduct concrete deck and other structural components, including guardrails. Project will be implemented in 5 phases. | | | | | | | | | | | | | | | | | | | | | |
| OS19. | Interstate Route H-1, PM Contraflow, Westbound | CON | | | | | | | | | | | | | | | | 19,000 | 17,100 | 1,900 | NHPP |
| Modern | Waiawa IC Improvements (four WB through lanes), Phase I | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$167,000,000 -- This is part 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 Waikalele. | | | | | | | | | | | | | | | | | | | | | |
| OS20. | Interstate Route H-1 Safety Improvement, | CON | | | | 4,000 | 3,600 | 400 | | | | | | | | | | | | | HSIP |
| Safety | Beginning of H-1 (Palalalai IC) to Waiawa Overpass | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$4,500,000 -- Scope includes, but is not limited to: Installation of milled rumble strips on shoulders; reconstruction of paved shoulders; pavement markings; and signing. | | | | | | | | | | | | | | | | | | | | | |
| OS21. | Interstate Route H-1, Waiawa Interchange, | DES | | | | | | | | | | | | | 3,642 | 2,913 | 729 | | | | NHPP |
| Modern | Westbound, Waipahu Off-Ramp Improvements | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$23,600,000 -- Widen the westbound Waipahu off-ramp from one to two lanes. | | | | | | | | | | | | | | | | | | | | | |
| OS22. | Interstate Route H-3, Seismic Retrofit, Kuou Bridge and | DES | | | | 1,080 | 864 | 216 | | | | | | | | | | | | | NHPP |
| SysPres | Halekou Interchange, Structures 1, 2 and 3 | CON | | | | | | | | | | | | | 6,240 | 4,992 | 1,248 | | | | |
| Estimated Total Project Cost - \$7,320,000 -- Retrofit interchange structures to meet current seismic standards. | | | | | | | | | | | | | | | | | | | | | |
| OS23. | Kalaniana'ole Highway (Route 72) Bicycle Improvements, | CON | | | | 250 | 200 | 50 | | | | | | | | | | | | | EARMARK-HIGH PRIORITY |
| Enhance | Waimanalo Beach Park to Kainoa Beach Park | CON | | | | 2,500 | 2,000 | 500 | | | | | | | | | | | | | STP ENHANCEMENT |
| Estimated total project cost - \$3,200,000 -- Improve bike route on Kalaniana'ole Highway, from Waimanalo Beach Park To Kainoa Beach Park. | | | | | | | | | | | | | | | | | | | | | |
| OS24. | Kalaniana'ole Highway (Route 72), Bridge Replacement | CON | | | | 9,550 | 1,140 | 8,410 | | | | | | | | | | | | | NHPP |
| SysPres | Inaoale Stream Bridge, Waimanalo | ADVCON | | | | | | | 0 | 6,500 | (6,500) | | | | | | | | | | |
| Estimated Total Project Cost - \$11,500,000 -- Replace the existing bridge. | | | | | | | | | | | | | | | | | | | | | |
| OS25. | Kalaniana'ole Highway (Route 72) Improvements, | ADVCON | 0 | 4,500 | (4,500) | | | | | | | | | | | | | | | | NHPP |
| Safety | Olomana Golf Course to Waimanalo Beach Park | | | | | | | | | | | | | | | | | | | | |
| | Phase I, Olomana Golf Course to Poalima Street | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$45,000,000 -- Construct traffic operational and safety improvements on Kalaniana'ole Highway, from Olomana Golf Course to Poalima Street. Project includes turning lanes, bus pullouts, and lighting improvements. | | | | | | | | | | | | | | | | | | | | | |
| OS26. | Kalaniana'ole Highway (Route 72) Improvements, | DES | 918 | 734 | 184 | | | | | | | | | | | | | | | | NHPP |
| Safety | Olomana Golf Course to Waimanalo Beach Park | CON | | | | | | | | | | | | | | | | 13,300 | 10,640 | 2,660 | |
| | Phase II, Poalima Street to Aloiloi Street | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$45,000,000 -- Construct traffic operational and safety improvements on Kalaniana'ole Highway, from Poalima Street to Aloiloi Street. Project includes turning lanes, bus pullouts, and lighting improvements. | | | | | | | | | | | | | | | | | | | | | |
| OS27. | Kamehameha Highway (Route 83), Bridge Rehabilitation | ROW | 275 | 220 | 55 | | | | | | | | | | | | | | | | NHPP |
| SysPres | Makaua Stream Bridge | CON | | | | | | | 6,000 | 800 | 5,200 | | | | | | | | | | |
| | | ADVCON | | | | | | | | | | 0 | 4,000 | (4,000) | | | | | | | |
| Estimated Total Project Cost - \$7,400,000 -- Rehabilitate the existing 44-foot long bridge by widening and strengthening to meet current State standards. | | | | | | | | | | | | | | | | | | | | | |
| OS28. | Kamehameha Highway (Route 83), Bridge Replacement | CON | | | | 16,580 | 3,264 | 13,316 | | | | | | | | | | | | | NHPP |
| SysPres | Kaipapau Stream Bridge | ADVCON | | | | | | | 0 | 10,000 | (10,000) | | | | | | | | | | |
| Estimated Total Project Cost - \$21,600,000 -- Replace the existing bridge. | | | | | | | | | | | | | | | | | | | | | |
| OS29. | Kamehameha Highway (Route 83), Bridge Replacement | ROW | 612 | 490 | 122 | | | | | | | | | | | | | | | | NHPP |
| SysPres | Kalanui Stream Bridge | CON | | | | | | | | | | | | | 9,200 | 2,360 | 6,840 | | | | |
| | | ADVCON | | | | | | | | | | | | | | | | 0 | 5,000 | (5,000) | |
| Estimated Total Project Cost - \$11,000,000 -- Replace the existing bridge. | | | | | | | | | | | | | | | | | | | | | |

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|--|--------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------------|-------------------------|
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| OS30. Kamehameha Highway (Route 83), Bridge Replacement | CON | | | | 9,735 | 7,788 | 1,947 | | | | | | | | | | | | NHPP | |
| SysPres Kawela 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 Laleloa Stream Bridge | ADVCON | | | | | | | 0 | 6,500 | (6,500) | | | | | | | | | | |
| Estimated Total Project Cost - \$10,300,000 -- Replace the existing concrete slab 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-girder reinforced bridge on Kamehameha Highway in the vicinity of Wahiawa. | | | | | | | | | | | | | | | | | | | | |
| OS34. Kamehameha Highway (Route 83), Bridge Replacement | PREROW | | | | 110 | 88 | 22 | | | | | | | | | | | | NHPP | |
| SysPres Waihole Bridge | ROW | | | | | | | 562 | 450 | 112 | | | | | | | | | | |
| | CON | | | | | | | | | | | | | | | | | | | |
| | ADVCON | | | | | | | | | | 11,708 | 4,366 | 7,342 | | | | | | | |
| Estimated Total Project Cost - \$13,300,000 - replace the existing bridge | | | | | | | | | | | | | | | | | | | | |
| 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 long bridge by widening and strengthening to meet current State 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 T-bridge on Kamehameha Highway in the vicinity of Hauula. | | | | | | | | | | | | | | | | | | | | |
| 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 | | |
| Estimated Total Project Cost - \$19,800,000 -- Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.4 to milepost 5.52). | | | | | | | | | | | | | | | | | | | | |
| OS51. Kamehameha Highway (Route 83), Safety Improvements | CON | 1,600 | 1,280 | 320 | | | | | | | | | | | | | | | HSIP | |
| Safety Kahekili Highway (Route 83) to Vic. Of Waikane Valley Road | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$3,000,000 -- Installation of milled rumble strips on centerline and shoulders, check superelevation along entire segment, pavement markings, striping and signing. | | | | | | | | | | | | | | | | | | | | |
| OS38. Kamehameha Highway (Route 83), Shoreline Protection, Vicinity of Hauula (#14) | CON | | | | | | | | | | | | | | | 5,700 | 4,560 | 1,140 | NHPP | |
| Estimated Total Project Cost - \$6,600,000 -- Construct shoreline protection measures for areas in Hauula (#14) susceptible to ocean erosion due to high wave action. | | | | | | | | | | | | | | | | | | | | |
| OS39. Kamehameha Highway (Route 83), Shoreline Protection, Vicinity of Kaaawa (#10) | CON | | | | 10,200 | 8,160 | 2,040 | | | | | | | | | | | | NHPP | |
| Safety | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$11,400,000 -- Construct shoreline protection measures for areas in Kaaawa (#10) susceptible to ocean erosion due to high wave action. | | | | | | | | | | | | | | | | | | | | |
| OS40. Kamehameha Highway (Route 83) Shoreline Protection, Vicinity of Punaluu (#9) | CON | | | | | | | | | | 7,350 | 880 | 6,470 | | | | | | NHPP | |
| Safety | ADVCON | | | | | | | | | | | | | 0 | 5,000 | (5,000) | | | | |
| Estimated Total Project Cost - \$7,900,000 -- Construct shoreline protection measures for areas in Punaluu (#9) susceptible to ocean erosion due to high wave action. | | | | | | | | | | | | | | | | | | | | |
| OS41. Kamehameha Highway (Route 83) Wetland Enhancement, Vicinity of Ukoa Pond | CON | | | | | | | | | | 6,500 | 1,200 | 5,300 | | | | | | NHPP | |
| Enhance | ADVCON | | | | | | | | | | | | | 0 | 4,000 | (4,000) | | | | |
| Estimated Total Project Cost - \$7,700,000 -- Enhance wetlands near Ukoa Pond as a mitigation for previous impacts and wetland banking for future use. This is a wetland mitigation project on the North Shore that is related to the construction of the Haleiwa Bypass Road. | | | | | | | | | | | | | | | | | | | | |
| OS42. Kualakai Parkway (Route 8930) Extension | CON | | | | | | | | | | 17,700 | 4,160 | 13,540 | | | | | | STP FLEXIBLE | |
| Modern | ADVCON | | | | | | | | | | | | | 10,000 | (10,000) | | | | | |
| Estimated Total Project Cost - \$20,000,000 -- Extend Kualakai Parkway approximately 0.3 miles from Kapolei Parkway to Roosevelt Avenue. | | | | | | | | | | | | | | | | | | | | |

