STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

(STIP)

FISCAL YEARS 2019, 2020, 2021 AND 2022

(2023 and 2024 Illustrative Years)

PREPARED BY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

September 2018

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

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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 its 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	The HDOT carries out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process. For Planning purposes, the planning boundaries under consideration by the HDOT include the entire state. For planning purposes, the urbanized/metropolitan area for the State of Hawaii is the entire Island of Oahu. This planning process includes the involvement of the Oahu Metropolitan Planning Organization (OMPO). OMPO is the State of Hawaii's only MPO, which coordinates with the Local transportation organizations within the MPO. OMPO manages the metropolitan planning process. 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. There are comprehensive agreements relating to the CTPP between the State (signed by GOV) and each non-metropolitan county (signed by each mayor). Updates to these agreements are currently being processed. There is a metropolitan agreement between the State, OMPO and the City (2/14/01). Also, within the law that created the individual counties, it states that planning and development coordination with the State is required. Both metropolitan and non-metropolitan processes includes: 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	23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part 450 Continued.	As the non-metropolitan transit coordinator, close coordination with the HDOT's Statewide Transportation Planning (STP) office is also required. HDOT has adopted a general departmental Public Involvement Policy (April 2012). For Highways Division efforts the Highways Division has developed and adopted a more detailed Public Involvement Guide (June 2012). All Public involvement activities in the Division are consistent with these documents. Development of the STIP and revisions to the STIP are consistent with these documents.

	23 CFR 450.218 REQUIREMENT	HDOT COMPLIANCE
2	Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;	Within the HDOT, there is an Office of Civil Rights (OCR). This office is responsible for ensuring that Title VI and Environmental Justice requirements are being addressed by the Department, as well as other civil rights requirements. For more information on OCR and its programs, see the HDOT's OCR website: http://hawaii.gov/dot/administration/ocr The Title VI and Environmental Justice requirements are being addressed through coordination and cooperation between the Civil Rights, STP, and Highways (Planning, Design, ROW, and Construction) Branches. Specific examples of coordination efforts to ensure nondiscrimination in programs, procedures, operations and include 1) revising and implementing both the Highway Division *Public Involvement Guide (June 2012)*, 2) Partnering up on projects involving Title VI/EJ issues for NEPA compliance. 3) Working together on projects ensuring the public involvement process includes outreach to EJ populations, resulting in diverse project advisory groups, 4) Coordinating to develop EJ demographics and mapping EJ populations using GIS in order to assess transportation equity considerations. Cooperation among programs is an important function to assure that social, economic and environmental impacts on communities and individuals are considered in the planning process. Moreover, partnering helps to ensure EJ populations have the opportunity to participate in the transportation decision-making process. The Department's CSS (ADA, Title VI implications) multidisciplinary team includes Highways, STP, and Civil Rights 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. OCR has developed and adopted a *Title VI Plan (1/09)* which defines departmental policy on Title VI. 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. The STIP and its revisions are assessed using the HDOT's *Title VI Plan* as a guide. Performance measures were developed to analyze impacts to Title VI and Environmental justice populations.

	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;	The HDOT fully complies with its Civil Rights Policy (4/08) which states, in part, that "*the HDOT's policies, procedures and practices do not discriminate against any person based on sex, age, race, color, religion, ancestry, disability, marital status, national origin, arrest/court record, sexual orientation, breast feeding and National Guard participation.*" HDOT's OCR is the overseer of the Civil Rights Policy. This policy enforces and supports HDOT's commitment to complying with Title VI of the Civil Rights Act, Equal Opportunity/Affirmative Action (EEO/AA), the Americans with Disabilities Act (ADA) and the Disadvantaged Business Enterprises (DBE) Program.
4	Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;	HDOT's OCR has developed and adopted a Disadvantaged Business Enterprise (DBE) Program Plan (11/04). OCR is responsible for ensuring that this plan is followed. DBE designation of a business is taken into consideration during the evaluation of a firm for awarding of a HDOT contract. The DBE Plan states the following as HDOT policy: *The Hawaii Department of Transportation (HDOT) is committed to a policy of equal opportunity and nondiscrimination in the award and administration of USDOT-assisted contracts to DBEs in its Federal highway, airport, harbor and transit financial assistance programs.* DBE requirements are addressed by the following mechanisms: HDOT currently has a three year overall DBE goal of 53.43% for fiscal years 2014 to 2016. In order to meet this goal, HDOT shall set race conscious goals for underutilized DBEs (UDBEs) and will continue other race neutral activities, such as conducting outreach, and providing technical assistance to all DBEs. HDOT ensures the participation of DBE's through the following activities of the DBE Program: Conducting certification workshops, conducting training including DBE Supportive Services, and other outreach activities promoting DBE participation. DBE language is inserted in all HDOT contracts. In July 2012, USDOT approved a waiver request by HDOT to set contract goals for UDBEs. Based on a recent disparity study, these groups were determined to be firms owned by women, Native American, Hispanic American, and African American. Credit towards the contract goal shall be given to bidders who list UDBEs, and will be allowed to use other DBEs through race neutral measures. For more information see HDOT DBE Website at: http://hawaii.gov/dot/administration/ocr/dbe.htm/dbe

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

	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;	It is the policy of the State of Hawaii that no qualified individual with a disability be excluded from participation in, be denied the benefit of, or is otherwise subjected to discrimination by any program, service or activity of the State on the basis of disability. The HDOT's Office of Civil Rights (OCR) has compiled the following reference materials to assist the HDOT with ADA compliance: 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. HDOT-Highways standards and guidelines include ADA specification to ensure that the design and construction meet all ADA accessibility requirements to the maximum extent feasible: "Highways Standard Specifications" include sidewalk and curb ramp requirements. Highways "Curb Ramp and Sidewalk Design Guidelines" is used in the development and design of pedestrian facilities. These reference materials are distributed to the Department and are available at OCR and the OCR website. All Department offices are ADA compliant and all meetings are held in ADA accessible buildings. Furthermore, meeting notices state that special needs may be accommodated with a reasonable lead time notice. For STIP meetings, reserved seating for the elderly and sign language interpreters for the deaf are provided on request with the appropriate coordination. Also, the HDOT is an equal opportunity employer. See the HDOT's Civil Rights Policy (4/08), described in #3 above.
7	In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;	Not Applicable, Hawaii is an attainment state.
8	The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;	See #3 above.

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

DIR 0826

Maui Metropolitan Planning Organization
200 South High Street
Wailuku, HI 96793
www.mauimpo.org

July 6, 2018

By Email (original to follow by mail)

Mr. Jade Butay, Director
Department of Transportation
869 Punchbowl Street, Room #301
Honolulu, Hawaii 96813

Dear Director Butay;

Re: Federal Fiscal Years (FFY) 2019-2022 Transportation Improvement Program (TIP) – Request for Approval

This is to request your approval, as the Governor's designee, of the FFYs 2019-2022 Maui MPO TIP, which may be viewed at this link: https://mauimpo.org/document/maui-transportation-improvement-program-tip-2019-2022.

As you know, the Policy Board approved this TIP after the MPO carried out a continuing, cooperative and comprehensive multimodal transportation planning process. We thank you and your staff for the work done to complete this first TIP document for the Maui MPO.

Please indicate your approval of the FFY 2019-2022 TIP, as the Governor's designee, by signing below and returning a copy of this letter signed by you to us for our files.

Should you have any questions, please contact me at (808) 270-8216 or lauren@mauimpo.org.

Yours truly,

Lauren Armstrong
Executive Director

Enclosure

Cc: By email and without enclosure
Cc: FTA Region IX: Ted Matley, Dominique Kraft
Cc: FHWA-HI: Ralph Rizzo, Richelle Takara, Mike Nadeau
Cc: FHWA-CA: Michael Morris
Cc: Maui MPO Policy Board and TAC
Cc: HDOT: Patrick Tom

The undersigned hereby approves the Maui MPO FFYs 2019-2022 Transportation Improvement Program (TIP) as approved by the Maui MPO Policy Board on June 28, 2018.

JADE BUTAY
GOVERNOR'S DESIGNEE

JUL 20 2018
DATE

0404

OahuMPO

AUG - 1 2018 P2:45

July 30, 2018

Mr. Jade Butay, Director
Department of Transportation
869 Punchbowl Street, 5th Floor
Honolulu, Hawaii 96813

Dear Mr. Butay:

Federal Fiscal Years 2019-2022 Transportation Improvement Program (TIP)
Request FOR APPROVAL

OahuMPO requests your approval, as the Governor's Designee, of FFYs 2019-2022 TIP. FFYs 2019-2022 TIP may be viewed on OahuMPO's website: http://www.oahumpo.org/wp-content/uploads/2018/07/OahuMPO-TIP-FFYs-2019-2022.pdf

Because this is the "new" TIP, it required the solicitation of public comment, submittal to the Technical Advisory Committee, as well as Policy Board approval.

Public Comment and Intergovernmental Review

Public comment and intergovernmental review commenced from June 15, 2018 to June 29, 2018. Government agencies, non-governmental organizations, community organizations, and private entities were all sent a draft document link and option for comment submittal. All comments are summarized in Appendix B in the document.

Technical Advisory Committee, Citizen Advisory Committee, and Policy Board Action

The Technical Advisory Committee and the Citizen Advisory Committee recommended the Policy Board consider FFYs 2019-2022 TIP for approval, at their meetings on July 13, 2018 and July 18, 2018, respectively. Following that, the Policy Board approved Revision #23 at their July 27, 2018 meeting.

Requested Action

Please indicate whether you approve of FFYs 2019-2022 TIP by signing below and returning the original of this letter to us for our files. Should you have any questions, please contact Acting TIP Manager, Kiana Otsuka at 586-2305.

Oahu Metropolitan Planning Organization
Ocean View Center / 707 Richards Street, Suite 200 / Honolulu, Hawaii 96813-4623
Telephone (808) 587-2015 • (808) 768-4178 / Fax (808) 587-2018 / email: OahuMPO@OahuMPO.org

Sincerely,

ALVIN K.C. AU
Executive Director, OahuMPO

APPROVED ☑ DISAPPROVED ☐

for JADE BUTAY
GOVERNOR'S DESIGNEE

AUG - 7 2018
DATE

c: P. Tom, HDOT
J. Tanaka, HDOT
M. Yasuda, DTS
R. Tam, HART
R. Lohr, HART

I. Introduction

I. Introduction

The Statewide Transportation Improvement Program (STIP) is a statewide prioritized listing of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and Transportation Improvement Programs (TIP); and required for projects to be eligible for funding under title 23 United States Code (USC) and title 49 USC Chapter 53.

The STIP is an implementation plan for projects and programs to be funded with Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds, and regionally significant transportation projects in the State. For any of these federal administration appropriations to be expended, they must be included and approved in the STIP. In general, FHWA funds are used towards infrastructure projects on Hawaii's federal-aid system, and FTA funds are used towards the acquisition, operations, and maintenance of a transit system.

This implementation plan is a federally required document per 23 USC 135(g) and 23 Code of Federal Regulations (CFR) 450.218, and identifies individual projects or programs by island, route number, description, and federal funding source. The project or program budget cost is further detailed to its federal share and local match share.

The purpose of the STIP is to establish a short-term expenditure plan to ensure the effective completion of projects and programs. And, to provide for a data-driven selection process of projects with the input from agencies, legislatures, stakeholders, and the public. Once approved, the STIP is used by program and project managers to direct their projects' schedule and budget.

The first four years of the STIP, which is federally required, is financially constrained per year based upon the available FHWA and FTA appropriations approved by the United States Congress. Which, if approved, are available for the identified projects and programs for the expenditure of the federal funds therein. The last two years of the STIP are not financially constrained, are there for illustrative purposes, and have no approval for the use of federal funds.

The STIP must be updated at least every four years and may be modified or amended between the update periods. Currently, the STIP update cycle is every three years. This will allow for one overlap year that will help with management of the program. For the development and revision of any part of the approved four-year portion of the STIP, it is required to be taken through the HDOT's federally approved transportation planning process for the FHWA and FTA funds. This approved process is framed by the Statewide Transportation Planning Process (STPP) that includes the Metropolitan Planning Processes (MTPP) and the Countywide Transportation Planning Process (CTPP).

In general, the planning process entails the identification of projects and programs by the implementing transportation agencies through their management. These management systems provide a technical- and data-driven methodology for the

identification and prioritization of projects and programs. These list of projects and programs are then further prioritized through the coordination with other agencies, legislatures, stakeholders and the public.