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| OS43. | Leeward Bikeway, Phase II, Hawaiian Railway Society Train Station to Luualaei Naval Road | PREROW | | | | 106 | 84 | 22 | | | | | | | | | | | | | STP ENHANCEMENT |
| Enhance | | ROW | | | | | | | | | | 3,000 | 2,400 | 600 | | | | | | | |
| | | CON | | | | | | | | | | | | | | | 3,900 | 3,120 | 780 | | |
| Estimated Total Project Cost - \$19,000,000 -- Improve the bikeway/bike path from the Hawaiian Railway Society Train Station to Luualaei 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 existing guardrails. Reconstruct and pave road shoulders. | | | | | | | | | | | | | | | | | | | | | |
| 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 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). | | | | | | | | | | | | | | | | | | | | | |
| 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 freeway lighting on Moanalua Freeway from the Ewa end of the Moanalua Freeway (milepost 0) to the H-3 Freeway overpass (milepost 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 meet current seismic standards. | | | | | | | | | | | | | | | | | | | | | |
| 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 meet current seismic standards. | | | | | | | | | | | | | | | | | | | | | |
| 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 TRAILS (DLNR) |
| Enhance | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$2,154,000 -- A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. | | | | | | | | | | | | | | | | | | | | | |
| OS52. | Sand Island Access Road (Route 64), Truck Weigh Station | DES | 132 | 104 | 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 truck weigh station to perform truck inspections & driver credential checks @ the egress of the container terminal on Sand Island Acc Rd. This includes aux. lanes to accommodate trucks, traffic controls, truck weighing infrastructure & computer hardware/software, operator kiosk/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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|---|-------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|-------------------------|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| OAHU : STATE - FTA | | | | | | | | | | | | | | | | | | | | |
| OS50. Transportation Assistance for Elderly and Disabled Human | | | | | | | | | | | | | | | | | | | | |
| | EQP | 482 | 385 | 97 | 497 | 397 | 100 | 512 | 409 | 103 | 529 | 422 | 107 | 546 | 435 | 111 | 564 | 449 | 115 | FTA SECTION 5310 |
| | OPR | 620 | 310 | 310 | 640 | 320 | 320 | 660 | 330 | 330 | 680 | 340 | 340 | 702 | 351 | 351 | 724 | 362 | 362 | |
| <i>Estimated Total Project Cost - \$7,156,000 -- 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.</i> | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 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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|---|------|-------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|-------------------------|--|
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| CITY & COUNTY OF HONOLULU - FHWA | | | | | | | | | | | | | | | | | | | | | | |
| OC1. Alapai Transportation Management Center Safety | DES | | 1 | 0 | 1 | 1 | 0 | 1 | 10 | 0 | 10 | | | | | | | | | | STP FLEXIBLE | |
| | CON | | 22,970 | 10,914 | 12,056 | 23,208 | 10,370 | 12,838 | 25 | 0 | 25 | | | | | | | | | | | |
| | EQP | | 1 | 0 | 1 | 1,700 | 0 | 1,700 | 200 | 0 | 200 | | | | | | | | | | | |
| Estimated Total Project Cost - \$95,102,000 -- A joint communications center to be built behind the Alapai Transit Center. The communications center will hold City, State & emergency response agencies. | | | | | | | | | | | | | | | | | | | | | | |
| OC2. Bikeway Improvements Program Enhance | CON | | 650 | 520 | 130 | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| | INSP | | 150 | 120 | 30 | | | | | | | | | | | | | | | | | |
| | CON | | | | | 1,700 | 1,360 | 340 | | | | | | | | | | | | | | |
| Pearl Harbor Bike Path | INSP | | | | | 300 | 240 | 60 | | | | | | | | | | | | | | |
| TBD - CON 2017 | DES | | | | | 250 | 200 | 50 | | | | | | | | | | | | | | |
| | CON | | | | | | | | 2,350 | 1,840 | 510 | | | | | | | | | | | |
| | INSP | | | | | | | | 10 | 0 | 10 | | | | | | | | | | | |
| TBD - CON 2018 | ROW | | | | | | | | 1 | 0 | 1 | | | | | | | | | | | |
| | PLN | | | | | | | | 100 | 0 | 100 | | | | | | | | | | | |
| | DES | | | | | | | | 300 | 0 | 300 | | | | | | | | | | | |
| | CON | | | | | | | | | | | 2,350 | 1,840 | 510 | | | | | | | | |
| | EQP | | | | | | | | | | | 10 | 0 | 10 | | | | | | | | |
| TBD - CON 2019 | ROW | | | | | | | | | | | 1 | 0 | 1 | | | | | | | | |
| | PLN | | | | | | | | | | | 100 | 0 | 100 | | | | | | | | |
| | DES | | | | | | | | | | | 300 | 0 | 300 | | | | | | | | |
| | CON | | | | | | | | | | | | | | 2,350 | 1,840 | 510 | | | | | |
| | EQP | | | | | | | | | | | | | | 10 | 0 | 10 | | | | | |
| TBD - CON 2020 | ROW | | | | | | | | | | | 1 | 0 | 1 | | | | | | | | |
| | PLN | | | | | | | | | | | 100 | 0 | 100 | | | | | | | | |
| | DES | | | | | | | | | | | 300 | 0 | 300 | | | | | | | | |
| | CON | | | | | | | | | | | | | | | | 2,350 | 1,840 | 510 | | | |
| | EQP | | | | | | | | | | | | | | | | 10 | 0 | 10 | | | |
| TBD - CON 2021 | ROW | | | | | | | | | | | | | | | | 1 | 0 | 1 | | | |
| | PLN | | | | | | | | | | | | | | | | 100 | 0 | 100 | | | |
| | DES | | | | | | | | | | | | | | | | 300 | 0 | 300 | | | |
| Estimated Total Project Cost - \$14,094,000 -- An on-going islandwide program for the implementation of the Oahu Bicycle Master Plan improvements, the development of new projects, and the upgrade of existing bicycle projects. | | | | | | | | | | | | | | | | | | | | | | |
| OC3. Bridge Inspection and Appraisal SysPres | DES | | 900 | 720 | 180 | 900 | 720 | 180 | 900 | 720 | 180 | 900 | 720 | 180 | 1,000 | 800 | 200 | 1,000 | 800 | 200 | STP FLEXIBLE | |
| Estimated Total Project Cost - \$5,600,000 -- Inventory, inspect, and appraise City bridges, including underwater inspection and scour survey. | | | | | | | | | | | | | | | | | | | | | | |
| OC4. Computerized Traffic Control System Congest | DES | | | | | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| | CON | | | | | | | | 350 | 280 | 70 | | | | | | | | | | | |
| | EQP | | | | | | | | | | | 4,000 | 3,200 | 800 | | | | | | | | |
| Phase 14 - Mililani Town | CON | | | | | | | | | | | 1 | 0 | 1 | | | | | | | | |
| Phase 15 - Wahiawa | DES | | | | | | | | | | | 350 | 280 | 70 | | | | | | | | |
| | CON | | | | | | | | | | | | | | 4,000 | 3,200 | 800 | | | | | |
| | EQP | | | | | | | | | | | | | | 1 | 0 | 1 | | | | | |
| Phase 16 - Nanakuli/Waianae | DES | | | | | | | | | | | | | | 350 | 280 | 70 | | | | | |
| | CON | | | | | | | | | | | | | | | | 4,000 | 3,200 | 800 | | | |
| | EQP | | | | | | | | | | | | | | | | 1 | 0 | 1 | | | |
| Phase 17 - TBD | DES | | | | | | | | | | | | | | | | 350 | 280 | 70 | | | |
| Estimated Total Project Cost - \$13,403,000 -- Upgrade and expand fiber optic lines, CCTV cameras, data collection, and signal control in urban and rural areas for connection to the Traffic Control Center. | | | | | | | | | | | | | | | | | | | | | | |

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| OC5. 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 |
| Congest | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$80,000,000 -- Improve the two lanes undivided Farrington Highway between Fort Weaver Road and Kapolei Golf Course Road to implement future transportation plans and accommodate future transportation needs.</i> | | | | | | | | | | | | | | | | | | | | |
| OC6. Kapolei Parkway (Route 8920) Extension | DES | 50 | 0 | 50 | | | | | | | | | | | | | | | | |
| Congest | CON | 1,200 | 960 | 240 | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$23,789,000 -- Provide an extension of the existing Kapolei Parkway from Kamokila 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.</i> | | | | | | | | | | | | | | | | | | | | |
| OC7. Makakilo Drive (Route 8810) Extension | DES | | | | 3,000 | 0 | 3,000 | | | | | | | 20,000 | 4,000 | 16,000 | 20,000 | 4,000 | 16,000 | LOCAL |
| Modern Phase 1 | CON | | | | | | | | | | | | | | | | | | | STP FLEXIBLE |
| <i>Estimated Total Project Cost - \$85,500,000 -- Plan, design and construct the extension of Makakilo Drive from the Palehua Subdivision to the H-1 Freeway.</i> | | | | | | | | | | | | | | | | | | | | |
| OC8. Traffic Improvements at Various Locations | | | | | | | | | | | | | | | | | | | | |
| Safety | | | | | | | | | | | | | | | | | | | | |
| Village Park/Kupuna Loop | DES | 450 | 360 | 90 | | | | | | | | | | | | | | | | |
| Palolo - 9th Avenue/10th Avenue | CON | 150 | 120 | 30 | | | | | | | | | | | | | | | | |
| | INSP | 50 | 40 | 10 | | | | | | | | | | | | | | | | |
| Kalaheo Avenue/Kailua Road | ROW | | | | 110 | 60 | 50 | | | | | | | | | | | | | |
| | CON | | | | 1,500 | 600 | 900 | | | | | | | | | | | | | |
| | INSP | | | | 250 | 100 | 150 | | | | | | | | | | | | | |
| TBD - CON 2017 | DES | | | | 500 | 200 | 300 | | | | | | | | | | | | | |
| | CON | | | | | | | 2,130 | 960 | 1,170 | | | | | | | | | | |
| TBD - CON 2018 | ROW | | | | | | | 50 | 0 | 50 | | | | | | | | | | |
| | PLN | | | | | | | 50 | 0 | 50 | | | | | | | | | | |
| | DES | | | | | | | 400 | 0 | 400 | | | | | | | | | | |
| | CON | | | | | | | | | | 2,130 | 960 | 1,170 | | | | | | | |
| TBD - CON 2019 | ROW | | | | | | | | | | 50 | 0 | 50 | | | | | | | |
| | PLN | | | | | | | | | | 50 | 0 | 50 | | | | | | | |
| | DES | | | | | | | | | | 400 | 0 | 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 | |
| <i>Estimated Total Project Cost - \$13,030,000 -- Provide traffic congestion relief and improve traffic safety at various locations, including but not limited to Palolo, Village Park & Kupuna Loop area, and Kalaheo Avenue/Kailua Road.</i> | | | | | | | | | | | | | | | | | | | | |
| OC9. Traffic Signal Optimization | | | | | | | | | | | | | | | | | | | | |
| Congest | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | |
| <i>Estimated Total Project Cost - \$803,000 -- To develop and implement optimum traffic signal timing plans for approximately 150 traffic signalized intersections.</i> | | | | | | | | | | | | | | | | | | | | |