In the years to be endorsed by FHWA and FTA, 2019 -2022, the STIP identified highway projects totaling approximately $1.4 billion ($753 million in federal funds) to be implemented during the four-year program period. Transit projects totaled $2.5 billion ($890 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 2019-2022 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 450.218(b)).

The TIPs for the islands of Oahu and Maui, as approved by the Oahu Metropolitan Planning Organization (Oahu MPO) and Maui Metropolitan Planning Organization (Maui MPO) Policy Boards (PB), and endorsed by the Governor's Designee (Director of Transportation) has been incorporated into the STIP without change.

See Oahu MPO's and Maui MPO's websites for more information and documentation on the TIP and TIP development and maintenance processes.

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

https://www.mauimpo.org/transportation-improvement-program-tip

Also, see the following links to Oahu MPO and Maui MPO 19-22 (+2) TIP documents.

http://www.oahumpo.org/wp-content/uploads/2018/07/OahuMPO-TIP-FFYs-2019-2022.pdf

https://mauimpo.org/sites/mauimpo.org/files/document/pdf/2019-2022%20Maui%20TIP%20Report_FINAL%20Approved.pdf

II. Internal and Partner Agency Coordination

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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 450.218 (b) & (c)). This must occur through the various Transportation Planning Process.

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 (Oahu MPO) and its metropolitan transportation planning process.

While Oahu MPO 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 initiated the Oahu TIP update process.

The Oahu MPO TIP update process utilized the MPO's Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and Policy Board (PB) to validate and approve the new Oahu TIP. Ultimately, the Director of Transportation, as the Governor's designee, approved the Oahu TIP for inclusion in the STIP.

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

The Oahu MPO process runs a slightly earlier, but parallel track to the Statewide and Countywide STIP development processes.

Maui Metropolitan Coordination

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

While Maui MPO is responsible for the development of the Maui Transportation Improvement Program (TIP), close coordination with HDOT and the County of Maui is required through the metropolitan transportation planning process. Maui MPO established a parallel call for eligible TIP projects that initiated the Maui TIP update process.

The islands of Molokai and Lanai, while a part of Maui County, are not covered by the Maui MPO, which only covers the island of Maui. Those islands' federal aid

programs are covered by the Statewide Transportation Planning Process (STPP) and the Countywide Transportation Planning Process (CTPP).

The Maui MPO TIP development process utilized its public involvement process, and its Technical Advisory Committee (TAC) and Policy Board (PB) to validate and approve the new Maui TIP. Ultimately, the Director of Transportation, as the Governor's designee, approved the Maui TIP for inclusion in the STIP.

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

The Maui MPO process runs a slightly earlier, but parallel track to the Statewide and Countywide STIP development processes.

Non-Metropolitan (Rural) Coordination

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

The 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). The majority of members who participate in the STPP and the CTPP are the same. The major milestones in the STPP and CTPP processes are often combined to cover both.

The CTPP process was used to get regional views on priorities and project readiness. CTPP (Over the Shoulder Review) meetings on project readiness were conducted to refine project information on the eligible STIP projects and help in the financial constraint process. The STPP process focused more on looking at the programming on the statewide level.

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

III. STIP Development Process and Milestones

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STIP Development Process

The development of the new 2019 to 2022 (+2) STIP starts with the State's call for eligible STIP project proposals in October 2017.

Once a financially unconstrained list of eligible STIP projects is compiled at the end of February 2018, 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 Sub-STAC meeting on April 19, 2018 to discuss the financially unconstrained STIP, including potential regional funding limitations and statewide priorities.

In parallel, the Oahu and Maui Metropolitan Planning Organizations process the 2019-2022 (+2) Oahu and Maui TIPs through their metropolitan planning processes.

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 the individual asset management systems, the asset management plan (which includes asset targets for state of good repair) and project development teams (who provide project schedule and status).

The draft financially constrained STIP is processed, then coordinated through the STPP and CTPP (including the Maui TIP) via a second joint meeting on August 15, 2018. It is also shared with the public.

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

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

Please also see HDOT's STIP Standard Operating Procedures, posted on our STIP website for more details.

STIP Development Milestones

2017

Oct 6	Maui MPO deadline for 2019-2022 (+2) Maui TIP projects
Nov 1	HDOT request for eligible 2019-2022 (+2) STIP projects by letters to MPOs and to County agencies

Nov 10 Oahu MPO deadline for 2019-2022 (+2) Oahu TIP projects

2018

Feb 9 Deadline to submit non-metro county projects to HDOT

Begin project review on policy, program and project requirements

Apr 5,6 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 19 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

Apr 20 Publish fiscally unconstrained STIP for public review and comment

May 1 Unconstrained draft STIP is submitted to GOV (if requested), DIR, DEP, HWY for policy, program and project requirements

May Regional CTPP public meetings on Kauai and Hawaii Island 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 Hawaii Island, Maui and Kauai Districts and Counties were also held during these time periods.

Maui - May 9
Kauai – May 10
Hawaii – May 14-17

Note: Molokai and Lanai CTPP public meetings were done in concurrence with Maui MPO Maui Island public meetings in February and April.

June Begin analysis to constrain draft STIP

Begin Title 6/ Environmental Justice analysis on the constrained draft STIP. Create mapping

Respond to comments on unconstrained draft STIP

Confirm project priorities, project readiness

	Continuing CTPP coordination with Kauai and Island of Hawaii non-metro planning process to refine regional priorities.
Jun 14	Maui MPO convenes TAC coordination meeting on constrained draft TIP
Jun 28	Maui MPO Policy Board (PB) convenes coordination meeting and approves 19-22 (+2) Maui TIP. Approved by HDOT DIR on 7/20/18.
Jul 12	Publish proposed financially constrained STIP for public review and comment
Jul 13	Oahu MPO convenes TAC coordination meeting on constrained draft TIP
Jul 27	Oahu MPO convenes PB coordination meeting to approve the constrained draft Oahu TIP. Approved by HDOT DIR on 8/7/18/
Jul-Aug	Regional CTPP public meetings are convened on the proposed financially constrained regional TIP and STIP to inform and consider public input Hawaii - July 30 – Aug 1 Kauai - August 8
Aug 15	STPP/CTPP meeting convened to inform and take comments on the fiscally constrained draft STIP Finalize internal and agency coordination for fiscally constrained draft STIP
Aug 16	Begin development of STIP documentation for submittal to FHWA and FTA
Sep 4	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 November 1, 2017. This request went out to all agencies responsible for highways and transit projects in the state. A parallel request for eligible Metropolitan TIP projects was initiated by the Oahu MPO and Maui MPOs.

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 enough detailed information to fully assess the eligibility and scope of the project, determine the project's priority, and program it in the STIP.

PPRs provide basic project information that include:

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. Phasing and cost estimates

6. The project's purpose and need statement

The request for project proposals also provided guidance on possible funding levels for the state and each region. The current Transportation Act, Fixing America's Surface Transportation (FAST), will expire on September 30, 2020 and there is currently no new transportation act that is imminent. These identified funding levels were based on FAST Act trends.

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 2019-2022 (+2) STIP and TIPs that were taken through the agency and public involvement vetting process for eventual financial constraint.

V. Public Involvement

V. Public Involvement

The public involvement process developed for the update of the 19-22 STIP is compliant with 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 20, 2018.

Metropolitan TIP Public Involvement

Oahu Metropolitan Planning Organization (MPO) and Maui MPO's public involvement processes for the respective Transportation Improvement Programs (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 on the Oahu MPO website at (see page 9):

http://www.oahumpo.org/wp-content/uploads/2018/07/OahuMPO-TIP-FFYs-2019-2022.pdf

The public involvement process for the Maui TIP is documented on the Maui MPO website at (see page 3):

https://mauimpo.org/document/maui-transportation-improvement-program-tip-2019-2022

The TIPs, 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 statewide interests. This process also includes the programs for the islands of Molokai and Lanai in Maui County. The island of Mauj is covered by the Maui MPO (see above).

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 fliers with general information about the STIP, regional public workshops, 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 contact 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 725 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 (DIR-P) to the local newspapers, radio stations, television stations and state legislators (county councilmembers can request to be included). Also, ads were placed in the following newspapers to publicize each round of public meetings (two ads total per paper per round of meetings):

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

3. Visualization Techniques

Island-view project location maps are posted on the HDOT STIP website. Hard copies of these maps, individual project location maps, as well as maps generated by project development efforts for current 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

   Seventeen (17) regional informational meetings were held on the neighbor islands 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, provide information about the STIP update process, and invite feedback. Schedule, locations and attendance for these 1st round meetings were as follows:

   Feb 5 – Paia, Maui
   Feb 6 – Lahaina, Maui
   Feb 7 – Pukalani, Maui
   Feb 8 – Kihei, Maui

Feb 9 – Kahului, Maui
May 10 – Lihue, Kauai
May 14 – Hilo, Hawaii
May 16 – Waimea, Hawaii
May 17 – Kona, Hawaii

The meetings on Maui we held as an agenda item on the Maui MPO 19-22 TIP development public meetings. It included a short discussion on how potential federal aid projects on Molokai and Lanai would be integrated with the other federal aid projects for the island of Maui.

To enhance public participation, attendees of the 1st 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. This survey was also available online as a Google Survey.

These comments and survey results were used as tools to help make more informed decisions during the constraint process. Most of the 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 2nd 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. 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 2nd round meetings were as follows:

Apr 4 – Hana, Maui
Apr 9 – Paia, Maui
Apr 10 – Lahaina, Maui
Apr 11 – Wailuku, Maui
Jul 30 – Hilo, Hawaii
Jul 31 – Waimea, Hawaii
Aug 1 – Kona, Hawaii
Aug 8 – Lihue, Kauai

Like for the 1st round of Maui meetings, the 2nd round of Maui meetings were held as an agenda item on the Maui MPO 19-22 TIP development public meetings.

All comments received throughout the public involvement process have been responded to. Attached as Appendix 1, 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.

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 internal technical, external agency, and public vetting process to determine which projects had priority to remain in a financially constrained STIP. See Sections II and V of this report.

The Code of Federal Regulations (23 CFR 450.216(l)) 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 for FHWA projects. (the FTA program consists of funding for maintenance and operational programs, or committed ongoing projects such as rail transit on Oahu.)

1. Project Readiness

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

For example:

a. For construction phases, this means that project plans, specifications and estimates, as well as and environmental and right-of-way requirements, should be completed.

b. For right-of-way acquisitions, this means that environmental clearances must be completed

c. For projects being funded for final design, this means that environmental clearances must be completed.

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

Apr 5, 2018 – Kapolei
Apr 6, 2018 – City and County of Honolulu
May 9, 2018 – Maui
May 10, 2018 – Kauai
May 15, 2018 - Hawaii

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 19, 2018 – Joint Sub-STAC and CTPP PC/TAC meeting
May 9, 2018 – Maui regional CTPP PC/TAC meeting
May 10, 2018 – Kauai regional CTPP PC/TAC meeting
May 15, 2018 – Hawaii regional CTPP PC/TAC meeting
August 15, 2018 – Joint Sub-STAC and CTPP PC/TAC meeting

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

a. Projects that address imminent needs – Projects that were identified are mostly system preservation projects or projects with specific safety needs (i.e., rockfall or shoreline protection, or slope stabilization projects).

b. Projects that have committed schedules – Projects that were identified in this category are typically high priority projects that had established committed schedules.

c. Other priority projects for administrations – These projects are important to the various administrations.

d. Projects that addressed priorities from the Transportation Asset Management Plan (TAMP) – Projects on the National Highway System that would help the Highways Division meet the state of good repair Targets that are identified in the TAMP, were given priority.

Once all these priorities were identified, these became 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. Asset Management System Priorities – Addressing Performance Targets

The technical priorities established through the various asset 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.

Along these lines, 23 CFR 450.218(q) states that, a STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

HDOT's Transportation Asset Management Plan (TAMP) identifies performance targets. These state of good repair targets are as follows:

HDOT's Performance Measures and Targets for NHS Pavements and Bridges

Performance Measure	Current Conditions (2016)	Targets	
		2-year Target	4-year Target
Percentage of NHS bridges classified in good condition	23%	20%	20%
Percentage of NHS bridges classified in poor condition	2%	2%	2%
Percentage of pavements on the Interstate in good condition	6%	n/a	7%
Percentage of pavements on the Interstate in poor condition	4%	n/a	4%
Percentage of non-Interstate NHS pavements in good condition	16%	15%	15%
Percentage of non-Interstate NHS pavements in poor condition	3%	4%	4%

The priorities from the asset management systems are geared towards improving or maintaining the current conditions as efficiently as possible. A scenario trade off analysis was done to determine how projects proposed on the STIP would assist in achieving the TAMP performance targets.

Of the 161 FHWA line items proposed in this STIP, 76 (or about 47%) have a system preservation purpose and need. Of the $747 million in federal aid

proposed within the 4-year program, $415 million (or about 56%) are programmed to those system preservation line items.

Based on the current conditions of the above assets and the current asset management targets, it is calculated that these federal aid investments, along with the "non-participating" maintenance projects that are ongoing or planned, will meet the performance targets established in the TAMP.

If asset conditions change, the asset management systems will reassess their priorities and influence project changes on the STIP. These changes will be reflected in future STIP revisions.

b. Funding Distribution Targets

A methodology for the "fair share" 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 "fair share" funding targets are as follows:

Statewide:	7.5%
Oahu:	55.5%
Hawaii:	16%
Maui:	14%
Kauai:	7%

In the ideal situation, each county would be programmed this ratio of funds, however, projects are programmed where the needs are. These funding targets are a starting point. The fiscally constrained program usually ends up with a distribution based on the technical priorities discussed above.

c. Available Anticipated Federal Highway Funds

Fixing America's Surface Transportation (FAST), the latest transportation act, is set to expire after September 30, 2020. As of this writing, there is no new Transportation Act to identify funding for 2020 and beyond. The assumption is that a similar funding level to that established in FAST will be available in future years.

FAST identified approximately $183 million and $187 million in total FHWA federal aid for the State of Hawaii in FFY 2019 and FFY 2020 respectively.

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 initial goal was to meet this distribution along with overall financial constraint. This is an established ideal programming ratio for the state. Based on current transportation needs scenarios, this ratio will be adjusted appropriately. In the proposed fiscally constrained STIP, the ratio is 23/77. This ratio is likely even smaller, since capacity/congestion relief projects often include system preservation and safety components.

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. The surveys were also developed into an online Google survey which was available. Survey results are 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 and Maui TIPs than for projects throughout the rest of the state. Oahu and Maui projects are subject to metropolitan planning requirements, implemented though the Oahu Metropolitan Planning Organization (MPO) and the Maui 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.

Hawaii Statewide Transportation Plan Goals & Objectives

GOAL I: **Create and manage an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.**	**Objective 1:** (G1O1) Preserve and maintain the existing air, water, and land transportation systems, including motorized and non-motorized modes and measures in good condition or better, and give comparable consideration to funding preservation capital projects as is given to expansion projects. **Objective 2:** (G1O2) Ensure the provision of essential and critical air, land, and water transportation operations and services for all communities throughout the islands. **Objective 3:** (G1O3) Ensure multi-modal and inter-modal connections for passengers and commodities on the air, land, and water systems; and formulate a program of multi-modal and inter-modal projects, including bicycle and walking options. **Objective 4:** (G1O4) Address the special needs of Hawaii's underserved populations, including the elderly, disabled, and Title VI/Environmental Justice (T6/EJ) populations. **Objective 5:** (G1O5) Reduce congestion in the air, water, and land transportation systems.	**GOAL II:** **Enhance the safety of the air, land, and water transportation systems.**	**Objective 1:** (G2O1) Enhance system and user safety at transportation facilities both motorized and non-motorized, with the use of proper equipment, technology, and physical hazard reduction; and implement priority safety projects for each mode. **Objective 2:** (G2O2) Support and collaborate with all levels of government to identify transportation routes and protocols for the safe movement of hazardous materials. **Objective 3:** (G2O3) Continuously conduct assessment, preparedness, and emergency response for natural disasters as part of all planning efforts. **Objective 4:** (G2O4) Use and consider a full range of transportation design techniques to improve personal safety for all travelers.	**GOAL III:** **Ensure the secure operation and use of the air, land, and water transportation systems.**	**Objective 1:** (G3O1) Minimize risks of disruption of transportation to, from, and within Hawaii due to terrorism and other human security threats and events, as well as threats and events from natural causes. **Objective 2:** (G3O2) Work with Federal, State, and County agencies as well as tenants to conduct vulnerability and risk assessments. **Objective 3:** (G3O3) Implement security policies and strategies to minimize risks and threats of disruption of or damage to the transportation systems while maintaining the intended function of the system. **Objective 4:** (G3O4) Provide continuous monitoring of critical infrastructure and communications systems to provide for appropriate emergency response capability. **Objective 5:** (G3O5) Develop a biosecurity plan and measures to protect against pests and disease.	**GOAL IV:** **Protect Hawaii's unique environment and quality of life and mitigate any negative impacts.**	**Objective 1:** (G4O1) Ensure that the air, land, and water transportation systems respect environmental, natural, cultural, and historic resources; and adopt guidelines to conserve natural resources and alleviate environmental degradation caused by motor vehicles. **Objective 2:** (G4O2) Implement sustainability and livability practices in existing and new facilities, with "sustainability" defined as: "Respect the culture, character, beauty, and history of our State's island communities; strike a balance among economic, social and community, and environmental priorities; and meet the needs of the present without compromising the ability of future generations to meet their own needs." **Objective 3:** (G4O3) Assess sustainability and livability for air, land, and water transportation facilities and operation practices. **Objective 4:** (G4O4) Support the programs of State and Federal natural resource agencies; as well as support ongoing lines of communication and coordination with these agencies. **Objective 5:** (G4O5) Encourage transportation systems that improve the quality of life, public health, and welfare of Hawaii's people, and that are consistent with land use plans. **Objective 6:** (G4O6) Assist with streamlining environmental process by identifying categories of environmental mitigation that include but are not limited to critical habitat, environmentally sensitive areas, noise, and pollution avoidance. **Objective 7:** (G4O7) Adapt to the effects of climate change and build resilience in the transportation system. Address the effects of a one meter sea level rise and extreme weather events anticipated to occur during and by the end of the 21st Century on Hawaii's air, land, and water transportation facilities and provide responses to this threat in modal facility plans. **Objective 8:** (G4O8) Prevent and minimize the transport of invasive species (pests and diseases).

GOAL V: **Ensure that the air, land, and water transportation facility systems support Hawaii's economy and future growth objectives.**	**Objective 1:** (G5O1) Support the multi-modal transportation needs in the military, tourism, agriculture, health, education, energy, and technology sectors of Hawaii's economy; and identify sector needs, current and projected, as they relate to movement of people and goods. **Objective 2:** (G5O2) Create a commodity flow and freight handling system that is dependable, efficient, economical, secure, and rapid for connecting the ports, land transportation facilities, and industrial/commercial land use and storage areas. **Objective 3:** (G5O3) Provide reliability, dependability, and redundancy for commerce in the import and export goods movement system including inspection facilities at ports; address actions for security of commerce. **Objective 4:** (G5O4) Create modern air, land, and water transportation systems that are part of a positive visitor experience.	**GOAL VI:** **Support the State's energy goal of 70% clean energy, which includes 40% produced by renewable energy and 30% from increased energy-efficiency, enhancing the reliability and security of energy sources.**	**Objective 1:** (G6O1) Support the national goal to reduce transportation-related greenhouse gas (GHG) emissions and reliance on foreign oil. **Objective 2:** (G6O2) Actively pursue actions in transportation which help to achieve the State Clean Energy Goal of 40% renewable energy by 2030; and use integrated action plans from DBEDT's Lead by Example Energy Initiatives with priority transportation actions that would support the Hawaii Clean Energy Initiative (HCEI). **Objective 3:** (G6O3) Identify ways to increase energy efficiency by 30% at transportation facilities; and identify projects and programs for increased efficiency of energy in support of the Hawaii Clean Energy Initiative (HCEI), Leadership in Energy & Environmental Design (LEED), and other green initiatives for more efficient use of energy. **Objective 4:** (G6O4) Expand the use of alternative fuel and electric vehicles; provide electric recharging at transportation facilities. **Objective 5:** (G6O5) Use opportunities where and when practicable and available, to use solar (heating and photovoltaic), wind, geothermal, and ocean resources to supply power to create electricity for transportation facilities.	**GOAL VII:** **Create secure, flexible, and sustainable revenues and funding sources for transportation needs.**	**Objective 1:** (G7O1) Develop a statewide framework for long-range financial forecasting; and within this framework, distinguish between system preservation, capacity enhancement, and modernization needs that are funded from user-financing (Harbors and Airports) and user-tax financing (Highways and Transit). **Objective 2:** (G7O2) Identify sources and develop and secure funding for the sustainable delivery, maintenance, operation, rehabilitation and replacement, and expansion of the state transportation systems. **Objective 3:** (G7O3) Ensure funding for the safety and security of the state transportation systems. **Objective 4:** (G7O4) Maximize the use of Federal programs and funding for needed transportation infrastructure; use Federal non-recurring initiatives and funding sources such as American Recovery and Reinvestment Act (ARRA) and report on project and program achievements. **Objective 5:** (G7O5) Study the reliability and viability of future transportation financing streams and funding and consider scenarios for innovative and non-traditional financing. **Objective 6:** (G7O6) Achieve project readiness in support of new funding sources as they become available; and report on achievements of project completion.	**GOAL VIII:** **Implement a statewide planning process that correlates land use and transportation while supporting decision-making and programming for Hawaii's integrated, comprehensive, multi-modal transportation systems.**	**Objective 1:** (G8O1) Achieve the Federal requirements for a comprehensive, cooperative, and continuing (3C) transportation planning process; and continue to improve efficient and effective planning. **Objective 2:** (G8O2) Maintain a dynamic planning process that ensures coordination and cooperation between the State, Federal, counties, private sector, and general public. **Objective 3:** (G8O3) Incorporate new and evolving methods of public involvement, communication, and social networking to keep others informed of transportation planning efforts, opportunities for participation in decision-making, and programming; continue to regularly update The DOT Public Involvement Policy. **Objective 4:** (G8O4) Create and implement an Integrated Sub-Area Planning (ISP) initiative that links strategic planning to project implementation for all modes through a visioning process; and seek funding to begin the ISP planning for one or more areas of critical State importance. **Objective 5:** (G8O5) Keep abreast of current and evolving programs and regulations that affect transportation in Hawaii. **Objective 6:** (G8O6) Seek wider application of geospatial technologies, further develop the land use database development, and integrate visioning in transportation planning. **Objective 7:** (G8O7) Develop performance measures to manage strategic goals and assets and to assist with better decision-making, communication, transparency, and accountability to stakeholders.

FFY – Federal Fiscal Year, PLN – Planning, PE1 – Preliminary Design, PE2 – Final Design, PREROW – Preliminary Preliminary Right-of-Way, ROW – Right-of-Way, CON – Construction, ADVCON – Advance Construction, INSP – Inspection, EQP – Equipment, OPR – Operations, RELOC – Relocation, UTL - Utilities

SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	STATEWIDE - FHWA										
S2.	Bridge Inspection and Appraisal	Inventory, inspect and appraise state bridges. Includes underwater inspection, scour analyses, surveys and preparation of plans for bridge repairs, retrofits and replacements.	N	N	L	H	N	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3
S4.	Highway Research and Development Program	Supplement the Statewide Planning and Research Program.	N	N	L	H	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3, G8O2
S7.	Highway Shoreline Protection, Statewide	Funding to implement shoreline protection projects as identified in the State's shoreline protection plan.	N	N	L	M	N	N	Y	N	G1O1-3, G1O5 G2O1, G2O4, G3O2-3 G8O2
S13.	Statewide Signing, Striping and Pavement Marking Program	System maintenance to upkeep traffic control devices such as highway signing and striping.	N	Y	L	H	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, Honolulu's Roadway Pavement Condition Survey or other pavement evaluation system	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
S14.	Statewide Guardrail and Shoulder Improvement Program	System maintenance to upkeep roadway guardrails and shoulders.	N	N	L	H	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
S15.	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	L	L	N	N	Y	N	G1O1-3, G1O5 G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	STATEWIDE - FHWA										
S5.	Highway Safety Improvement Program (HSIP), Infrastructure Funding Program	Implement infrastructure scope of HSIP that would include various eligible safety improvement countermeasures. Safety Improvement countermeasures, can include, but is not limited to: installation of traffic signals, centerline and shoulder rumble strips, high friction surface treatment, advance warning devices, backplates with retroreflective borders, additional or new signing and pavement markings, roundabouts, channelization, improving roadway illumination, removing obstacles, improving drainage, guardrails, shoulder widening, providing proper superelevation, left turn storage lanes, right turn acceleration lanes, safety edge, etc.	Y	N	L	N/A	N	N	Y	N	G1O3, G2O1-2, G2O4, G3O2-3, G8O2
S6.	Highway Safety Improvement Program (HSIP), Non - Infrastructure Funding Program	Implement non-infrastructure scope of HSIP including safety education programs and PSAs.	Y	N	L	H	N	N	Y	N	G1O3, G2O1-2, G2O4, G3O2-3, G8O2