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| OC10. Traffic Signals at Various Locations | | | | | | | | | | | | | | | | | | | | STP FLEXIBLE |
| Congest | | | | | | | | | | | | | | | | | | | | |
| Phase 16 - Kapiolani Blvd/Kaimuki Ave, King St/Ward Ave, Salt Lake Blvd/Radford Dr, Ulune St/Service Rd, Farrington Hwy/Nanaikaola St, Nehoa St/Mott-Smith Dr, Ala Ilima St/Ala Liliiko St, Kamehameha Hwy/Lipoa St, Atkinson Dr/Mahukona | PLN | 1 | 0 | 1 | | | | | | | | | | | | | | | | |
| | CON | 3,496 | 2,800 | 696 | | | | | | | | | | | | | | | | |
| | EQP | 4 | 0 | 4 | | | | | | | | | | | | | | | | |
| Phase 17 - Kuulei Rd/Aulike St, Kamehameha Hwy/Haiku Rd, King St/Church Ln, Ahua St/Kilihau St, Kula St/Acacia Rd, King St/Pensacola St, Kamehameha Hwy/Pahia Rd | DES | 438 | 350 | 88 | | | | | | | | | | | | | | | | |
| | CON | | | | 3,550 | 2,800 | 750 | | | | | | | | | | | | | |
| | EQP | | | | 4 | 0 | 4 | | | | | | | | | | | | | |
| Phase 18 - TBD | DES | | | | 438 | 350 | 88 | | | | | | | | | | | | | |
| | CON | | | | | | | 3,750 | 3,000 | 750 | | | | | | | | | | |
| | EQP | | | | | | | 4 | 0 | 4 | | | | | | | | | | |
| Phase 19 - TBD | DES | | | | | | | 438 | 350 | 88 | | | | | | | | | | |
| | CON | | | | | | | | | | 3,750 | 3,000 | 750 | | | | | | | |
| | EQP | | | | | | | | | | 4 | 0 | 4 | | | | | | | |
| Phase 20 - TBD | DES | | | | | | | | | | 438 | 350 | 88 | | | | | | | |
| | CON | | | | | | | | | | | | | 3,750 | 3,000 | 750 | | | | |
| | EQP | | | | | | | | | | | | | 4 | 0 | 4 | | | | |
| Phase 21 - TBD | DES | | | | | | | | | | | | | 438 | 350 | 88 | | | | |
| | CON | | | | | | | | | | | | | | | | 3,750 | 3,000 | 750 | |
| | EQP | | | | | | | | | | | | | | | | 4 | 0 | 4 | |
| Phase 22 - TBD | PLN | | | | | | | | | | | | | | | | 1 | 0 | 1 | |
| | DES | | | | | | | | | | | | | | | | 438 | 350 | 88 | |
| <i>Estimated Total Project Cost - \$24,700,000 -- Install and upgrade traffic signals island-wide including ADA improvements, signs and markings, and interties.</i> | | | | | | | | | | | | | | | | | | | | |
| OC11. Waipio Point Access Road (Route 7139) Improvements | CON | 158 | 96 | 62 | | | | | | | | | | | | | | | | STP FLEXIBLE |
| SysPres | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$5,000,000 -- Construction of traffic improvements to improve a two-lane collector road between the Oahu Railway and Land Company Bicycle Pedestrian Path and the Waipio Peninsula Soccer Park</i> | | | | | | | | | | | | | | | | | | | | |
| OAHU : C&C OF HONOLULU - FHWA TOTAL | | 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 | |

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| 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 | 200 | 200 | 416 | 208 | 208 | 432 | 216 | 216 | 450 | 225 | 225 | 450 | 225 | 225 | 468 | 234 | 234 | FTA \$5310 |
| Estimated Total Project Cost - \$8,577,000 -- Establish selected human service agencies as transportation providers serving their own clients who currently ride TheHandi-Van, and provide operating funds for the service. | | | | | | | | | | | | | | | | | | | | | |
| OC13. Bus and Handi-Van Acquisition Program | | | | | | | | | | | | | | | | | | | | | |
| Transit | | 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 | 2,231 | 18,594 | FTA \$5307 |
| | | EQP | 1,388 | 1,110 | 278 | 1,415 | 1,132 | 283 | 1,444 | 1,155 | 289 | 1,473 | 1,178 | 295 | 1,503 | 1,202 | 301 | 1,533 | 1,226 | 307 | FTA \$5337 |
| | | EQP | 4,629 | 3,703 | 926 | 3,063 | 2,450 | 613 | 4,816 | 3,853 | 963 | 4,913 | 3,930 | 983 | 5,011 | 4,009 | 1,002 | 5,111 | 4,089 | 1,022 | FTA \$5339 |
| | | FY15 = 30 <30' buses + 5-35' buses + 25-40' buses + 10-60' buses FY16 = 30 <30' buses + 5-35' buses + 25-40' buses + 10-60' buses FY17 = 10 <35' buses + 10-40' buses + 10-60' buses FY18 = 9 <35' buses + 10-40' buses + 10-60' buses Estimated Total Project Cost - \$159,400,000 -- Purchase replacement transit buses and handi-van vehicles. | | | | | | | | | | | | | | | | | | | |
| OC14. Bus Stop ADA Access Improvements | | | | | | | | | | | | | | | | | | | | | |
| Transit | | PLN | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | LOCAL |
| | | DES | 270 | 0 | 270 | 270 | 0 | 270 | 270 | 0 | 270 | 270 | 0 | 270 | 270 | 0 | 270 | 270 | 0 | 270 | LOCAL |
| | | CON | 621 | 300 | 321 | 321 | 0 | 321 | 321 | 0 | 321 | 321 | 0 | 321 | 321 | 0 | 321 | 321 | 0 | 321 | FTA \$5307 |
| | | ROW | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 5 | LOCAL |
| | | RELOC | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | LOCAL |
| Estimated Project Cost - \$3,888,000 - To modify bus stops and bring them into compliance with the Americans with Disabilities Act (ADA). | | | | | | | | | | | | | | | | | | | | | |
| OC15. Bus Stop Site Improvements | | | | | | | | | | | | | | | | | | | | | |
| Transit | | PLN | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 5 | LOCAL |
| | | ROW | 1 | 0 | 1 | | | | | | | | | | | | | | | | LOCAL |
| | | DES | 90 | 0 | 90 | 90 | 0 | 90 | 90 | 0 | 90 | 90 | 0 | 90 | 90 | 0 | 90 | 90 | 0 | 90 | LOCAL |
| | | CON | 2,835 | 2,430 | 405 | 405 | 0 | 405 | 405 | 0 | 405 | 405 | 0 | 405 | 405 | 0 | 405 | 405 | 0 | 405 | FTA \$5307 |
| | | EQP | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | LOCAL |
| Estimated Project Cost - \$5,437,000 - This is an ongoing program to improve bus stops, bus shelters, benches, and other improvements at various locations. | | | | | | | | | | | | | | | | | | | | | |
| OC16. Honolulu Rail Transit Project | | | | | | | | | | | | | | | | | | | | | |
| Transit | | HRTF | | | | 44,216 | 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 | 8,636 | FTA \$5307/ \$5340 |
| | | HRTF | 1,070,200 | 342,464 | 727,736 | 1,063,457 | 340,306 | 723,151 | 755,944 | 241,902 | 514,042 | 388,428 | 124,297 | 264,131 | | | | | | | FTA \$5309 NS |
| Estimated Total Project Cost - \$5,163,693,000 -- 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. | | | | | | | | | | | | | | | | | | | | | |
| a. Total estimated cost (YOE5) = \$5,163,693,000 (including finance charges): PLN = \$25,027,000; Land Acquisition = \$222,188,000; DES = \$564,660,000; CON = \$4,143,317,000; EQP = \$208,501,000. | | | | | | | | | | | | | | | | | | | | | |
| b. The estimated total project cost reflects escalation calculated by FTA's Project Management Oversight Consultant. | | | | | | | | | | | | | | | | | | | | | |
| c. Estimated local share of total estimated costs (excluding Unallocated Contingency) is approximately \$3,357,789,262 (YOE5). | | | | | | | | | | | | | | | | | | | | | |
| OC17. Local Shuttle Service | | | | | | | | | | | | | | | | | | | | | |
| Human | | OPR | | | | | | | | | | 239 | 119 | 120 | 248 | 124 | 124 | 258 | 129 | 129 | FTA \$5307 |
| | Estimated Total Project Cost - \$745,000 -- To maintain and expand shuttle services between Kalaeloa homeless shelter sites and the Kapolei Transit Center to address transportation needs of low income 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 | 0 | 200 | 200 | 0 | 200 | | | | | | | LOCAL |
| | | CON | | | | | | | 5,864 | 0 | 5,864 | 5,867 | 0 | 5,867 | | | | | | | LOCAL |
| | | EQP | | | | | | | 1 | 0 | 1 | 1 | 0 | 1 | | | | | | | LOCAL |
| Estimated Total Project Cost - \$16,445,000 -- Design, construct, inspect, and provide relocation funds for Phase II. Phase II is the completion of the Handi-Van parking lot, transit center platform and bus parking and parking garage. | | | | | | | | | | | | | | | | | | | | | |
| OC19. Mobility Management | | | | | | | | | | | | | | | | | | | | | |
| Human | | OPR | 500 | 400 | 100 | 520 | 416 | 104 | 492 | 394 | 98 | 362 | 290 | 72 | 377 | 302 | 75 | 391 | 313 | 78 | FTA \$5307 |
| | | OPR | 140 | 112 | 28 | 145 | 116 | 29 | 152 | 121 | 31 | 158 | 126 | 32 | 175 | 140 | 35 | 183 | 146 | 37 | FTA \$5310 |
| Estimated Total Project Cost - \$3,595,000 -- Improve access to transportation for people with disabilities, seniors, and people with low incomes by coordinating transit and human service transportation. | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0 | 52,475 | FTA \$5307 |
| | Estimated Total Project Cost - \$299,811,000 -- Preventive maintenance of FTA-funded rolling stock (buses and handi-vans) to include parts, labor, and other related costs. | | | | | | | | | | | | | | | | | | | | |
| OC21. Transit Safety and Security Projects | | | | | | | | | | | | | | | | | | | | | |
| Transit | | PLN | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | | | | LOCAL |
| | | DES | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | | | | LOCAL |
| | | CON | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | | | | LOCAL |
| | | EQP | 413 | 330 | 83 | 413 | 330 | 83 | 413 | 330 | 83 | 413 | 330 | 83 | 413 | 330 | 83 | | | | FTA \$5307 |
| Estimated Total Project Cost - \$2,080,000 -- Capital projects at various transit locations to improve safety and security. | | | | | | | | | | | | | | | | | | | | | |
| OAHU : C&C OF HONOLULU - FTA TOTAL | | | 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 | |

DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2015 THRU FFY 2018 (FFY 2019-2020 Informative Only)
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| PROJECT | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS |
|--|----------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|-------------------------|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| FUNDING CATEGORY SUMMARY - 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, DEMO ...ETC. 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 | | |