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
S10.	Safe Routes to School (SR2S) Program	Implement the Safe Routes to School Program to promote walking and biking as a safe and viable transportation alternative, especially in the vicinity of schools.	N	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G8O2-3, G8O7
S12.	Statewide Highway Lighting and Traffic Signal Upgrade Program	System maintenance of highway lighting and traffic signals.	N	N	L	M	N	N	Y	N	G2O1, G2O4, G3O2-3

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MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects		**Project Description**	**Congestion Management System** **Yes:** Project identified through a Congestion Management System process **No:** Project did not result from a Congestion Management System	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	STATEWIDE - FHWA											
S9.	Federal Lands Highway Access Discretionary Program	Federal grant program. Projects that are adjacent to or provide access to federal lands are eligible to apply for these funds.	N	N	L	L	N	N	N	Y	N	G1O1-3, G1O5, G4O3, G7O1, G7O5, G8O2-3, G8O7
S16.	Technology Transfer and Technical Assistance Program	Conduct training and technology transfer activities for government and private transportation personnel.	N	N	L	M	N	N	N	Y	N	G1O1-3, G1O5, G4O3, G8O2-3, G8O7
S17.	Traffic Counting Stations, Various Locations	Construction of statewide traffic counting stations for traffic data gathering and planning purposes.	N	N	L	M	N	N	N	Y	N	G1O1-3, G1O5, G4O2-3, G8O2

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		**Project Description**	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	STATEWIDE - FHWA										
S1.	Bikeway Improvements at Various Locations, Statewide	Implementation of State bike projects identified on Bike Plans.	N	Y	L	L	N	N	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2-3, G8O7
S8.	Pedestrian Facilities and ADA Compliance at Various Locations	Address ADA compliance needs, statewide program.	N	Y	L	L	N	Y	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
S11.	SNIPP - Statewide Noxious Invasive Pest Program	Operation of the Statewide Noxious Invasive Pest Program.	N	N	L	M	N	N	Y	N	G1O1-3, G1O5, G4O2-3, G8O2

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		**Project Description**	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
S18.	Transportation Alternative Program	The Transportation Alternatives Program (TAP) is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. Locations to be determined by the TAP Project Evaluation and Ranking processes. These funds are totals for the entire state. Appropriate funds will be redirected to the MPOs as projects are identified.	Y	Y	L	L	N	Y	Y	N	G1O1-3, G1O5, G2O1, G2O4, G3O2-3, G4O1-3, G4O5

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TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service		**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 Federal Planning Factor?**	**Consistent with 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	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G7O1, G7O5, G8O2-3, G8O7

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HUMAN SERVICES TRANSPORTATION PROGRAMS Human Services programs, such as the following, that assist persons who have been traditionally underserved by the transportation system: - Job Access and Reverse Commute Program (JARC) - Elderly and Persons with Disabilities Vehicle Acquisition Program - New Freedom Program - Ways to Work Program		**Project Description**	**Coordinated Public Transit-Human Services Transportation Plan** **High:** This program is included in the Coordinated Public Transit-Human Services Transportation Plan **Low:** This program 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?	**Transit Friendly?**	**Addresses at least one Federal Planning Factor?**	**Local Match Available?**	**Ready-to-Go?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	STATEWIDE - FHWA											
S3.	Construction Career Days Workforce Development Program	Supplement the Construction Career Days Workforce Development Program.	N	L	H	N		Y	Y	Y	N	G2O1, G2O4, G3O2-3, G8O2-3, G8O7
	STATEWIDE - FTA											
S19.	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.	Y	L	H	N		Y	Y	Y	N	G1O1, G4O2-3, G5O2-3, G8O2-3, G8O7
S20.	State Administration	FTA Section 5311 Nonurbanized Area Formula Program.	Y	L	H	N		Y	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
S21.	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.	Y	L	H	N		Y	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3

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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 Replacement Program (State)** **High:** Project identified through DOT's Bridge Replacement Program process **Low:** Project did not result from DOT's Bridge Replacement Program process	**Bridge Inspection & Appraisal (City)** **High:** Project identified through the City's Bridge Inspection and Appraisal **Low:** Project did not result from the City's Bridge Inspection and Appraisal	**Pavement Management System (State)** **High:** Project identified through DOT's Pavement Management System process **Low:** Project did not result from DOT's Pavement Management System process	**Roadway Pavement Condition Survey (City)** **High:** Project identified through City's Roadway Pavement Condition Survey **Low:** Project did not result City's Roadway Pavement Condition Survey	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
	OAHU : STATE - FHWA																
OS1.	Bridge and Pavement Improvement Program, Oahu	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.	H	N/A	H	N/A	L	H	N	N	Y	N/A	Y	Y	Y	Proj. 505	G1O1-3, G1O5, G2O1, G4O1-3, G4O5, G5O2-3
OS76	Bridge Rehabilitation Program, Various Locations TBD by BRM	Rehabilitate bridges.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS77	Bridge Replacement Program, Various Locations TBD by BRM	Replace bridges.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS78	Bridge Seismic Retrofit Program, Various Locations TBD by Seismic Retrofit Management Program	Seismic Retrofit of bridges.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3
OS2.	Farrington Highway (Route 93), Bridge Rehabilitation, Ulehawa Stream Bridge	Rehabilitate bridge to meet current design standards. This includes bridge strengthening, widening, improving shoulders, and upgrading railings.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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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 Replacement Program (State)** **High:** Project identified through DOT's Bridge Replacement Program process **Low:** Project did not result from DOT's Bridge Replacement Program process	**Bridge Inspection & Appraisal (City)** **High:** Project identified through the City's Bridge Inspection and Appraisal **Low:** Project did not result from the City's Bridge Inspection and Appraisal	**Pavement Management System (State)** **High:** Project identified through DOT's Pavement Management System process **Low:** Project did not result from DOT's Pavement Management System process	**Roadway Pavement Condition Survey (City)** **High:** Project identified through City's Roadway Pavement Condition Survey **Low:** Project did not result City's Roadway Pavement Condition Survey	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
OS4.	Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Replace a timber bridge in the vicinity of Makaha Beach Park.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS12.	Destination Sign Upgrade/Replacement	Replace and/or upgrade the existing destination signs and sign support structures on Interstate Routes H-1, H-2, H-201, and Pali Highway.	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3
OS16.	Interstate Route H-1, Highway Lighting Improvements, Kaimakani Overpass to Middle Street, Phase 1 - MP 12.83 to 16.00	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.	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
OS67.	Interstate Route H-1 , Reconstruction and Repair, Eastbound Waimalu Interchange to Halawa	Rehabilitate or Reconstruct Portland Concrete pavement. Widen to improve shoulders and travelway.	L	N/A	H	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1, G2O4, G3O2-3, G4O3
OS74	Interstate Route H-1, Seismic Retrofit, McCully Street Separation	Retrofit interchange structures to meet current seismic standards.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3
OS70	Interstate Route H-1, Seismic Retrofit, Waialae Viaduct	Retrofit interchange structures to meet current seismic standards.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3

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OS22.	Interstate Route H-3, Seismic Retrofit, Halekou Interchange, Structures 1, 2 and 3	Retrofit interchange structure to meet current seismic standards.	H	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3
OS26	Kalanianaole Highway (Route 72) Resurfacing, Poalima Street to Huli Street	Roadway resurfacing of Kalanianaole Highway from Poalima Street to Huli Street.	L	N/A	H	N/A	L	L	N	N	Y	N/A	Y	Y	Y	Proj. 203	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS28.	Kamehameha Highway (Route 83), Bridge Replacement, Kaipapau Stream Bridge	Replace the existing bridge.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS29.	Kamehameha Highway (Route 83), Bridge Replacement, Kaluanui Stream Bridge	Replace the existing bridge.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS31.	Kamehameha Highway, Bridge Replacement, Laieloa Stream Bridge	Replace the existing concrete slab bridge on Kamehameha Highway in the vicinity of Laie.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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OS71	Kamehameha Highway (Route 83), Bridge Rehabilitation, Paumalu Bridge	Replace the existing bridge.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS32.	Kamehameha Highway (Route 83), Bridge Replacement, South Kahana Stream Bridge	Replace the existing bridge.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS34.	Kamehameha Highway (Route 83), Bridge Replacement, Waiahole Stream Bridge	Replace the existing concrete structure.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS72	Kamehameha Highway (Route 83), Bridge Replacement, Waimanana Bridge	Replace the existing bridge.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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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 Replacement Program (State)** **High:** Project identified through DOT's Bridge Replacement Program process **Low:** Project did not result from DOT's Bridge Replacement Program process	**Bridge Inspection & Appraisal (City)** **High:** Project identified through the City's Bridge Inspection and Appraisal **Low:** Project did not result from the City's Bridge Inspection and Appraisal	**Pavement Management System (State)** **High:** Project identified through DOT's Pavement Management System process **Low:** Project did not result from DOT's Pavement Management System process	**Roadway Pavement Condition Survey (City)** **High:** Project identified through City's Roadway Pavement Condition Survey **Low:** Project did not result City's Roadway Pavement Condition Survey	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
OS36.	Kamehameha Highway (Route 83), Bridge Replacement, Waipilopilo Stream Bridge	Replace the existing concrete T-bridge on Kamehameha Highway in the vicinity of Hauula.	H	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OIS61	Kamehameha Highway (Route 83) Realignment, Vicinity of Kawailoa Beach	Realign a portion of Kamehameha Highway, on the North Shore. The project proposes to construct a realignment of Kamehameha Highway, from Haleiwa to the vicinity of Waimea Bay to address safety issues that revolve around use of the beach.	L	N/A	L	N/A	L	L	N	N	N	N/A	Y	Y	Y	Proj. 552	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
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)	Upgrade/replace existing freeway lighting on Moanalua Freeway, from the Halawa Heights westbound off-ramp (milepost 1.12) to the Moanalua/H-1 Freeway merge at Middle Street (milepost 4.09).	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
OS46.	Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa to the H-3 Freeway Overpass (MP 0 to MP 0.73)	Upgrade/replace existing freeway lighting on Moanalua Freeway from the Ewa end of the Moanalua Freeway (milepost 0) to the H-3 Freeway overpass (milepost 0.73).	L	N/A	L	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
OS62.	Pali Highway (Route 61) Resurfacing & Lighting Improvements, Vineyard Blvd (Route 98) Kamehameha Highway (Route 83) Ph 1 - Lighting entire length. Resurf. Waokanaka St to Kamehameha Hwy	Scope of work includes but is not limited to cold planing, resurfacing, reconstruction of weakened pavement, installation of new highway lighting, construction of concrete median barriers, replacement of guardrails in-kind and end treatments, installation of new guardrails, installing bridge rails, and installation of signs and pavement markings.	L	N/A	H	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1, G4O1-3, G4O5, G5O2-3

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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 Replacement Program (State)** **High:** Project identified through DOT's Bridge Replacement Program process **Low:** Project did not result from DOT's Bridge Replacement Program process	**Bridge Inspection & Appraisal (City)** **High:** Project identified through the City's Bridge Inspection and Appraisal **Low:** Project did not result from the City's Bridge Inspection and Appraisal	**Pavement Management System (State)** **High:** Project identified through DOT's Pavement Management System process **Low:** Project did not result from DOT's Pavement Management System process	**Roadway Pavement Condition Survey (City)** **High:** Project identified through City's Roadway Pavement Condition Survey **Low:** Project did not result City's Roadway Pavement Condition Survey	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
OS62.	Pali Highway (Route 61) Resurfacing & Lighting Improvements, Vineyard Blvd (Route 98) Kamehameha Highway (Route 83) Ph 2 - Resurfacing, Vineyard Blvd to Waokanaka St	Scope of work includes but is not limited to cold planing, resurfacing, reconstruction of weakened pavement, installation of new highway lighting, construction of concrete median barriers, replacement of guardrails in-kind and end treatments, installation of new guardrails, installing bridge rails, and installation of signs and pavement markings.	L	N/A	H	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 506	G1O1-3, G1O5, G2O1, G4O1-3, G4O5, G5O2-3
	CITY & COUNTY OF HONOLULU - FHWA																	
OC3.	Bridge Inspection and Appraisal	Inventory, inspect, and appraise City bridges, including underwater inspection, surveys, scour survey/evaluation, and preparation of plans for bridge repairs.	N/A	H	N/A	L	L	L	N	Y	N	N/A	Y	Y	Y	Proj. 504	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Strategic Highway Safety Plan** **High:** Project identified through DOT's Strategic Highway Safety Plan **Low:** Project did not result from DOT's Strategic Highway Safety Plan	**Highway Safety Improvement Program** **High:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **Low:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **High:** Project identified through DOT's Rockfall Protection Study **Low:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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	**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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
	OAHU : STATE - FHWA														
OS69	Farrington Highway (Route 93), Safety Improvements, H-1 Freeway to Pohakunui Avenue	Scope includes, but is not limited to: Installation of milled rumble strips or rumble edge stripes on shoulders/median; installation of milled rumble strips on centerline; widen shoulders where possible; speed feedback sign; concrete median barrier at U-turn; pavement markings; signing.	H	H	L	L	L	N	N	N	N/A	Y	Y	Y	Proj.401	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
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	L	L	M	N	N	N	N/A	Y	Y	Y	Proj.401	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
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	L	L	M	N	N	N	N/A	Y	Y	Y	Proj.401	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
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	L	L	L	N	N	N	N/A	Y	Y	Y	Proj.401	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Strategic Highway Safety Plan** **High:** Project identified through DOT's Strategic Highway Safety Plan **Low:** Project did not result from DOT's Strategic Highway Safety Plan	**Highway Safety Improvement Program** **High:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **Low:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **High:** Project identified through DOT's Rockfall Protection Study **Low:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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	**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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
OS75	Kamehameha Highway, Rockfall Protection at Waimea Bay, MP 5.4 to MP 5.52, Phase 1: Haleiwa AND Phase 2: Sunset Beach	Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.4 to milepost 5.52).	L	L	H	L	M	N	N	N	N/A	Y	Y	Y	Proj.501	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
OS75	Kamehameha Highway, Rockfall Protection at Waimea Bay, MP 5.4 to MP 5.52, Phase 1: Haleiwa	Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.4 to milepost 5.52).	L	L	H	L	M	N	N	N	N/A	Y	Y	Y	Proj.501	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
OS75	Kamehameha Highway, Rockfall Protection at Waimea Bay, MP 5.4 to MP 5.52, Phase 2: Sunset Beach	Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.4 to milepost 5.52).	L	L	H	L	M	N	N	N	N/A	Y	Y	Y	Proj.501	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
OS73	Likelike Highway (Route 63), Safety Improvements, Emmeline Place to Kahekili Highway	Scope includes, but is not limited to: Installation of milled rumble strips or rumble edge stripes on shoulders where possible; high friction surface treatment; speed feedback sign; guardrail end treatment; in-lane pavement markers; LED speed limit signs and chevrons; widen paved shoulders where possible; pavement markings; signing.	H	H	L	L	L	N	N	N	N/A	Y	Y	Y	Proj.401	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Strategic Highway Safety Plan** **High:** Project identified through DOT's Strategic Highway Safety Plan **Low:** Project did not result from DOT's Strategic Highway Safety Plan	**Highway Safety Improvement Program** **High:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **Low:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **High:** Project identified through DOT's Rockfall Protection Study **Low:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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	**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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
OS44.	Moanalua Freeway (Route 78) and Interstate Route H-2, Guardrail and Shoulder Improvements	Install and/or upgrade the existing guardrails. Reconstruct and pave road shoulders.	H	L	L	L	M	N	N	N	N/A	Y	Y	Y	Proj.401	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS52.	Sand Island Access Road (Route 64), Truck Weigh Station, Kapalama Container Terminal	The description of work would be to design, construct and operate a truck weigh station to perform truck inspections and driver credential checks at the egress of the container terminal on Sand Island Access Road. The work includes auxilary lanes to accommodate truck vehicles, traffic controls, truck weighing infrastructure and computer hardware/ software, operator kiosk/ office.	L	L	L	L	L	N	N	N	N/A	Y	Y	Y	Proj.506	G1O1-3, G1O5, G4O2-3, G8O2
OS79	Shoreline Protection/Mitigation Program, Various Locations on Oahu, Tier 1 (short-term) Locations	Develop and construct shoreline protection measures to better protect roadways from flooding and erosion as identified and prioritized in the Statewide Shoreline Protection Program. This funding is for the Oahu District Sub-Program.	L	L	L	L	L	N	N	N	N/A	Y	Y	Y	Proj.502	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3
OS79	Shoreline Protection/Mitigation Program, Various Locations on Oahu, Tier 2 (mid/long-term) Locations	Develop and construct shoreline protection measures to better protect roadways from flooding and erosion as identified and prioritized in the Statewide Shoreline Protection Program. This funding is for the Oahu District Sub-Program.	L	L	L	L	L	N	N	N	N/A	Y	Y	Y	Proj.502	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3
	CITY & COUNTY OF HONOLULU - FHWA															

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Strategic Highway Safety Plan** **High:** Project identified through DOT's Strategic Highway Safety Plan **Low:** Project did not result from DOT's Strategic Highway Safety Plan	**Highway Safety Improvement Program** **High:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **Low:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **High:** Project identified through DOT's Rockfall Protection Study **Low:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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	**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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
OC1	Alapai Transportation Management Center	The transportation management center will be a joint communication center to be built next to the Alapai Transit Center. The center will facilitate active traffic management through co-location and information sharing by City and State traffic management operations and the City's emergency response agencies.	L	L	L	L	H	N	N	Y	Y	Y	Y	Y	Proj.851	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
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; Kalaheo Avenue/Kailua Road; Dillingham Boulevard; and Waiakamilo Road. Other locations are to be determined.	L	L	L	L	L	Y	N	N	N/A	Y	Y	Y	Proj.504	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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CONGESTION MITIGATION PROJECTS Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects		**Project Description**	**Congestion Management System** **Yes:** Project identified through a Congestion Management System process **No:** Project did not result from a Congestion Management System process	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Project Location** **High:** Includes a congestion relief component in the leeward corridor of Oahu **Med:** Includes a congestion relief component in other areas of Oahu	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
	OAHU : STATE - FHWA															
OS5.	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 2A	The program 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 program will be implemented in phases.	N/A	L	H	L	M	N/A	N	N	N	Y	Y	Y	Y	Proj.2	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS5.	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 3	The program 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 program will be implemented in phases.	N/A	L	H	L	L	N/A	N	N	N	Y	Y	Y	Y	Proj.2	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS5.	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 4	The program 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 program will be implemented in phases.	N/A	L	H	L	L	N/A	N	N	N	Y	Y	Y	Y	Proj.2	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS5.	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78), Phase 5	The program 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 program will be implemented in phases.	N/A	L	H	L	L	N/A	N	N	N	Y	Y	Y	Y	Proj.2	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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CONGESTION MITIGATION PROJECTS Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects		**Project Description**	**Congestion Management System** **Yes:** Project identified through a Congestion Management System process **No:** Project did not result from a Congestion Management System process	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Project Location** **High:** Includes a congestion relief component in the leeward corridor of Oahu **Med:** Includes a congestion relief component in other areas of Oahu	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
OS57.	Freeway Management System, Joint Traffic Managament Center Operations (State)	These funds will be required for the State share of the annual operating expenses for the JTMC which includes normal building operations and a JTMC Manager. The State share has been calculated based on methodology that involves the estimated square footage that the State will occupy.	N/A	L	N/A	L	M	N/A	N	N	N	Y	Y	Y	Y	Proj. 851	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
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	H	L	H	N/A	N	N	N	Y	Y	Y	Y	Proj.2	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
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	L	L	H	N/A	N	N	N	Y	Y	Y	Y	Proj.2	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
	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	M	L	L	N/A	Y	N	N	Y	Y	Y	Y	Proj. 2	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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CONGESTION MITIGATION PROJECTS Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects		**Project Description**	**Congestion Management System** **Yes:** Project identified through a Congestion Management System process **No:** Project did not result from a Congestion Management System process	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Project Location** **High:** Includes a congestion relief component in the leeward corridor of Oahu **Med:** Includes a congestion relief component in other areas of Oahu	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
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	M	L	L	Y	N/A	Y	N	Y	Y	Y	Y	Proj. 504	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects		**Project Description**	**OahuMPO's Congestion Management Process** **High:** Project was evaluated as part of the process **Low:** Project was not evaluated as part of the 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	**Project Location** **High:** Includes a congestion relief component in the leeward corridor of Oahu **Med:** Includes a congestion relief component in other areas of Oahu	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
	OAHU : STATE - FHWA																
OS59.	Interstate Route H-1, Eastbound Improvements, Waiawa Interchange to Halawa Interchange	Capacity improvements through the defined limits, which could include adding a through lane and/or improving ramps and shoulders.	H	L	M	L	L	N	N	N	N/A	Y	Y	Y	Proj. 208	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
OS63.	Traffic Counting Stations at Various Locations, Oahu.	Construction of traffic counting stations for traffic data gathering and planning purposes. There is a separate phase shown for the rest of the islands in Statewide section of the STIP. This is a part of phase 2 of the Statewide project. The project will collect required Highway Performance Monitoring System (HPMS) data.	N/A	N/A	N/A	L	N/A	N/A	Y	N/A	TBD	Y	Y	Y	Proj. 2	G1O1-3, G1O5, G4O2-3, G8O2
	CITY & COUNTY OF HONOLULU - FHWA																
OC27.	Farrington Highway (Routes 7100 and 9107) Improvements, Phase 1	Construct improvements to enhance sub-regional roadway connectivity and mobility, increase capacity, and accomodate multi-modal transportation options, from Kapolei Golf Course Road to west of Fort Weaver Road. The project might be constructed in phases.	H	L	H	L	L	N	N	Y	N/A	Y	Y	Y	Proj. 205	G1O1-3, G1O5
OC23.	Salt Lake Boulevard (Route 7311), Widening, Phase 3	To widen the Salt Lake Boulevard to a multi-lane roadway within the existing 100' right-of-way between Maluna and Ala Lilikoi Streets.	H	L	M	M	L	Y	N	Y	Y	Y	N	Y	Proj. 209	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		**Project Description**	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
	OAHU : STATE - FHWA													
OS41.	Kamehameha Highway, Wetland Enhancement, Vicinity of Ukoa Pond	Enhance wetlands near Ukoa Pond as a mitigation for previous impacts and wetland banking for future use. This is a wetland mitigation project on the North Shore that is related to the construction of the Haleiwa Bypass Road.	N	Y	L	M	N	Y	N	N/A	Y	Y	Y	Proj. 101	G4O2-3
OS43.	Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street	Improve the bikeway/bike path from Philippine Sea Road to Waipahu Depot Street	Y	N/A	L	M	N	N	N	N/A	Y	Y	Y	Proj. 1	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
OS49.	Recreational Trails Program	A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use.	N	Y	L	M	N	N	N	N/A	Y	Y	Y	Proj. 101	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2
	CITY & COUNTY OF HONOLULU - FHWA													

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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	Y	Proj.1	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2
OC29	Federal Lands Access Program (FLAP)	FLAP was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sited an economic generators.	N	Y	L	M	Y	N	N	N/A	Y	Y	Y	Proj. 101	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2-3, G8O7
OC28	Safe Routes to School (SRTS) Program	The Safe Routes to School (SRTS) Program has the following goals: enable and encourage children, including those with disabilities, to walk and bicycle to school; make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.	N	N	L	L	N	N	N	N	Y	Y	Y	Proj. 101	G1O1-3, G1O5, G2O1, G2O4, G3O2-3, G4O1-3, G4O5

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		**Project Description**	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses Federal Planning Factor(s)?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
OC25.	Transportation Alternatives Program (MPO) at Various Locations	The Transportation Alternatives Program (TAP) is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. Locations to be determined by the OahuMPO TAP Project Evaluation and Ranking process.	N	Y	L	M	N	N	N	N/A	Y	Y	Y	Proj. 101	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2
OC26.	Transportation Alternatives Program (State)	Combined with the statewide portion, ~$2.4 million/year -- The Transportation Alternatives Program (TAP) is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. Locations to be determined by the State TAP Project Evaluation and Ranking process.	N	Y	L	M	N	N	N	N/A	Y	Y	Y	Proj. 101	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2

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TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service		**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**	**Oahu Regional ITS Architecture Consistency**	**Addresses at least one Federal Planning Factor?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
	OAHU : STATE - FTA														
OS68.	HDOT State Safety Oversight Program	This funding will provide operational resources for the HDOT State Safety Oversight Program administered by the HDOT Rail Transit Safety Office and will Implement 49 CFR Part 674 State Safety Oversight Final Rule.	N/A	N/A	N/A	Y	N/A	Y	Y	N/A	Y	Y	Y	Proj. 852	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
	CITY & COUNTY OF HONOLULU - FTA														
OC13.	Bus and Handi-Van Acquisition Program	Purchase replacement transit buses and handi-van vehicles.	Y	N/A	N/A	Y	N	Y	Y	N/A	Y	Y	Y	Proj. 603	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2
OC24.	Capital Training	Public Transit Division staff attendance at training workshops offered by the National Transit Institute.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	Y	Proj. 605	G1O3, G2O1