DEPARTMENT OF TRANSPORTATION
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| PROJECT | | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS | | | |
|---|--|--------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|-------------------------|-------------------------------|---------------------|------|
| | | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| HAWAII - STATE - FHWA | | | | | | | | | | | | | | | | | | | | | | | | |
| HS1. Akoni Pule Hwy (RTE 270) Realignment & Widening at Aamakoa Gulch | | CON | | | | | | | | | | | | | 8,190 | 6,552 | 1,638 | | | | STP FLEXIBLE | | | |
| Estimated Total Project Cost - \$8,500,000 -- Realign and widen roadway on the mauka side, improve shoulders and rock catchment area. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS2. 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 | NHPP / STP FLEXIBLE | |
| Estimated Total Project Cost - \$98,300,000 -- System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. | | | | | | | | | | | | | | | | | | | | | | | | |
| Yearly lump sum amounts represent total State Special Maintenance Program (SMP) funding levels anticipated for Big Island program. The SMP is a program that funds individual repair or maintenance projects that do not normally occur annually. SMP funds have funded resurfacing and pavement and bridge preservation projects (System Preservation) | | | | | | | | | | | | | | | | | | | | | | | | |
| The current list of prioritized proposed SMP projects has been posted on the STIP website at: http://hdot.hawaii.gov/highways/other/related-links/stip . Qualified and priority SMP projects could receive federal funds should they become available. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS23. Daniel K. Inouye Highway (Route 200) Extension | | DES | 250 | | 200 | 50 | | | | | | | | | | | | | | | | STP FLEXIBLE | | |
| Modern 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 realignment and extending Daniel K. Inouye Highway from the Kona terminus at Mamalahoa Highway to the Queen Kaahumanu Highway. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS24. Daniel K. Inouye Highway (Route 200) Improvements | | CON | 27,000 | | 27,000 | 0 | | | | | | | | | | | | | | | | DISCRETIONARY | | |
| Modern Phase 2D: East Side Grade & Pave, MP 6 to MP 11 | | CON | 24,000 | | 15,000 | 9,000 | | | | | | | | | | | | | | | | STP FLEXIBLE (DAR soft match) | | |
| | | ADVCON | | | | | 0 | 9,000 | (9,000) | | | | | | | | | | | | | STP FLEXIBLE (DAR soft match) | | |
| Estimated Total Project Cost - \$250,000,000 -- Widen and/or realign the existing two-lane highway. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS3. Guardrail and Shoulder Improvements, Various Locations | | DES | | | | | | | | | | | | | | | 100 | | 80 | | 20 | STP FLEXIBLE | | |
| Safety | | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$2,400,000 -- Improve guardrail and shoulders. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS4. Hawaii Belt Road (Route 19), Bridge Replacement, Pahoeohoe Stream Bridge | | ROW | | | | | | | | 1,150 | | 920 | | 230 | | | | | | | | NHPP | | |
| SysPres | | CON | | | | | | | | | | | | | | | | 10,600 | | 8,480 | | 2,120 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$12,200,000 -- Replace existing bridge. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS5. Hawaii Belt Road (Route 19), Drainage Improvements and Rockfall Protection, Vicinity of Hakalau Bridge | | ROW | 1,300 | | 1,040 | 260 | | | | | | | | | 6,500 | | 600 | 5,900 | | | | NHPP | | |
| Safety | | CON | | | | | | | | | | | | | | | | | | | | | | |
| | | ADVCON | | | | | | | | | | | | | | | | 0 | 4,600 | (4,600) | | | | |
| Estimated Total Project Cost - \$7,100,000 -- Install a new culvert system along the mauka shoulder. Include rockfall protection on the cutslope including a permanent mesh system on both sides of the roadway. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS6. Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaunaloa Bridge Towards Waipunahina Bridge | | CON | | | | | | | | | | | 5,600 | | 480 | 5,120 | | | | | | NHPP | | |
| Safety | | ADVCON | | | | | | | | | | | | | | | | 0 | 4,000 | (4,000) | | | | |
| Estimated Total Project Cost - \$1,800,000 -- Improve guardrail and shoulders along Hawaii Belt Road from Kaunaloa Bridge towards Waipunahina Bridge. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS7. Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kealakaha Bridge Towards Kaula Bridge | | CON | | | | | | | | | | | | | | | | | 1,560 | | 1,248 | | 312 | NHPP |
| Safety | | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$1,800,000 -- Improve guardrail and shoulders from Kealakaha Bridge to Kaula Bridge | | | | | | | | | | | | | | | | | | | | | | | | |
| HS8. Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaala Bridge Towards Kealakaha Bridge | | CON | | | | | | | | | | | | | | | 1,560 | | 1,248 | | 312 | | NHPP | |
| Safety | | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$1,800,000 -- Improve guardrail and shoulders from Kaala Bridge to Kealakaha Bridge. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS9. Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Waipunahina Bridge to East Paaulo Bridge | | CON | | | | | 1,693 | | 1,355 | 338 | | | | | | | | | | | | | NHPP | |
| Safety | | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$1,700,000 -- Improve guardrail and shoulders from Waipunahina Bridge to E. Paaulo Bridge. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS10. Hawaii Belt Road (Route 19), Rockfall Protection at Various Sections, Phase I (Laupahoehoe Gulch) | | ROW | | | | | | | | 270 | | 216 | | 54 | | | | | | | | | NHPP | |
| Safety | | CON | | | | | | | | | | | | | | | | | | | | | | |
| | | ADVCON | | | | | | | | | | | | | | | | 0 | 13,000 | (13,000) | 0 | 10,960 | (10,960) | |
| Estimated Total Project Cost - \$36,300,000 -- Slope protection along Route 19, Hawaii Belt Road, in the vicinity of Laupahoehoe Gulch. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS12. Hilo Bayfront Highway (Route 19), Shoreline Protection | | ROW | | | | | | | | 100 | | 80 | | 20 | | | | | | | | | STP FLEXIBLE | |
| SysPres | | CON | | | | | | | | | | | | | | | | 3,640 | 2,912 | 728 | | | | |
| Estimated Total Project Cost - \$3,900,000 -- Construct groin fields in phases along Hilo Bayfront. | | | | | | | | | | | | | | | | | | | | | | | | |
| HS13. Kawaihae Road (Route 19), Waiala Stream Bridge Replacement and Realignment of Approaches | | ROW | | | | | | | | 2,200 | | 1,760 | | 440 | | | | | | | | | NHPP | |
| SysPres | | CON | | | | | | | | | | | | | | | | 11,200 | 8,960 | 2,240 | | | | |
| Estimated Total Project Cost - \$14,700,000 -- Replacing the existing Waiala Stream Bridge, realigning the bridge approaches, reconstructing the Route 19/Route 250 intersection and installing safety improvements. | | | | | | | | | | | | | | | | | | | | | | | | |

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| PROJECT | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS |
|---|--------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|--|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| HS14. Keaau-Pahoa Road (Route 130) Improvements, Keaau to Pahoa Phase 1 - Keaau Bypass to Pahoa-Kapoho Road <i>Estimated Total Project Cost - \$140,000,000 -- Improve traffic capacity, circulation and safety along Route 130.</i> | PREROW | | | | 104 | 83 | 21 | | | | | | | | | | | | | STP FLEXIBLE |
| | ROW | | | | | | | 1,938 | 1,550 | 388 | | | | | | | | | | |
| | CON | | | | | | | | | | 28,560 | 5,000 | 23,560 | | | | | | | |
| | ADVCON | | | | | | | | | | | | | 0 | 7,000 | (7,000) | 0 | 10,848 | (10,848) | |
| HS15. Keaau-Pahoa Road (Route 130) Shoulder Lane Conversion Phase 2: Shower Drive Intersection Improvements <i>Estimated Total Project Cost - \$30,000,000 -- Reconstructing and widening the existing shoulder and constructing new shoulders on the inbound side of the highway between Keaau Bypass and Shower Drive. Phase 2 only includes work on the Shower Drive Intersection.</i> | CON | | | | 1,660 | 1,328 | 332 | | | | | | | | | | | | | STP FLEXIBLE HSIP |
| | CON | | | | 520 | 468 | 52 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| HS16. Kealahoe Parkway Extension (Route 197), Keanalehu Drive to Kealahoe Street <i>Estimated Total Project Cost - \$8,000,000 -- Extension of Kealahoe Pkwy to match the existing section. Includes pavement markings, signs, drainage, guardrails and other miscellaneous work.</i> | DES | | | | | | | | | | | | | 875 | 700 | 175 | | | | STP FLEXIBLE |
| | PREROW | | | | | | | | | | | | | | | | 55 | 44 | 11 | |
| | | | | | | | | | | | | | | | | | | | | |
| HS17. Kohala Mountain Road (Route 250) Safety Improvements MP 7.2 to MP 9.2 <i>Estimated Total Project Cost - \$400,000 -- 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.</i> | DES | 40 | 36 | 4 | | | | | | | | | | | | | | | | HSIP |
| | CON | | | | | | | 360 | 324 | 36 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| HS18. Mamalahoe Highway (Route 11) Hilea Bridge Replacement (MP 57.7) <i>Estimated Total Project Cost - \$7,600,000 -- Replace existing bridge.</i> | ROW | | | | | | | | | | 430 | 344 | 86 | | | | 6,600 | 5,280 | 1,320 | STP FLEXIBLE |
| | CON | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| HS19. Mamalahoe Highway (Route 11) Drainage Improvements at Kawa <i>Estimated Total Project Cost - \$10,000,000 -- Drainage improvements, including the installation of box culverts and raising of the roadway.</i> | CON | | | | | | | | | | | | | 9,930 | 7,944 | 1,986 | | | | STP FLEXIBLE |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| HS20. Mamalahoe Highway (RTE 190), Safety Improvements MP 3.9 to MP 6.9 <i>Estimated Project Cost - \$1,500,000 -- Scope includes, but is not limited to: Installation of milled rumble strips on centerline and shoulders; pavement markings; and signing.</i> | CON | | | | | | | 1,457 | 1,311 | 146 | | | | | | | | | | HSIP |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| HS21. National Recreational Trails Program - Hawaii (DLNR) <i>Estimated Total Project Cost - \$2,240,000 -- A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Big Island program.</i> | CON | 374 | 299 | 75 | 374 | 299 | 75 | 374 | 299 | 75 | 374 | 299 | 75 | 374 | 299 | 75 | 374 | 299 | 75 | NATIONAL RECREATIONAL TRAILS (DLNR) |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| HS22. Puainako St (Rte 2000) Widening and Realignment, Kanoeluehwa Ave (Rte 11) to Komoehana St (Rte 1940), Phase 1 - Kawai (Rte 2770) to Kanoeluehwa Ave (Rte 11) Phase 2 - Komoehana (RTE 1940) to Kawai (Rte 2770) <i>Estimated Total Project Cost - \$65,000,000 -- Widen and realign Puainako Street from 2 to 4 lanes. Improvements also include installing traffic signals, signs, pavement markings, hwy lighting, guardrails, and sidewalks.</i> | PREROW | 51 | 40 | 11 | | | | | | | | | | | | | | | | STP FLEXIBLE |
| | ROW | | | | | | | | | | | | | 5,600 | 4,480 | 1,120 | | | | |
| | ROW | | | | | | | | | | | | | 1,000 | 800 | 200 | | | | EARMARK - HIGH PRIORITY (HI025) |
| | | | | | | | | | | | | | | | | | | | | |
| | PREROW | | | | | | | | | | 56 | 45 | 11 | | | | | | | STP FLEXIBLE |
| | ROW | | | | | | | | | | | | | | | | 6,500 | 5,200 | 1,300 | |
| HS25. Queen Kaahumanu Highway (Route 19), Intersection Improvements at Kawaihae Road (Route 19) <i>Estimated Total Project Cost - \$1,500,000 -- Improve operation, capacity and safety of Queen Kaahumanu Hwy and Kawaihae Road intersection.</i> | ROW | 175 | 140 | 35 | | | | | | | | | | | | | | | | HSIP |
| | CON | 1,215 | 1,093 | 122 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 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 | (3,628) | 42,289 | 42,439 | (150) | |