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TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service		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**	**Oahu Regional ITS Architecture Consistency**	**Addresses at least one Federal Planning Factor?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
OC16.	Honolulu Rail Transit 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	Y	Proj. 852	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2
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	Y	Proj. 605	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O2
OC21.	Transit Safety and Security Projects	Capital projects at various transit locations to improve safety and security	Y	Y	N/A	Y	N	Y	Y	N/A	Y	Y	Y	Proj. 605	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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HUMAN SERVICES TRANSPORTATION PROGRAMS Human Services programs, such as the following, that assist persons who have been traditionally underserved by the transportation system: - Job Access and Reverse Commute Program (JARC) - Elderly and Persons with Disabilities Vehicle Acquisition Program - New Freedom Program - Ways to Work Program		**Project Description**	**Coordinated Public Transit-Human Services Transportation Plan** **High:** This program is included in the Coordinated Public Transit-Human Services Transportation Plan **Low:** This program is not included in the Coordinated Public Transit-Human Services Transportation Plan	**Cost Participation** **High:** Private industry funding has been committed or project is 100% federally funded **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?	**Transit Friendly?** Does the project include improvements to transit facilities such as bus pads and bus bays?	**Oahu Regional ITS Architecture Consistency**	**Addresses at least one Federal Planning Factor?**	**Local Match Available?**	**Ready-to-Go?**	**ORTP Consistency**	**HSTP Goals and Objectives Code**
	OAHU : STATE - FTA											
OS50.	Transportation Assistance for Elderly and Disabled	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.	H	L	H	N	N	N/A	Y	Y	Y	Proj. 601	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G7O1, G7O5, G8O2

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	HAWAII : STATE - FHWA										
HS1.	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.	Y	Y	L	H	N	N	Y	N	G1O1-3, G1O5, G2O1, G4O1-3, G4O5, G5O2-3
HS20	Hawaii Belt Road (RTE 19), Bridge Rehabilitation/Replacement, Hakalau Bridge	Rehabilitate or replace existing bridge.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
HS4.	Hawaii Belt Road (RTE 19), Bridge Replacement, Kolekole Stream Bridge	Rehabilitate or replace existing bridge.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
HS5	Hawaii Belt Road (RTE 19), Bridge Replacement, Wailuku Bridge	Rehabilitate or replace existing bridge.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
HS12.	Hawaii Belt Road (RTE 19), Seismic Retrofit, Kaholo Bridge	Retrofit interchange structures to meet current seismic standards.	H	L	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3
HS13.	Kawaihae Road (Route 19), Waiaka Stream Bridge Replacement and Realignment of Approaches	Replacing the existing Waiaka Stream Bridge, realigning the bridge approaches, reconstructing the Route 19/Route 250 intersection and installing safety improvements.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
	COUNTY OF HAWAII - FHWA										

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
HC1.	Alii Drive (Route 186) Culvert Replacement	Replace existing culvert with a new concrete bridge.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
HC2.	Bridge and Pavement Improvement Program	System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. The current list of priortized proposed projects has beebn posted on the STIP website at: http://hidot.hawaii.gov/highways/other-related-links/stip/.	Y	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1, G4O1-3, G4O5, G5O2-3
HC3.	Bridge Inspection and Appraisal	Inspection of county-maintained bridges as required by FHWA.	N	N	L	M	N	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	HAWAII : STATE - FHWA										
HS2.	Guardrail and Shoulder Improvements, Various Locations	Improve guardrail and shoulders.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
HS6.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaumoali Bridge to East Paauilo Bridge and Vicinity of Kalopa Bridge	Improve guardrail and shoulders along Hawaii Belt Road from Kaumoali Bridge towards Waipunahina Bridge.	N	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
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	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
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	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
HS9.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaawalii Gulch to Kealakaha Bridge	Improve guardrail and shoulders from Kaawalii Gulch to Kealakaha Bridge.	N	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
HS10.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kaula Bridge to Kaawalii Gulch	Improve guardrail and shoulders from Kaula Bridge to Kaawalii Gulch.	N	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
HS11.	Hawaii Belt Road (Route 19), Guardrail and Shoulder Improvements, Kuwaikahi Bridge to Kaaluu Bridge	Improve guardrail and shoulders from Kuwaikahi Bridge to Kaaluu Bridge.	N	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
HS15.	Kohala Mountain Road (Route 250) Safety Improvements, MP 7.2 to MP 9.2, Phase 2	Scope includes, but is not limited to: Continuation of 2017 project to address recommended superelevation treatments along entire segment	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
HS16.	Mamalahoa Highway (RTE 11), Guardrail and Shoulder Improvements and Realignment, Naalehu to Honuapo	Remove and replace deteriorated guardrail; realign the highway toward the mauka side of the road; reconstruct weakened pavement areas and repave existing roadway; install pavement markings; and replace signs.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
HS17.	Mamalahoa Highway (Route 190) Safety Improvements, MP 17.0-20.8 and MP 21.3-26.2	Scope includes, but is not limited to: Installation of milled rumble strips on centerline; installation of milled rumble strips or rumble edge stripes on shoulders where possible; installation of guardrails where possible at drop-offs; widen shoulders where possible; pavement markings; and signing.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
HS18.	Mamalahoa Highway (Route 11) Safety Improvements, MP 98.7-105.3	Scope includes, but is not limited to: Milled rumble strips on centerline; Milled rumble strips /rumble edge stripes on shoulders, and widen shoulders, where possible; drainage improvements; installation of in-lane rumble strips, RM-5 markers in existing guardrails, and flashing bacon where appropriate; guardrail or alternative where needed.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects		**Project Description**	**Congestion Management System** **Yes:** Project identified through a Congestion Management System process **No:** Project did not result from a	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	HAWAII : STATE - FHWA											
HS2	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	N	Y	N	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
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	N	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		**Project Description**	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**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 Federal Planning Factor?**	**Consistent with 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.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7

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TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service		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 Federal Planning Factor?	Consistent with Regional Transportation Plans?	HSTP Goals and Objectives Code	HSTP Goals and Objectives Code
	COUNTY OF HAWAII - FTA												
HC4	Bus and Bus Facility	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.	Y	Y	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
HC5	Rural Transportation Program	Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.	Y	Y	Y	Y	Y	Y	Y	Y	N	G101-3, G201-2, G301-2, G401	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	MAUI : STATE - FHWA											
MS11	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. 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.	Y	Y	L	H	N	N	Y	N	G1O1-3, G1O5, G2O1, G4O1-3, G4O5, G5O2-3
MS2	Hana Highway Bridge Preservation Program, Phase 1	Improve Hana Highway Bridges. Improvements could include widening of lanes and shoulders, replace railings, strengthening of the superstructure to support current design loads, all abutments will be upgraded, all approach guardrail and CRM walls will be upgraded. Phase 1 will include work on 6 bridges. 1. Puohokamoa, 2. Kopiliula, 3. Mokulehua, 4. Ulaino, 5. Kailua, 6. Makanali	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
MS2	Hana Highway Bridge Preservation Program, Phase 2	Improve Hana Highway Bridges. Improvements could include widening of lanes and shoulders, replace railings, strengthening of the superstructure to support current design loads, all abutments will be upgraded, all approach guardrail and CRM walls will be upgraded. Phase 2 will be prioritized at a later date.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
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	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
	MOLOKAI										
MS13	Kamehameha V Highway (Route 450), Bridge Replacement, Makakupaia Stream Bridge	Kamehameha V Highway (Route 450) Puuloa Interchange Ramp "A" Seismic Rehabilitation. Milepost 3.94, Rehabilitate existing 43-foot long bridge by widening and strengthening to meet current State standards.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	COUNTY OF MAUI - FHWA											
MC19	Hana Highway (Route 360), Bridge Rehabilitation, Waikakoi Bridge (MP 45.42)	Scope of work involves constructing a temporary bypass road and bridge to allow traffic to continue through the area and replacing the existing bridge with a new bridge.	Y	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
MC4	Hana Highway (Route 3700), Bridge Replacement, Kahawaiokapia Bridge, MP 36.61	The scope of work involves constructing a temporary bypass road mauka of the existing bridge; demolishing the existing bridge; constructing the new bridge; then removing the temporary bypass road.	Y	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
MC11	Hana Highway (Route 3700), Bridge Replacement, Mahalawa Bridge, MP 43.29	Scope of work involves constructing a temporary bypass road and bridge to allow traffic to continue through the area and replacing the existing bridge with a new bridge.	Y	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
MC5	Kanaloa Avenue (Route 3420, MP 0-MP 0.9) Resurfacing from Kahului Beach Road (Route 3400) to Kaahumanu Ave (Route 3940) and Mahalani Street (Route 3231, MP 0-MP 1.18) Resurfacing from Kaahumanu Ave (Route 3400) to Maui Lani Parkway	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	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MC6.	Kaupakalua Road (Route 365) Pavement ~~Rehabilitation~~ Reconstruction ~~Phase 1 - Kokomo Road to East Kuiaha Road~~ Phase 2 - East Kuiaha Road to Hana Hwy	The proposed scope of work for this project consists of pavement reconstruction, utility adjustments, replacement of existing signs, and installation of pavement markings and striping.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MC3	Lower Honoapiilani Road (Route 3080), Bridge Replacement, Kahana Nui Bridge, MP 2.40	Replace existing concrete bridge. Construct roadway improvements at both approaches.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
MC8	Lower Honoapiilani Road (Route 3080, MP 2-MP 3.4) Improvements, Phase IV, Hoohui Road to Napilihau Road (Route 3090)	The proposed scope of work consists of pavement reconstruction, road widening, construct drainage systems, relocate waterlines, construct grade adjustment walls, construct sidewalks, reconstructing existing curb ramps to be ADA compliant, replacing existing signs, pavement markings and striping.	Y	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
MC9	Lower Honoapiilani Road (Route 3080, MP 0-MP 2) Pavement Rehabilitation, Honoapiilani Highway (Route 30) to Hoohui 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	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MC10	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	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MC13	Mill Street (Route 3840) Pavement Reconstruction, N. Market Street to E. Main Street	Reconstruction of the existing roadway pavement; adjusting existing manholes, valves, and street monuments; repairing drainlines as required; addressing accessibility issues; installing pavement striping and marking; and replacing existing signage.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MC15.	Onehee Avenue (Route 3960, MP 0.66-MP0) Pavement ~~Rehabilitation~~ Reconstruction, 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	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
MC17	South Kihei Road Pavement Reconstruction	Reconstruction of the existing roadway pavement from Uilani Street to Auhana Road.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	MAUI : STATE - FHWA										
MS1	Guardrail and Shoulder Improvement Program at Various Locations, Maui, Part 4	Improve guardrails and shoulders at various locations.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MS1	Guardrail and Shoulder Improvement Program at Various Locations, Maui, Part 5	Improve guardrails and shoulders at various locations.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MS1	Guardrail and Shoulder Improvement Program at Various Locations, Maui, Part 6	Improve guardrails and shoulders at various locations.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MS3	Honoapiilani Highway Realignment, Olowalu to Papalaua Park	Develop a two-lane alternative route mauka of Honoapiilani Highway outside of coastal hazard area and projected sea-level rise impact area.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
MS4	Honoapiilani Highway (Route 30), Rockfall Protection / Slope Stabilization, Vicinity of MP 10.33 to Vicinity of MP 10.44	Develop implement appropriate rockfall mitigation along this section of highway.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MS6	Kula Highway (Route 37) Safety Improvements, Aapueo Parkway to Omaopio Road	Scope includes, but is not limited to: Installation of milled rumble strips on centerline; installation of milled rumble strips or rumble edge stripes on shoulders; widen shoulders to accommodate milled rumble strips where appropriate and apply safety edge; intersection improvements at various locations; pavement markings; signing.	Y	N	L	H	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MS7.	North Kihei Road (Route 310) Safety Improvements, From Honoapiilani Highway to Piilani Highway	Scope includes, but is not limited to: Installation of milled rumble strips on centerline; installation of milled rumble strips or rumble edge stripes on shoulders; widen shoulders to accommodate milled rumble strips where appropriate and apply safety edge; left turn storage lane at MECO driveway; install additional traffic signal head and backplates at South Kihei Road; pavement markings; signing.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
MS10	Shoreline Protection/Mitigation Program, Various areas in Maui District	Develop and construct shoreline protection measures to better protect roadways from flooding and erosion as identified and prioritized in the Statewide Shoreline Protection Program. This funding is for the Maui District Sub-Program.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3
	COUNTY OF MAUI - FHWA										
MC5.	Guardrail and Shoulder Improvements, Various Locations, Phase 1 - Haliimaile Road (Route 371), Haleakala Highway (Route 37) to Baldwin Ave (Route 390) MP 0-MP 2.62	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	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
MC14	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	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-2, G4O5, G5O2-3, G8O3, G8O7