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| PROJECT | | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS | |
|---|---|--------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|-------------------------|--|
| | | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | | |
| COUNTY OF HAWAII - FHWA | | | | | | | | | | | | | | | | | | | | | | |
| HC1 SysPres | Alii Drive (Route 186) Culvert Replacement | CON | | | | 10,400 | 1,024 | 9,376 | | | | | | | | | | | | | STP FLEXIBLE | |
| | | ADVCON | | | | | | | 0 | 8,320 | (8,320) | | | | | | | | | | | |
| Estimated Total Project Cost - \$11,700,000 -- Replace existing concrete culvert with a new concrete bridge. | | | | | | | | | | | | | | | | | | | | | | |
| HC2 Modern | Alii Highway (Route 1110) Kamehameha III Rd (Route 185) to Queen Kaahumanu Hwy (Route 19) | DES | | | | 2,500 | 2,000 | 500 | | | | | | | | | | | | | STP FLEXIBLE | |
| | | ROW | | | | | | | | | | 2,550 | 2,040 | 510 | | | | | | | | |
| Phase 1 | | CON | | | | | | | | | | | | | | | | 12,400 | 9,920 | 2,480 | | |
| Estimated Total Project Cost - \$76,000,000 -- Design and ROW funds are for the entire project from Queen Kaahumanu Hwy. just south of Kona Hillcrest Subdivision to Alii Dr. near the Keahou Shopping Ctr. Construct 4.5 miles of 24-ft wide road in phases as construction funding is available. Logical termini will be determined for each phase in the design phase. | | | | | | | | | | | | | | | | | | | | | | |
| HC3 SysPres | Bridge Inspection and Appraisal | PLN | | | | 200 | 160 | 40 | | | | 200 | 160 | 40 | | | | 200 | 160 | 40 | STP FLEXIBLE | |
| | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$600,000 -- Inspection of county-maintained bridges as required by FHWA. | | | | | | | | | | | | | | | | | | | | | | |
| HC4 Congest | Kawaiilani Street (Rte 2760) Improvements Vicinity of Kanoelani Street to Vicinity of Kuhlilani Street Phase 2B | | | | | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| | | CON | 17,500 | 14,000 | 3,500 | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$22,000,000 -- Phase 1 includes intersection improvements at Pohakulani, Ainaloa and Iwalani. 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. | | | | | | | | | | | | | | | | | | | | | | |
| HC5 Modern | Kuakini Highway (Route 1100) Widening, Phase II Hualalai Road (Route 188) to Proposed Alii Highway (Route 1110) | DES | | | | 1,500 | 1,200 | 300 | | | | | | | | | | | | | STP FLEXIBLE | |
| | | CON | | | | | | | | | | | | | | | | | | | | |
| | | ADVCON | | | | | | | | | 16,080 | 2,944 | 13,136 | 0 | 9,920 | (9,920) | | | | | | |
| Estimated Total Project Cost - \$60,500,000 -- Widening of a 1.1 mile section of Kuakini Highway from Hualalai Road to the proposed Alii 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. | | | | | | | | | | | | | | | | | | | | | | |
| HC6 Modern | Mamalahoa Highway (Route 19) Widening (Mud Lane to Mana Road) | CON | | | | 8,000 | 6,400 | 1,600 | | | | | | | | | | | | | NHPP | |
| | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$8,870,000 -- To widen and provide left-turn pockets for thirteen (13) intersections along the Mamalahoa Highway; and related roadway improvements, including approach/taper lane widening and adjustments. | | | | | | | | | | | | | | | | | | | | | | |
| HC7 Enhance | Waianuenue Avenue (Route 2720) Improvements Rainbow Drive to Akolea Road | DES | 900 | 720 | 180 | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| | | CON | | | | | | | | | | | | | | | | | | | | |
| | | ADVCON | | | | 250 | 200 | 50 | | | 12,400 | 4,920 | 7,480 | 0 | 5,000 | (5,000) | | | | | | |
| Estimated Total Project Cost - \$13,900,000 -- Provide roadway improvements to include bike lanes and pedestrian walkways along Waianuenue Avenue from Rainbow Drive to Akolea Road. | | | | | | | | | | | | | | | | | | | | | | |
| 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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| PROJECT | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS |
|---|-------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|-----------------------------------|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| COUNTY OF HAWAII - FTA | | | | | | | | | | | | | | | | | | | | |
| HC8. Bus and Bus Facility Transit | 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) |
| Estimated Total Project Cost - \$3,400,000 -- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. | | | | | | | | | | | | | | | | | | | | |
| HC9. Rural Transportation Program Transit | 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 |
| Estimated Total Project Cost - \$13,000,000 -- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. | | | | | | | | | | | | | | | | | | | | |
| HAWAII : 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 | |

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| PROJECT | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS |
|--|----------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|-------------------------|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| FUNDING CATEGORY SUMMARY - HAWAII | | | | | | | | | | | | | | | | | | | | |
| NHPP (National Highway Performance Program) | | | 1,040 | | | 7,755 | | | 2,896 | | | 8,080 | | | 31,808 | | | 20,688 | | |
| BRIDGE OFF-SYSTEM | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| STP ENHANCEMENT | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| STP FLEXIBLE | | | 30,160 | | | 14,995 | | | 14,870 | | | 15,533 | | | 39,508 | | | 31,532 | | |
| SECTION 1404 - (Safe Routes to School) | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| HSIP (Highway Safety Improvement Program) | | | 1,269 | | | 468 | | | 1,635 | | | 0 | | | 0 | | | 0 | | |
| NATIONAL RECREATIONAL TRAILS | | | 299 | | | 299 | | | 299 | | | 299 | | | 299 | | | 299 | | |
| 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 | | | 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) | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| 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) | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| FERRY BOAT DISCRETIONARY / ARRA FBD | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| | SUBTOTAL | | 59,768 | | | 23,517 | | | 19,700 | | | 23,912 | | | 72,415 | | | 52,519 | | |
| LESS DISCRETIONARY, DEMO ...ETC. PROJECTS | | | (27,000) | | | 0 | | | 0 | | | 0 | | | (800) | | | 0 | | |
| LESS FTA TRANSFER FUNDS | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| | | | 27,000 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| REGULAR FORMULA AUTHORITY | TOTAL | | 32,768 | | | 23,517 | | | 19,700 | | | 23,912 | | | 71,615 | | | 52,519 | | |

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|--|---|--------------------------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|-------------------------|-------------------------------------|
| | | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | | |
| MAUI : STATE - FHWA | | | | | | | | | | | | | | | | | | | | | | |
| MS1. SysPres | 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 | |
| Estimated Total Project Cost - \$117,960,000-System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. Yearly lump sum amounts represent total State Special Maintenance Program (SMP) funding levels anticipated for Maui program. The SMP is a program that funds individual repair or maintenance projects that do not normally occur annually. SMP funds have funded resurfacing and pavement and bridge preservation projects (System Preservation). The current list of prioritized proposed SMP projects has been posted on the STIP website at: http://hidot.hawaii.gov/highways/other/other-related-links/stip Qualified and priority SMP projects could receive federal funds should they become available. | | | | | | | | | | | | | | | | | | | | | | |
| MS2. Safety | Guardrail and Shoulder Improvement Program at Various Locations, Maui | | | | | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| | Part 2 | CON | | | | 1,000 | 800 | 200 | | | | | | | | | | | | | | |
| | Part 3 | CON | | | | | | | | | | 1,000 | 800 | 200 | | | | | | | | |
| | Part 4 | CON | | | | | | | | | | | | | | | | 1,000 | 800 | 200 | | |
| Estimated Total Project Cost - \$2,750,000 -- Improve guardrails and shoulders at various locations. | | | | | | | | | | | | | | | | | | | | | | |
| MS3. Enhance | Hana Highway (Route 36) Kaahumanu Ave. (Route 32) Beautification Dairy Road (Route 380) to Naniloa Overpass | CON | | | | 2,550 | 2,040 | 510 | | | | | | | | | | | | | STP ENHANCEMENT | |
| Estimated Total Project Cost - \$2,750,000 -- Beautification of the main corridor between Kahului and Wailuku to include landscape and irrigation. | | | | | | | | | | | | | | | | | | | | | | |
| MS4. Modern | Hana Highway (Route 36) Widening, Kaahumanu Avenue (Route 32) to Vicinity of Airport Access Road | ROW CON ADVCON | | | | | | | 120 | 95 | 25 | 6,900 | 1,520 | 5,380 | | | | 0 | 4,000 | (4,000) | | NHPP |
| Estimated Total Project Cost - \$7,400,000 -- Widen Hana Highway. | | | | | | | | | | | | | | | | | | | | | | |
| MS5. SysPres | Honoapiilani Highway (Route 30), Bridge Replacement, Honolulu Bridge | ROW CON | | | | 841 | 673 | 168 | | | | 5,600 | 4,480 | 1,120 | | | | | | | | NHPP |
| Estimated Total Project Cost - \$6,750,000 -- Replacement of a concrete T-beam bridge on Honoapiilani Hwy in the vicinity of Honolulu Bay. | | | | | | | | | | | | | | | | | | | | | | |
| MS6. Modern | Honoapiilani Highway (Route 3000) Realignment Phase 1B2 - Hokiokio Place to Relocated Southern Terminus | ROW CON ADVCON | | | | | | | 100 | 80 | 20 | 30,000 | 12,000 | 18,000 | | | | 0 | 12,000 | (12,000) | | NHPP |
| | Phase 1C - Keawe Street Extension to North of Kaanapali Connector | ROW CON | | | | | | | | | | | | | 6,250 | 5,000 | 1,250 | | | | | |
| Estimated Total Project Cost - \$95,000,000 -- Continuation of Lahaina Bypass from Hokiokio Place to Relocated Southern Terminus AND from Keawe Street Extension to North of the Kaanapali Connector. | | | | | | | | | | | | | | | | | | | | | | |
| MS7. Safety | Honoapiilani Highway (Route 30), Safety Improvements Ukumehame to Olowalu | CON | | | | | | | 1,352 | 1,217 | 135 | | | | | | | | | | | HSIP |
| Estimated Project Cost - \$1,500,000 --- Scope includes, but is not limited to: Installation of milled rumble strips on centerline and shoulders; pavement markings; and signing. | | | | | | | | | | | | | | | | | | | | | | |
| MS8. SysPres | Honoapiilani Highway (Route 30) Shoreline Protection Vicinity of Olowalu | ROW CON | 250 3,250 | 200 2,600 | 50 650 | | | | | | | | | | | | | | | | | NHPP |
| Estimated Total Project Cost - \$3,500,000 -- Shoreline protection for approximately 1000 feet of Honoapiilani Highway on the west side of Hekili Point. | | | | | | | | | | | | | | | | | | | | | | |
| MS9. SysPres | Kahului Beach Road (Route 3400), Shoreline Protection Kahului Bay | ROW CON | 250 | 200 | 50 | | | | 5,130 | 4,100 | 1,030 | | | | | | | | | | | STP FLEXIBLE |
| Estimated Total Project Cost - \$6,100,000 -- Construct a seawall for about 800 feet of highway outside the harbor that would provide storm wave protection to the highway. Also construct low-profile concrete retaining wall at the waters edge to minimize accumulation of seaweed on the shoreline. | | | | | | | | | | | | | | | | | | | | | | |
| MS16. Modern | Kihei-Upcountry Maui Highway (Route 374), Phase 1A | CON ADVCON | | | | | | | | | | | | | | | | 20,000 | 8,000 | 12,000 | | STP FLEXIBLE |
| Estimated Total Project Cost -- \$100,000,000 -- 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 Piilani Highway at the Kihei-Makena end. | | | | | | | | | | | | | | | | | | | | | | |
| MS10. Enhance | National Recreational Trails Program - Maui (DLNR) | CON | 449 | 359 | 90 | 449 | 359 | 90 | 449 | 359 | 90 | 449 | 359 | 90 | 449 | 359 | 90 | 449 | 359 | 90 | | NATIONAL RECREATIONAL TRAILS (DLNR) |
| Estimated Total Project Cost - \$2,700,000 -- A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Maui program. | | | | | | | | | | | | | | | | | | | | | | |
| MS12. Modern | Paia Bypass Road - Paia Alternative Route, Vicinity of Spreckelsville to Vicinity of Hookipa Park | DES PREROW | | | | | | | | | | | | | 3,570 | 2,856 | 714 | | | | | STP FLEXIBLE |
| Estimated Total Project Cost - \$169,000,000 -- Develop an alternative route to bypass the town of Paia and other short term traffic congestion improvements. Project will be phased after the environmental phase is complete. | | | | | | | | | | | | | | | | | | | | | | |
| MS13. Modern | Puunene Ave. (Rte 3500) Improvements, Kaahumanu Ave. (Route 32) to Kuihelani Highway (Route 380) | PREROW ROW CON ADVCON | 34 | 26 | 8 | | 155 | 122 | 33 | | | | | | 13,500 | 5,800 | 7,700 | | | | | STP FLEXIBLE |
| Estimated Total Project Cost - \$14,000,000 -- Widen Puunene Ave. from Kaahumanu Ave. to Kuihelani Hwy. Improvement to bike lanes could be included where feasible. | | | | | | | | | | | | | | | | | | | | | | |

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| MOLOKAI | | | | | | | | | | | | | | | | | | | | |
| MS14. Guardrail and Shoulder Improvements Program at Various Locations, Molokai Part 2 | | | | | | | | | | | | | | | | | | | | STP FLEXIBLE |
| | CON | | | | 750 | 600 | 150 | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$2,500,000 -- Improve guardrails and shoulders at various locations.</i> | | | | | | | | | | | | | | | | | | | | |
| MS15. Kamehameha V Highway(Route 450), Bridge Replacement Makakupala Stream Bridge | CON | | | | 6,963 | 5,571 | 1,392 | | | | | | | | | | | | | STP FLEXIBLE |
| | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$8,000,000 -- The existing 72 year old bridge will be replaced with a new bridge that meets current design standards. Update to meet current live load and seismic requirements. The existing substructure is also susceptible to scour and the hydraulic capacity of the structure does not meet current standards.</i> | | | | | | | | | | | | | | | | | | | | |
| 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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| COUNTY OF MAUI - FHWA | | | | | | | | | | | | | | | | | | | | | |
| MC1 | Alaalaua Bridge Replacement, Hana Highway (Route 3700), MP 33.80 | DES | | | | | | | 750 | 0 | 750 | | | | | | | | | | LOCAL |
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| MC13. | Kihei Bikeway, Phase 2, Enhance Liloa Drive (Route 3115, MP 1.39-MP 1.49), Lipoa Street (Route 3160) to Halekua Street | CON | 1,000 | 800 | 200 | | | | | | | | | | | | | | | | STP ENHANCEMENT | |
| <i>Estimated Total Project Cost - \$4,700,000 -- 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.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC14. | Kokomo Road (Rte 366, MP 3.9-MP 3.1) Pavement Reconstruction | CON | | | | | | | 4,463 | 3,570 | 893 | | | | | | | | | | STP FLEXIBLE | |
| SysPres | Maiku Road (Route 366) to MP 3.1 and Makawao Avenue (Route 365, MP 3.2-MP 2.4) Pavement Reconstruction Pihiolo Road to Kokomo Road (Route 366) | | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$4,675,000 -- Proposed scope of work consists of pavement reconstruction, installing 4 foot 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.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC15. | Koukouai Bridge Modifications, | CON | | | | | | | | | | | | | 6,120 | 4,488 | 1,632 | | | | STP FLEXIBLE | |
| SysPres | Pilihi Highway (Route 3700), MP 28.59 | | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$6,220,000 -- The scope of work involves constructing a temporary bypass road; repairing the existing bridge; then removing the temporary bypass road.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC16. | Kuikahi Drive (Route 3210, MP 1-MP 0.2) Pavement Rehabilitation, | DES | 185 | 8 | 177 | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| SysPres | Kualau Street to Honoapiilani Highway (Route 30) | CON | 1,600 | 1,280 | 320 | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$1,775,000 -- 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, pavement markings and striping.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC17. | Kulanihaka Bridge Replacement | CON | | | | 4,080 | 3,264 | 816 | | | | | | | | | | | | | STP FLEXIBLE | |
| SysPres | South Kihei Road (Route 3100), MP 1.40 | | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$4,900,000 -- The scope of work involves constructing a temporary bypass road mauka of the project site, demolishing the existing 4-cell box culvert bridge, installing a new bridge, installing new pavement, and removing the temporary bypass road.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC18. | Lelekea Bridge Replacement | CON | | | | | | | | | | | | | | | | 3,994 | 3,195 | 799 | STP FLEXIBLE | |
| SysPres | Pilihi Highway (Route 3700), MP 27.23 | | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$4,494,000 -- The scope of work involves constructing a temporary bypass road; constructing a new bridge; then removing the temporary bypass road.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC19. | Lower Honoapiilani Road (Route 3080, MP 2-MP 3.4) Improvements, | DES | | | | 350 | 0 | 350 | | | | | | | 5,900 | 4,500 | 1,400 | | | | STP FLEXIBLE | |
| SysPres | Phase IV, Hoohui Road to Napilihau Road (Route 3090) | CON | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$16,000,000 -- The proposed scope of work consists of pavement reconstruction, road widening, construct drainage systems, relocate waterlines, construct grade adjustment walls, construct sidewalks, reconstruct existing curb ramps to be ADA compliant, replacing existing signs, pavement markings and striping.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC20. | Lower Honoapiilani Road (Route 3080, MP 0-MP 2) | DES | | | | | | | 300 | 0 | 300 | | | | | | | | | | STP FLEXIBLE | |
| SysPres | Pavement Rehabilitation, Honoapiilani Highway (Route 30) to Hoohui Road | CON | | | | | | | | | | | | | 5,000 | 4,000 | 1,000 | | | | | |
| <i>Estimated Total Project Cost - \$5,300,000 -- 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.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC21. | Lower Main Street (Route 3830, MP 2.0-MP 1.4) Resurfacing, | DES | | | | 175 | 0 | 175 | | | | | | | | | | | | | STP FLEXIBLE | |
| SysPres | Kahului Beach Road (Route 3400) to Hala Place | CON | | | | | | | 3,500 | 2,800 | 700 | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$3,675,000 -- 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.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC22. | Makawao Avenue (Route 365, MP 1.5-MP 1.7) | ROW | | | | 750 | 0 | 750 | | | | | | | | | | | | | STP FLEXIBLE | |
| Enhance | - Makani Road (Route 3630, MP 1.4-MP 1.6) Improvements, Phase I - Eddie Tam Gymnasium to Kalama Intermediate School | CON | | | | | | | 1,250 | 1,000 | 250 | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$2,000,000 -- 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.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC23. | Mill Street (Route 3840) Traffic Signal at Imi Kala Street, MP 0.3 | CON | | | | | | | | | | | | | 730 | 584 | 146 | | | | STP FLEXIBLE | |
| Conquest | | | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$1,430,000 -- Construct traffic signal improvements at the intersection of Mill Street and Imi Kala Street.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC24. | North Shore Greenway, Phase IV | CON | | | | 1,750 | 1,400 | 350 | | | | | | | | | | | | | STP ENHANCEMENT | |
| Enhance | Hana Highway (Route 36, MP 5.28-MP 6.11) from Ulupua Street to Baldwin Park | | | | | | | | | | | | | | | | | | | | | |
| <i>Estimated Total Project Cost - \$3,010,000 -- An asphalt shared-use path will be constructed between Spreckelsville and Baldwin Park. The project will cross Kailua Stream and parallel Hana Highway.</i> | | | | | | | | | | | | | | | | | | | | | | |
| MC25. | North-South Collector Road (Route 3115, MP 1.21-MP 1.99), | DES | 450 | 0 | 450 | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| Modern | Kaonoulu Street to Namauu Place | CON | | | | | | | | | | | | | 7,050 | 5,000 | 2,050 | | | | | |
| <i>Estimated Total Project Cost - \$32,000,000 -- 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.</i> | | | | | | | | | | | | | | | | | | | | | | |