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
MC16	Papalaua Street (Rte 3020, MP 0.13-MP 0.17) Traffic Signal Upgrade at Wainee Street (Route 3015, MP 0.3-MP 0.34)	Removal of existing traffic signal system. Installation of a new signal system including controller, video detection, communication hardware, updated phasing and timing, resurfacing of the intersection's functional area, ADAAG related improvements.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-2, G4O5, G5O2-3, G8O3, G8O7

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CONGESTION MITIGATION PROJECTS Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects		**Project Description**	**Congestion Management System** **Yes:** Project identified through a Congestion Management System process **No:** Project did not result from a Congestion Management System process	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Traffic Signal Warrants** Traffic signal project meets the criteria in the Traffic Signal Warrants	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	COUNTY OF MAUI - FHWA											
MC1	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	L	N	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-2, G4O5, G5O2-3, G8O3, G8O7
MC18	Waiale Road (Route 3180) Traffic Signals at Waiinu Road	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.	N	N	L	L	Y	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-2, G4O5, G5O2-3, G8O3, G8O7
MC20	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	L	Y	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-2, G4O5, G5O2-3, G8O3, G8O7

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MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects		Project Description	**Congestion Management System** **Yes:** Project identified through a Congestion Management System process **No:** Project did not result from a Congestion Management System process	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Traffic Signal Warrants** Traffic signal project meets the criteria in the Traffic Signal Warrants	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	MAUI : STATE - FHWA											
MS8	Paia Bypass Road (Paia Alternative Route, Vicinity of Spreckelsville to Vicinity of Hookipa Park)	Plans for alternative traffic improvements in the vicinity of Paia town.	Y	N	L	L	N	N	N	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
	COUNTY OF MAUI - FHWA											
MC25.	North-South Collector Road (Route 3115, MP 1.21-MP 1.99), Kaonoulu Street to Namauu Place	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.	N	N	L	L	N	Y	N	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		**Project Description**	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	MAUI : STATE - FHWA										
MS12	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	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
MS9	Puunene Avenue (Rte 3500) Improvements, ~~Kaahumanu~~ Kamehameha Avenue (Rte 32) to Kuihelani Highway (Route 380), MP 0.46 to 1.09	Widen Puunene Ave. from Kaahumanu Ave. to Kuihelani Hwy. Improvement to bike lanes coulbe included where feasible.	N	Y	L	L	N	N	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		Project Description	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	COUNTY OF MAUI - FHWA										
MC12	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	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
MC21	Transportation Alternative Program (TAP) 2017 - Maui Bicycle & Pedestrian Route Development & Wayfinding 2017 - Papa Avenue Complete Street Improvements 2017 - Waiale Road Complete Street Improvements	The Transportation Alternatives Program (TAP) is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. Locations to be determined by the State TAP Project Evaluation and Ranking process.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1, G2O4, G3O2-3, G4O1-3, G4O5

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TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service		**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	COUNTY OF MAUI - FTA											
MC22	Bus and Bus Facility (Rural)	Program funds will be utilized to purchase communication, passenger counting equipment and buses for transit operations	Y	Y	Y	Y	Y	Y	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
MC24	Rural Areas Program	Operate public transit system.	Y	Y	Y	Y	Y	Y	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
MC23	Bus and Bus Facility (Small Urban)	Purchase of buses and construction of bus shelters. These funds have been previously obligated. Usage has been adjusted.	Y	Y	Y	Y	Y	Y	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
MC25	Urbanized Area - Kahului	Capital purchases, operating costs and planning	Y	N	N	Y	N	N	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5

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HUMAN SERVICES TRANSPORTATION PROGRAMS Human Services programs, such as the following, that assist persons who have been traditionally underserved by the transportation system: - Job Access and Reverse Commute Program (JARC) - Elderly and Persons with Disabilities Vehicle Acquisition Program - New Freedom Program - Ways to Work Program		**Project Description**	**Coordinated Public Transit-Human Services Transportation Plan** **High:** This program is included in the Coordinated Public Transit-Human Services Transportation Plan **Low:** This program 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?	**Transit Friendly?**	**Addresses at least one Federal Planning Factor?**	**Local Match Available?**	**Ready-to-Go?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	COUNTY OF MAUI - FTA											
MC26	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	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G7O1, G7O5, G8O2

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	KAUAI : STATE - FHWA										
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	G1O1-3, G1O5, G2O1, G4O1-3, G4O5, G5O2-3
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	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
KS5.	Kaumualii Highway (Route 50), Bridge Replacement, Omao Bridge	Rehabilitation of concrete T-girder bridge on Kaumualii Hwy in the vicinity of Omao Road.	Y	N	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Particiation** **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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
KS6.	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	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
KS7.	Kuhio Highway (Route 560), Bridge Rehabilitation, Wainiha Stream Bridges #1, #2 & #3 Phase 1 - Detour Road Phase 2 - Bridge Work	Repiar/rehabilitate existing bridges.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
KS9	Kuhio Highway (RTE 56), Bridge Repair, Hanalei Bridge	Replace remove and replace deteriorated steel as well as the deteriorated paint system on this historic bridge.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Particiation** **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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
KS10	Kuhio Highway (RTE 56), Bridge Repair, Wailua River Bridge	Replace deteriorated steel supports and all bearing areas of the bridge. Replace deteriorated concrete as well as bearings.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
KS11.	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	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3
	COUNTY OF KAUAI - FHWA										
KC1.	Anini Bridge #2 Replacement	Replace existing double box culvert and temporary one-lane precast panel bridge with a new structure. Demolish existing bridge, construct temporary bypass bridge, construct new two-lane bridge and possibly paved shoulders; relolcate utilities.	Y	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
KC2.	Bridge Inspection and Appraisal	Inspection of various bridges throughout the County. FHWA Requirement.	N	N	L	M	N	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
KC3.	Haleko Road (RTE 5040) Improvements	Project Limits are full length of Haleko Road; Resurface and Reconstruct pavement as needed; widen roadway to construct on-road bike lanes, construct a sidewalk on one side of the road where no sidewalk exists; add crosswalks as needed to service new sidewalk; add/improve turn lanes as needed.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
KC4.	Hanapepe Road (Route 545) Resurfacing	Resurface the entire length (5400 feet) of Hanapepe Road. Full depth reclaimation (FDR) technology will be used on this project whenever necessary to match existing adjacent facilities.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
KC5.	Improvements to Maluhia Rd. (RTE 520) and Kōloa Rd. (RTE 530)	Part of an ongoing roadway and street maintenance program. Work proposed for this phase will involve rehabilitation and resurfacing of the pavement of Maluhia Road and Koloa Road, which exhibit cracked and delaminated pavement as well as base failure. The work also includes shoulder widening these roads, to better serve all users and provide support for the pavement. The work also includes drainage improvements in areas that exhibit erosion and inadequate drainage. Maluhia Rd.: MP 0.0 to ~~1.7 and MP 2.8 to 2.96~~ 3.35… Koloa Rd.: MP 0.0 to 3.43.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
KC6.	Kamalu Road (RTE 581) Improvements	Resurface pavement (and Reconstruct as needed) the full length of Kamalu Road; widen roadway to provide paved shoulders, 5 feet wide where feasible; replace one-lane bridge at Kalama Stream with a two-lane bridge with appropriate bridge railing and approach guardrail; construct other safety improvements.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
KC7	Kawaihau Road (RTE 5860) Improvements	Project Limits are from Hauaala Road to Ka'apuni Road and Kapahi Park - The project includes construction of the following: pavement resurfacing and reconstruction; widened and/or new sidewalks; shoulder widening; intersection improvements including left turn lanes and crosswalks.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
KC9.	Kekaha Road (RTE 551) Improvements	Project Limits Kaumuali'i Highway to Amakihi Street -- Resuface pavement (and Reconstruct as needed); construct shared use path on mauka side (1.8 miles); reconstruct broken sidewalks and add additional sidewalks on the makai side.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
KC10.	Kilauea Road and Kolo Road (RTE 562) Resurfacing and Multi-Modal Access	The project includes construction of the following: pavement resurfacing and reconstruction; new sidewalks and sidewalk repair; new crosswalks; widening and extension of a shared use path; shoulder widening; intersection improvements including a mini-roundabout at the Kolo Road/Kilauea Road intersection.	N	Y	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SYSTEM PRESERVATION PROJECTS Projects that upgrade and protect infrastructure investments, such as: - pavement resurfacing projects - bridge projects - drainage projects - street light pole replacement projects - traffic sign projects - roadway upgrade projects (no additional capacity) - Intelligent Transportation System (ITS)		**Project Description**	**Bridge Assessment and Replacement Programs** **Yes:** Project identified through DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system **No:** Project did not result from DOT's Bridge Replacement Program, Honolulu's Bridge Inspection & Appraisal process or other bridge programming system	**Pavement Management Programs** **Yes:** Project identified through DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system **No:** Project did not result from DOT's Pavement Management System, County's Roadway Pavement Condition Survey or other pavement evaluation system	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
KC12	Moi Road (RTE 543) Resurfacing and Sidewalks	Resuface and reconstruct pavement as needed, along the full length of Moi Road; construct sidewalk on the east side where there is no sidewalk; add shoulders both sides between Kaumualiʻi Highway and Kane Street.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
KC13.	Olohena Rd (RTE 520), Kukui Street (RTE 581), and Ulu Street (RTE 5805) Improvements Phase 1 Phase 2	The project includes construction of the following: rehabilitation and resurfacing of the pavement of the project roads, which exhibit cracked and delaminated pavement as well as base failure. The work also includes shoulder widening on Kukui Street and Olohena Road where feasible, to better serve all users and provide support for the pavement. Between Kuhio Highway and the Kapaa Bypass, is proposed on one side, and the proposed paved shoulders are intended to be marked as bicycle lanes. The work also includes drainage improvements in areas that exhibit erosion and inadequate drainage.	N	Y	L	M	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
KC15.	Puhi Road (Route 5010) Rehabilitation, Phase 2 - Kaneka St to S. Haleukana St (MP 0.35 to MP 0.80)	Rehabilitate Puhi Road. Phase 1 was from Kaumualii Hwy (MP 0) to Kaneka St. Phase 2 will rehabilitate Puhi Road from Kaneka St to South Haleukana St intersection (MP 0.35 to MP 0.80), pavement widening, incorporating Complete Streets principles, and replacing pavement markers, striping, and traffic signs.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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SAFETY PROJECTS Projects that mitigate high accident and hazardous sites, such as: - guardrail and shoulder improvement projects - rockfall and slope stabilization projects - street light pole replacement projects - emergency telephone projects - Intelligent Transportation System (ITS)		**Project Description**	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Rockfall Protection Study** **Yes:** Project identified through DOT's Rockfall Protection Study **No:** Project did not result from DOT's Rockfall Protection Study	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	KAUAI : STATE - FHWA										
KS2.	Guardrail and Shoulder Improvements on State Highways, Kauai	Improve guardrails and shoulders at various locations.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
KS16.	Waimea Canyon Drive/Kokee Road Improvements, Phase 2A (MP 4-8)	Improvements include constructing paved shoulders, installing guardrails, pavement markings, signs and other improvements.	N	N	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3
	COUNTY OF KAUAI - FHWA										
KC8.	Kawaihau Road (Route 5860), Hauaala Road (Route 5865), Mailihuna Road (Route 5870), Complete Street & Safety Improvements	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).	N	N	L	L	N	N	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O2-3, G5O2-3

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CONGESTION MITIGATION PROJECTS Projects that increase the efficiency of the highway system, such as: - traffic signal modernization projects - operational improvement projects - ITS projects		**Project Description**	**Congestion Management System** **Yes:** Project identified through a Congestion Management System process **No:** Project did not result from a Congestion Management System process	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Cost Particpation** **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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	KAUAI : STATE - FHWA											
KS13.	Kuhio Highway (Route 56), Short Term Improvements	Improvements to Kuhio highway likely to include but are not limited to, repaving, widening the roadway to accomdate a new southbound lane, improving operating conditions of existing intersections, and improving existing auxiliary turn lanes.	Y	N	L	M	N/A	N/A	N	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
KS14.	Kuhio Highway (RTE 56) Traffic Signal Optimization and Intersection Improvements, Kapaa Solutions (Priority #3)	Improve intersection operations in order to provide additional capacity.	Y	N	L	M	N/A	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7