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| MC26. North-South Collector Road (Route 3115, MP 2.73-MP 3.86), Lokelani School to Auhana Road Modern | DES | | | | | 600 | | 0 | 600 | | | | | | | | | | | | STP FLEXIBLE |
| | ROW | | | | | | | | | | | | 150 | | 0 | 150 | | | | | |
| | CON | | | | | | | | | | | | | | | | | 8,670 | 6,936 | 1,734 | |
| | Estimated Total Project Cost - \$32,000,000 -- Construct a two lane major collector road including separated multi-use path. Project will also construct three bridge/stream crossings. | | | | | | | | | | | | | | | | | | | | |
| MC27. Old Haleakala Highway (Route 367, MP 0.85-MP 0.95) Traffic Signal Upgrade at Pukalani Street (Route 3620, MP 0-MP 0.05) Congest | DES | | | | | | | | | 130 | | 0 | 130 | | | | | 1,250 | 1,000 | 250 | STP FLEXIBLE |
| | CON | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$1,380,000 -- 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 for 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. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MC40. Old Haleakala Hwy (Route 367) and Makani Rd (Route 3630) Resurf. Aeloa Rd - Makawao Ave & Old Haleakala Hwy to Haleakala Bypass SysPres | CON | | 4,958 | 3,527 | 1,431 | | | | | | | | | | | | | | | | STP FLEXIBLE |
| | | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$2,500,000 -- Resurface pavement on Old Haleakala Highway from Aeloa Road to Makawao Avenue and on Makani Road from Old Haleakala Hwy to Haleakala Bypass. Including pavement striping and marking and utility adjustments. Total length = 1.7 miles. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MC28. Onehee Avenue (Route 3960, MP 0.66-MP 0) Pavement Rehabilitation, and Kea Street (Route 3970, MP 0.6-MP 0) Reconstruction, Papa Avenue (Route 3910) to Wakea Avenue (Route 3920) SysPres | DES | | 370 | 16 | 354 | | | | | | | | | | | | | | | | STP FLEXIBLE |
| | CON | | | | | | | | | 2,200 | 1,760 | 440 | | | | | | | | | |
| | Estimated Total Project Cost - \$2,200,370 -- The proposed scope of work for this project consists of pavement reconstruction, installing 4 feet wide paved shoulders, reconstructing existing curb ramps and sidewalks to be ADA compliant, utility adjustments, replacing existing signs, pavement markings and striping. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MC29. Papa Avenue (Route 3910, MP 2.2) Traffic Signals at Hina Avenue (Route 3930, MP 0.8) Congest | CON | | | | | | | | | | | | 860 | 688 | 172 | | | | | | STP FLEXIBLE |
| | | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$1,060,000 -- Project will explore and consider alternatives to intersection control while remaining sensitive to the surrounding residential area. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MC30. Papalaua Street (Rte 3020, MP 0.13-MP 0.17) Traffic Signal Upgrade at Wainee Street (Route 3015, MP 0.3-MP 0.34) Congest | DES | | 130 | 0 | 130 | | | | | | | | | | | | | | | | STP FLEXIBLE |
| | CON | | | | | | | | | | | | | | | | 1,250 | 1,000 | 250 | | |
| | Estimated Total Project Cost - \$1,380,000 -- 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. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MC31. Pavement Rehabilitation, Various Roads, South Maui Kulanihakoi Street (Route 3175), MP 0-MP 0.5 Waipulani 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 Pili Highway (Route 31) SysPres | DES | | 20 | 16 | 4 | | 6,000 | 4,800 | 1,200 | | | | | | | | | | | | STP FLEXIBLE |
| | CON | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$6,020,000 -- 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. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MC32. Piikea Avenue (Route 3165, MP 0-MP 0.6) Resurfacing, South Kihei Road (Route 3100) to Pili Highway (Route 31) SysPres | DES | | | 8 | 2 | | | | | | | | | | | | | | | | STP FLEXIBLE |
| | CON | | | | | 1,600 | 1,280 | 320 | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$1,610,000 -- 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. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MC33. Waiale Road (Route 3180, MP 0.45 to MP 0.51) Traffic Signals at Waiinu Road (Route 3231, MP 1.15 to MP 1.18) Congest | CON | | | | | | | | | 810 | 648 | 162 | | | | | | | | | STP FLEXIBLE |
| | | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$960,000 -- This project proposes to install a traffic signal at the intersection of Waiale Road and Waiinu 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. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MC34. Waipulani Bikepath Kulanihakoi Street (Route 3175) to W. Waipulani Road (Route 3170) Enhance | CON | | | | | | | | | | | | 1,730 | 1,384 | 346 | | | | | | STP ENHANCEMENT |
| | | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$2,180,000 -- The proposed scope of work for this project consists of the construction of a new 12 ft. wide multi-use path to accommodate pedestrians and bicyclists. Striping, signage & markings, and street lighting will also be part of the construction. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MC35. Wakea Avenue (Route 3920, MP 0.70-MP 0.71) and Kamehameha Avenue (Route 3940, MP 0.91-MP 0.92) Traffic Signal Upgrade Congest | CON | | 1,200 | 960 | 240 | | | | | | | | | | | | | | | | STP FLEXIBLE |
| | | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$1,250,000 -- 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. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MAUI - COUNTY OF MAUI - FHWA TOTAL | | | | 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 |

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| PROJECT | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS |
|--|-------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|--|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| COUNTY OF 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) |
| <i>Estimated Total Project Cost - \$6,062,000 -- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.</i> | | | | | | | | | | | | | | | | | | | | |
| 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 |
| <i>Estimated Total Project Cost - \$6,476,000 -- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.</i> | | | | | | | | | | | | | | | | | | | | |
| 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 | FTA SECTION 5307 - Kahului (pop. 50,000 - 199,999) |
| <i>Estimated Total Project Cost - \$13,210,000 -- Provides grants to Urbanized Areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.</i> | | | | | | | | | | | | | | | | | | | | |
| 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 |
| <i>Estimated Total Project Cost - \$2,727,000 -- Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 - Non-Urban) Funds from program will be utilized for the purchase of vehicles.</i> | | | | | | | | | | | | | | | | | | | | |
| 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 | |

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| PROJECT | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS |
|--|----------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|-------------------------|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| FUNDING CATEGORY SUMMARY - 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, DEMO ...ETC. 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 | | 15,280 | | | 25,779 | | | 20,909 | | | 28,131 | | | 52,751 | | | 46,058 | | |

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|----------------------------|---|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|----------------------------------|-------------------|-----------------|-------------------------|-------------------------------------|
| PROJECT | PHASE | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | | |
| KAUAI : STATE - FHWA | | | | | | | | | | | | | | | | | | | | | |
| KS1 | Bridge and Pavement Improvement Program, Kauai | CON | 12,000 | 0 | 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 |
| SysPres | Estimated Total Project Cost - \$67,200,000 -- System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. Yearly lump sum amounts represent total State Special Maintenance Program (SMP) funding levels anticipated for Kauai program. The SMP is a program that funds individual repair or maintenance projects that do not normally occur annually. SMP funds have funded resurfacing and pavement and bridge preservation projects (System Preservation). The current list of prioritized proposed SMP projects has been posted on the STIP website at: http://hidot.hawaii.gov/highways/other/other-related-links/stip . Qualified and priority SMP projects could receive federal funds should they become available. | | | | | | | | | | | | | | | | | | | | |
| KS2 | Guardrail and Shoulder Improvements on State Highways, Kauai | DES | 100 | 80 | 20 | | | | | | | | | | | | | | | STP FLEXIBLE | |
| Safety | Part 3 | 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 shoulders at various locations. | | | | | | | | | | | | | | | | | | | | |
| KS3 | Kapule Highway / Rice Street / Waapa (Route 51) Road | ROW | | | | | | | | | | 850 | 680 | 170 | | | | | | NHPP | |
| SysPres | Improvements and Nawiliwili Bridge Replacement | CON | | | | | | | | | | | | | | | 4,185 | 3,348 | 837 | | |
| | Estimated Total Project Cost - \$5,440,000 -- Strengthen/widen existing Nawiliwili Bridge. Implement drainage improvements and safety improvements including new signing and striping and guardrails. Improve roadway approach to the bridge. | | | | | | | | | | | | | | | | | | | | |
| KS4 | Kaunualii Highway (Route 50), Bridge Rehabilitation | ROW | | | | | | | 67 | 52 | 15 | | | | | | | | | NHPP | |
| SysPres | Bridge No. 7E | CON | | | | | | | | | | | | | | | 6,960 | 5,568 | 1,392 | | |
| | Estimated Total Project Cost - \$7,365,000 -- Repair/rehabilitate bridge 7E on Kaunualii Highway update to current bridge standards. | | | | | | | | | | | | | | | | | | | | |
| KS5 | Kaunualii Highway (Route 50), Bridge Rehabilitation | ROW | | | | | | | | | | 105 | 80 | 25 | | | | | | STP FLEXIBLE | |
| SysPres | Hanapepe Bridge | CON | | | | | | | | | | | | | | | 27,000 | 10,000 | 16,400 | | |
| | | ADVCON | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$27,000,000 -- Repair existing bridge substructure, including the initiation of scour prevention measures to improve bridge footings. | | | | | | | | | | | | | | | | | | | | |
| KS6 | Kaunualii Highway (Route 50), Bridge Rehabilitation | ROW | 108 | 85 | 23 | | | | | | | | | | | | | | | STP FLEXIBLE | |
| SysPres | 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-girder bridge on Kaunualii Hwy in the vicinity of Omao Road. | | | | | | | | | | | | | | | | | | | | |
| KS7 | Kaunualii Highway (Route 50) Improvements, Anonui St to Kipu Rd | CON | | | | | | | 18,400 | 10,000 | 8,400 | | | | | | | | | NHPP | |
| VisCom | Phase 1B | ADVCON | | | | | | | | | | 0 | 4,720 | (4,720) | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$22,000,000 -- Construction for widening of Kaunualii Highway, Anonui Street to vicinity of Kipu Road, from two to four lanes. | | | | | | | | | | | | | | | | | | | | |
| KS8 | Kuhio Highway (Route 56), Bridge Replacement | ROW | 790 | 632 | 158 | | | | | | | | | | | | | | | NHPP | |
| SysPres | Kapaia Bridge | CON | | | | 10,710 | 2,568 | 8,142 | | | | | | | | | | | | | |
| | | ADVCON | | | | | | | 0 | 6,000 | (6,000) | | | | | | | | | | |
| | Estimated Total Project Cost - \$12,000,000 -- Replacement of a multi-T beam reinforced concrete girder on Kuhio Hwy in the vicinity of Kapaia. | | | | | | | | | | | | | | | | | | | | |
| KS9 | Kuhio Highway (Route 560), Bridge Rehabilitation | ROW | | | | 595 | 476 | 119 | | | | | | | | | | | | STP FLEXIBLE | |
| SysPres | Waioi, Waipa, and Waikoko Stream Bridges | CON | | | | | | | | | | | | 9,000 | 2,200 | 6,800 | | | | | |
| | | ADVCON | | | | | | | | | | | | | | | 0 | 5,000 | (5,000) | | |
| | Estimated Total Project Cost - \$11,000,000 -- Rehabilitate existing bridges. | | | | | | | | | | | | | | | | | | | | |
| KS14 | Kuhio Highway (Route 56) Emergency Slope Stabilization, Kalihiwai Bridge | CON | 12,240 | 9,792 | 2,448 | | | | | | | | | | | | | | | STP FLEXIBLE | |
| SysPres | | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$14,000,000 - Slope stabilization including clearing trees, removing loose rocks, installing rock anchors and installing shielding for motorists. | | | | | | | | | | | | | | | | | | | | |
| KS11 | Kuhio Highway (Route 56), Mailihuna Road Intersection Improvements | ROW | | | | | | | | | | 550 | 440 | 110 | | | | | | NHPP | |
| Safety | and Kapaa Stream Bridge Rehabilitation | CON | | | | | | | | | | | | | 10,600 | 8,480 | 2,120 | | | | |
| | Estimated Total Project Cost - \$11,500,000 -- Safety improvements at Mailihuna Road intersection and Kapaa Stream Bridge including guardrail upgrades, wider shoulders for pedestrians and bicycles. The bridge will be strengthened to accommodate present day vehicular modes. | | | | | | | | | | | | | | | | | | | | |
| KS12 | Kuhio Highway (Route 56) | DES | | | | 120 | 96 | 24 | | | | | | | | | | | | HSIP | |
| Safety | Safety Improvements | CON | | | | | | | | | | 1,080 | 864 | 216 | | | | | | | |
| | MP 21.4 - 27.1 | | | | | | | | | | | | | | | | | | | | |
| | Estimated Total Project Cost - \$1,200,000 -- 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. | | | | | | | | | | | | | | | | | | | | |
| KS13 | National Recreational Trails Program - Kauai (DLNR) | CON | 314 | 251 | 63 | 314 | 251 | 63 | 314 | 251 | 63 | 314 | 251 | 63 | 314 | 251 | 63 | 314 | 251 | 63 | NATIONAL RECREATIONAL TRAILS (DLNR) |
| Enhance | Estimated Total Project Cost - \$1,900,000 -- A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use. Anticipated funding for Kauai program. | | | | | | | | | | | | | | | | | | | | |
| KAUAI : STATE - FHWA TOTAL | | | 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 | |

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| | | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | | | |
| COUNTY OF KAUAI - FHWA | | | | | | | | | | | | | | | | | | | | | | | |
| KC1 | Bridge Inspection and Appraisal | PLN/DES | | | | 125 | | 100 | 25 | | | | 125 | | 100 | 25 | | | 125 | | 100 | 25 | STP FLEXIBLE |
| Estimated Total Project Cost - \$375,000 -- Inspection of various bridges throughout the County. FHWA Requirement. This is a regularly scheduled program. | | | | | | | | | | | | | | | | | | | | | | | |
| KC2 | Hanapepe Road (Rte 545) Resurfacing | CON | 3,000 | | 2,400 | 600 | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| Estimated Total Project Cost - \$3,200,000 -- Resurface the entire length (5400 feet) of Hanapepe Road. Full depth reclamation (FDR) technology will be used on this project whenever necessary to match existing adjacent facilities. | | | | | | | | | | | | | | | | | | | | | | | |
| KC3 | Kawaihau Road (Route 5860), Hauaala Road (Route 5865) | PLN | 100 | | 80 | 20 | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| Safety | Mailihuna Road (Route 5870), Complete Street & Safety Improvements | DES | 275 | | 220 | 55 | | | | | | | | | | | | | | | | | |
| | | CON | | | | | | | 3,060 | 2,450 | 610 | | | | | | | | | | | | |
| Estimated Total Project Cost - \$3,435,000 -- Construction of roundabouts at Hauaala Rd (Route 5865)/Kawaihau Rd (Route 5860)/Mailihuna 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 Mailihuna Rd (Route 5870); Bus stop shelters on Kawaihau Rd (Route 5860). | | | | | | | | | | | | | | | | | | | | | | | |
| KC4 | Lihue-Anahola Coastal Bike Path | | | | | | | | | | | | | | | | | | | | | STP ENHANCEMENT | |
| Enhance | 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 Road to Uhelekawawa Canal, a distance of approximately 1.2 miles. The bike/pedestrian path will be 10 to 12 feet wide and allow movement in both directions. | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 with an existing path at Lydgate Park. A future phase C will go from Wailua Golf Course to Lydgate Park and cost \$9.5 million. | | | | | | | | | | | | | | | | | | | | | | | |
| | Phase VI - Nawiliwili to Ahukini Bike/Pedestrian Path | | | | | | | | | | | | | | | | | | | | | | |
| | Phase A - Ninini Point to Ahukini | DES | | | | 1,835 | | 1,835 | 0 | | | | | | | | | | | | | | |
| | | ROW | | | | | | | | | | | 410 | 410 | 0 | | | | | | | | |
| | | CON | | | | | | | | | | | | | | 6,730 | 6,730 | 0 | | | | | |
| | Phase B - Ninini Point to Nawiliwili Beach Park | DES | | | | | | | | | | | 1,000 | 1,000 | 0 | | | | | | | | |
| | | CON | | | | | | | | | | | | | | | | 19,600 | 19,600 | 0 | | | |
| Path development will consist of a 10 to 12-foot wide concrete shared-use coastal path constructed of various low-maintenance materials. Bike lane and sidewalk improvements to existing and planned street corridors will provide additional connectivity through urban areas. | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$50,500,000 -- Complete Lihue - Anahola Coastal Bike Path, a shared use path. | | | | | | | | | | | | | | | | | | | | | | | |
| KC5 | Northerly Leg of the Western Bypass Road | DES | | | | | | | | | | | | | | 2,000 | 1,600 | 400 | | | | STP FLEXIBLE | |
| Modern | (Ala Kalanikaumaka (Route 522)) | CON | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$22,500,000 -- Construct new 4 lane roadway with 12' lanes 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. | | | | | | | | | | | | | | | | | | | | | | | |
| KC6 | Opaekaa Bridge Rehabilitation | CON | | | | 3,000 | | 2,400 | 600 | | | | | | | | | | | | | STP FLEXIBLE | |
| Estimated Total Project Cost - \$3,500,000 -- 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. | | | | | | | | | | | | | | | | | | | | | | | |
| KC7 | Poipu Road (Route 520) Multimodal Improvements | PLN | 100 | | 80 | 20 | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| Enhance | | DES | 400 | | 320 | 80 | | | | | | | | | | | | | | | | | |
| | | CON | | | | | | | 4,500 | 3,600 | 900 | | | | | | | | | | | | |
| Estimated Total Project Cost - \$5,000,000 -- Construction of sidewalks and bike lanes; Intersection and pedestrian crossing improvements; Construction of a roundabout at Kiahuna Plantation Drive intersection and Ala Kinoike; Construction of bus stop shelters; Construction of medians and landscaping | | | | | | | | | | | | | | | | | | | | | | | |
| KC8 | Puhi Road (Route 5010) Rehabilitation | DES | 250 | | 200 | 50 | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| SysPres | Phase 2 - Kaneka Street to S. Haleukana Street (MP 0.35 to 0.80) | CON | | | | | | | 3,500 | 2,800 | 700 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated Total Project Cost - \$6,750,000 -- Rehabilitate Puhi Road. Phase 1 was from Kaunualii Hwy (MP 0.00) to Kaneka Street. Phase 2 will rehabilitate Puhi Road from Kaneka Street to South Haleukana Street intersection (MP 0.35 to MP 0.80), pavement widening, incorporating Complete Streets principles, and replacing pavement markers, striping, and traffic signs. | | | | | | | | | | | | | | | | | | | | | | | |
| KC9 | Puuopae Bridge Rehabilitation | CON | 3,000 | | 2,400 | 600 | | | | | | | | | | | | | | | | STP FLEXIBLE | |
| Estimated Total Project Cost - \$3,600,000 -- 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. | | | | | | | | | | | | | | | | | | | | | | | |
| KC10 | Rice Street (Route 5020) Improvements | PLN | | | | 100 | | 80 | 20 | | | | | | | | | | | | | STP FLEXIBLE | |
| Safety | MP 0-MP 1.00 | DES | | | | 400 | | 320 | 80 | | | | | | | | | | | | | | |
| | | CON | | | | | | | | | | | 3,000 | 2,400 | 600 | | | | | | | | |
| Estimated Total Project Cost - \$3,500,000 -- Construction of medians, bicycle facilities (bike lanes and sharrows), restriping, bus shelters, and improvements at intersections and pedestrian crossings. | | | | | | | | | | | | | | | | | | | | | | | |
| KAUAI : COUNTY OF KAUAI - FHWA TOTAL | | | 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 | | | |

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| PROJECT | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS |
|-------------------------------------|-------|---|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|-----------------------------------|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| COUNTY OF KAUAI - 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, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. | | | | | | | | | | | | | | | | | | |
| 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 | 1,160 | FTA SECTION 5311 |
| Transit | | Estimated Total Project Cost - \$13,000,000- -- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. | | | | | | | | | | | | | | | | | | |
| 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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|--|----------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|-------------------------|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| FUNDING CATEGORY SUMMARY - 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, DEMO ...ETC. 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 | | |

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|--------------------|-------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|-------------------------|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| FTA SUMMARY | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | | 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 | |
| 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 | | 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 | 181,143 | 79,568 | 101,575 | 223,572 | 81,576 | 141,996 | |

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| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| 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 | |
| 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 | |
| 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 | |
| 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) | |
| 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 | |
| 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 | |
| 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 | | 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| FHWA TOTAL | | 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 | |

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| PROJECT | PHASE | FFY2015 (Oct 1, 14 - Sep 30, 15) | | | FFY2016 (Oct 1, 15 - Sep 30, 16) | | | FFY2017 (Oct 1, 16 - Sep 30, 17) | | | FFY2018 (Oct 1, 17 - Sep 30, 18) | | | FFY2019 (Oct 1, 18 - Sep 30, 19) | | | FFY2020 (Oct 1, 19 - Sep 30, 20) | | | FUND CATEGORY & REMARKS |
|--|-------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|----------------------------------|----------------------|--------------------|-------------------------|
| | | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | TOTAL (x\$1000) | FEDERAL (x\$1000) | LOCAL (x\$1000) | |
| FUNDING CATEGORY SUMMARY - 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 | | |
| LESS DISCRETIONARY, DEMO ...ETC. 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 through STIP funding provide a means of transporting goods, services and the work force; all of which are important for maintaining productivity and efficiency and promoting economic vitality.
- Bus and other transit improvements also enhance the transportation of the work force, in turn, further enhancing economic vitality.
- Similarly congestion relief projects will further enhance economic vitality

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

- Specific highway safety projects identified in the STIP directly address safety enhancement. Some of these safety projects include traffic signal installations, intersection improvements, guardrail and shoulder improvements, seismic retrofits of bridges, rockfall and shoreline protection and lighting projects.
- All projects consider safety first.
- All highway projects must consider pedestrian and bikeway improvements. Most of the larger scoped projects include these kinds of improvements.
- Second Access and bypass projects can increase the safety of people in the area during times of emergency.
- The Freeway Service Patrol and Freeway Management Systems will help to deal with freeway incidents on Oahu, 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 these projects enhance freight routes and provide 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 | <ol style="list-style-type: none"> Advancing a project from its programmed year if it is ready-to-go.² Deferring a project to a later year within the current STIP if it is not ready-to-go as originally programmed. Revising, clarifying, or expanding a project's description as long as the project's scope is not modified. 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. Revising projects that are included in the STIP for illustrative purposes. Changing the scope of a project to accommodate prescribed actions made under NEPA (National Environmental Policy Act) processes and requirements. 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. | <ol style="list-style-type: none"> Adding a project to the STIP. Deleting a project from the STIP, including deferring a project to a year that is outside of the four-year STIP. Modifying the design concept or design scope of a programmed project (e.g., changing the project termini or the number of through traffic lanes). For projects programmed with FTA funds, a change in a project's scope is considered "major" if the change materially alters the objective or description of the project, or the size, type, or quantity of items. Examples include: <ol style="list-style-type: none"> Changing from replacement buses to expansion buses (and vice versa); Changing the size of revenue rolling stock (e.g., vans, 30' buses, 40' buses, 60' buses) if the change results in a change in the total carrying capacity by more than 20 percent. 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.

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:

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

| Revision | A. Administrative Modification | B. Amendment¹ |
|----------------------------------|---|--|
| | 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 Phase³ | 9. Adding a project phase to an existing project as long as the phase is estimated to be \$3 million or less and the project's scope is not modified. 10. Deleting or deferring a project phase to a year that is outside of the four-year STIP as long as another phase of the project remains in the STIP and the project's scope is not modified. | 5. Adding a project phase to an existing project if the phase is estimated to be more than \$3 million. 6. Deferring a project phase to a year that is outside of the four-year STIP when there are no other project phases in the STIP and the project's scope is modified. |
| Funding Source | 11. Revising the source of federal funds designated for a project to reflect a different funding program administered by the same U.S. DOT operating agency (e.g., NHS to STP). 12. Changing a project's funding from federal to local or state funding. 13. Changing a project's funding from local or state to federal funds. 14. Adding additional federal funding, such as congressional earmarks or discretionary funds, to a project currently included in the STIP. | 7. Switching from FTA to FHWA funds (and vice versa). |
| Cost Estimates | 15. Revising the amount programmed for a project phase to reflect changes in cost estimates as long as it does not meet the thresholds identified in 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

ADMINISTRATIVE MODIFICATIONS

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

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

Approximate processing time: 6-10 days*

Administrative Modifications of the entire STIP will become effective once a letter from HDOT, 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.