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MODERNIZATION PROJECTS Projects that add capacity to the highway system, such as: - new highway projects - widening projects (additional capacity) - second access projects - ITS projects		**Project Description**	**Congestion Management System** **Yes:** Project identified through a Congestion Management System process **No:** Project did not result from a Congestion Management System process	**Highway Safety Improvement Program** **Yes:** Project identified through DOT's Highway Safety Improvement Program or County Safety Improvement Program **No:** Project did not result from DOT's Highway Safety Improvement Program or County Safety Improvement Program	**Cost Participation** **High:** Private industry funding has been secured **Med:** Private industry funding is anticipated **Low:** Does not include other financial involvement (i.e. private industry)	**Project Stage** **High:** Planning or Design has already been completed **Med:** Planning or Design is almost complete **Low:** The project has not yet begun	**Traffic Signal Warrants** Traffic signal project meets the criteria in the Traffic Signal Warrants	**Gap Closure?** Does this project close a gap or connect missing links in a route?	**Mandated?** Required by federal, state, or municipal laws, regulations or codes?	**Addresses at least one Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	KAUAI : STATE - FHWA											
KS12	Kuhio Highway (RTE 56) Improvements, Kapaa Solutions (Priority #2), Vicinity of Kapule Highway to Vicinity of Wailua Bridge	The purpose of this project is to reduce congestion and improve mobility in the Kapaa area.	Y	N	L	L	N/A	N	N	Y	Y	G1O1-5

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		**Project Description**	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	KAUAI : STATE - FHWA										
KS15.	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	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
	COUNTY OF KAUAI - FHWA										
KC11.	Lydgate Park to Kapaa Bike/Pedestrian Path (Phase III of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94) Phase A-1 - Kawaihau Elevated Boardwalk, ~~Papaloa Road to Uhelekawawa Canal~~ Kawaihau Road to Gore Park Phases 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	Y	L	H	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		**Project Description**	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
KC11.	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	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
KC11.	Nawiliwili to Ahukini Bike/Pedestrian Path (Phase VI of the Lihue-Anahola Coastal Bike Path, Bike Plan HI, April '94) Phase A - Ninini Point to Ahukini Phase B - Ninini Point to Nawiliwili Beach Park	Path development will consist of a 10 to 12-foot wide concrete shared-use coastal path of various low-maintenance materials. Bike lane and sidewalk improvements to existing and planned street corridors will provide additional connectivity through urban areas.	Y	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3, G8O3, G8O7
KC14.	Poipu Road (Route 520) Multimodal Improvements Phase 1 - Lawai Rd to Keleka Rd Phase 2 - Koloa Rd to Lawai Rd	Construction of sidewalks and bike lanes; Intersection and pedestrian crossing improvements; Construction of a roundabout at Kiahuna Plantation Drive intersection and Ala Kinoiki; Construction of bus stop shelters; Construction of medians and landscaping	N	Y	L	L	N	N	Y	Y	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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ENHANCEMENT PROJECTS Transportation enhancement projects, such as: - bikeway projects - landscaping projects - pedestrian facilities projects		**Project Description**	**Transportation Enhancement/Alternative Funds** Is the project eligible for use of Transportation Enhancement/Alternative funds?	**Non-Transportation Enhancement/Alternative Funds** Does the project fall under at least one of the eligible Transportation Enhancement/Alternative activities?	**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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
KC19.	Safe Routes to School Program (SRTS) 2014 Awards 1. King Kaumualii School SRTS, Phase 1 2. Koloa Safe Routs, Phase 2 2016 Awards 3. Kalaheo School SRTS, Phase 1	SRTS is an international effort to increase safety and promote walking and bicycling to/from school. Eligible SRTS projects and activities shall directly support increased safety and convenience for students in grades K-8 to walk and/or bicycle to/from school.	N	Y	L	L	N	N	Y	N	G1O1-3, G1O5, G2O1, G2O4, G3O2-3, G4O1-3, G4O5
KC16.	Waimea to Kekaha Shared Use Path, Phase I	Construction of a Shared Use Path along the mauka side of Kaumualii Highway, between Carl Furutani Street in Waimea and Alae Road in Kekaha. Phase II of the path is proposed to be constructed along with Kekaha Road improvements.	N	Y	L	L	N	N	Y		G1O1-3, G1O5, G2O1, G4O5

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ADVCON – Advance Construction, INSP – Inspection, EQP – Equipment, OPR – Operations, RELOC – Relocation, UTL - Utilities

TRANSIT PROJECTS Transit-related projects, such as: - Preventative maintenance - Bus replacements - Intermodal centers - Transit centers - Bus radios - New transit service		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 Federal Planning Factor?**	**Consistent with Regional Transportation Plans?**	**HSTP Goals and Objectives Code**
	COUNTY OF KAUAI - FTA											
KC17.	Bus and Bus Facility	Purchase buses and operate bus transit facilities.	Y	Y	Y	Y	Y	Y	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3
KC18.	Rural Transportation Program	Operate public transit system.	Y	Y	Y	Y	Y	Y	Y	Y	N	G1O1-3, G1O5, G2O1-2, G2O4, G3O2-3, G4O1-3, G4O5, G5O2-3

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) 2020 and beyond. The latest Transportation Act, Fixing America's Surface Transportation (FAST) will expire after September 30, 2020.

Anticipated Funding Levels for FFYs 2019-2022

Future federal funding levels beyond FFY2020 were unavailable at the time of this writing. 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. Until that time, HDOT is aware that the financial assumptions used in this plan have the potential to be different than actual funding levels. When the next Transportation Act is approved, 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 Code of Federal Regulations (CFR), 23 CFR 450.216(l), states that financial constraint of the STIP must be demonstrated.

FAST has identified anticipated funding apportionments for FFYs 2016 to 2020.

https://www.fhwa.dot.gov/fastact/estfy20162020apports.pdf

Assuming a small reduction to account for the actual obligation limitation, it's anticipated that approximately $183 ad $187 million will be available for obligation in FFYs 2019 and 2020, respectively.

FAST identified an escalation of available funds at an average of 2.15% every year. For FFYs 2021 and 2022, a slightly more conservative 2% increase per year was used to estimate available funding.

After applying these assumptions to the future years, the funding assumptions for the State of Hawaii for the 2019-2022 federal fiscal years are as follows:

FFY 2015 - $182.9 million
FFY 2016 - $187.3 million
FFY 2017 - $191.0 million
FFY 2018 - $194.8 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 (2019-2022) of the STIP will need to be revised through a STIP amendment process. Financial constraint in the STIP must be strictly maintained from federal fiscal years 2019-2022.

Funding Categories

Funds from one funding category may be transferred (with associated repercussions and limits) to a more flexible funding category if one category is "short". Therefore, the total amount of obligation limitation is more important as a financial limitation.

Currently, the major funding categories that are used are as follows.

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 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. A final Transportation Asset Management Plan (TAMP) is due on June 30, 2019. The STIP will be revised to show a reallocation of funds, if required, to meet asset performance-based targets identified in the TAMP.

Surface Transportation Program Block Grant (STPBG) – 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) – This program provides for a variety of alternative transportation enhancement projects that were previously eligible activities under separately funded programs. TAP funds must be distributed to areas around the state based on population. In addition to this, TAP programs must be developed (Oahu MPO must develop one for the large urban areas. HDOT must

develop one for the small urban, rural area and "any area" TAP funds) to identify and prioritize eligible TAP projects.

Financial Constraint of the 2019-2022 (+2) STIP

In accordance with 23 CFR 450.218(l), a "year of expenditure" (YOE) inflation rate must be used to develop financial plans for projects funded with federal dollars and identified in the STIP.

The YOE inflation rate is calculated by HWY-SM. It is done by averaging the last three (3) available years' Consumer Price Index (CPI-U). This rate must be applied when developing cost estimates for future years on the STIP. The YOE rate is then distributed to the program and project managers in the State and LPAs, and to the MPOs for application.
The current 3-year average CPI-U (2016) has set the inflation rate to 1%. This rate will be reassessed every time the STIP is updated, or sooner, if appropriate.

Project cost estimates programmed in the STIP reflect YOE rates and are a part of the fiscal constraint calculations.

The financially constrained 2019-2022 (+2) STIP **programs** the following amounts of federal funds:

FFY 2019 – $182,824,000
FFY 2020 – $185,150,000
FFY 2021 – $187,888,000
FFY 2022 – $188,356,000

Compared to the future **anticipated** funding levels identified above:

FFY 2015 - $182,900,000
FFY 2016 - $187,300,000
FFY 2017 - $191,000,000
FFY 2018 - $194,800,000

The difference between anticipated future funds and the submitted FHWA STIP for fiscal years 2019-2022 (+2):

Using rounded amounts, the STIP programmed funding level is less than the amount of funds that are being anticipated in the coming years.

FFY 2019: $182.8 million < $182.9 million
FFY 2020: $185.2 million < $187.3 million
FFY 2021: $187.9 million < $191.0 million

FFY 2022: $188.3 million < $194.8 million

Based on this, the FHWA program for the 2019-2022 (+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 19-22 (+2) STIP programmed the following distributions:

	Target	Actual
Statewide:	7.5%	11%
Oahu:	55.5%	50%
Hawaii:	16%	11%
Maui:	14%	13%
Kauai:	7%	15%

The actual distribution of funds in the 19-22 (+2) STIP was close to the targeted distributions. Oahu, Hawaii and Maui ended up with less than the targeted percentage of total funds. With the priority still focused on system preservation and safety, Kauai's program doubled. Kauai's 19-22 (+2) STIP program included extra funding for priority system preservation projects. The statewide program also increased by about 50% due to the effort to fund open ended system preservation and safety programs. These programs will help the Division more efficiently address those asset management needs. This funding scenario should achieve the goal of reaching our TAMP performance targets.

The actual percentage distribution accounts for the requirement that sub-allocated metropolitan/urban area funds can only be used in the large 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, over the long range, 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 19-22 (+2) STIP is 23/77. The 19-22 (+2) STIP programs 23% of funds toward Capacity and Congestion projects and 77% of funds toward System Preservation, Safety and Other projects. This is in line with the current priority to focus on system preservation and asset management performance measures. Theoretically, the 23/77 ratio is even smaller if it's considered that many

congestion and capacity projects have significant system preservation and safety components to them.

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 19-22 Oahu TIP report (p. 109).

http://www.oahumpo.org/wp-content/uploads/2018/07/OahuMPO-TIP-FFYs-2019-2022.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 5309 - Fixed Guideway Modernization (FGM) funds are apportioned by a statutory tiered formula to fixed guideway systems at least seven years old. In the City's case, the term "fixed guideway system" refers to facilities on which bus service operates on exclusive or controlled rights-of-way (e.g., Hotel Street), and high-occupancy vehicle lanes.

New Starts funds are discretionary and are usually allocated by Congress. The New Starts program provides funds for construction of new fixed guideway systems or extensions to
existing fixed guideway systems. Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a "people

mover"), or a busway/high-occupancy vehicle facility, Bus Rapid Transit that is fixed guideway, or an extension of any of these.

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.

FTA Section 5340 - Growing States and High-Density States Formula funding was established to supplement Urban Area Formula, pursuant to certain thresholds established by the FTA.

The FTA numbers reflected in the STIP are based on the latest information of FTA funding levels identified in FAST posted on FTA's website.

https://www.transit.dot.gov/funding/apportionments/fiscal-year-2018-apportionment-tables-full-year

Using an assumed modest revenue growth rate, these funding levels were then projected to the FFY 2019-2022 (+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 mainly 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 - $70 million
Operation and Maintenance - $12 million

Total annual state resources ~ $127 million

State jurisdiction projects statewide encompass approximately 77% of the federal aid highway funds programmed in the STIP. On average, that's approximately $143 million in regular federal aid that require a state match. Assuming the majority of these projects are 80/20 match, the state would need $36 million as matching funds. 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

In accordance with 23 USC 115, States may proceed with a project authorization under title 23 USC without the use of Federal funds and in accordance with all procedures and requirements applicable to the project other than those procedures and requirements that limit the State to implementation of a project with the aid of Federal funds previously apportioned or allocated to the State; or with obligation authority previously allocated to the State.

Advance Construction (ADVCON) is a fiscal tool that allows us to provide opportunities to fund unusually costly projects by spreading out federal aid funding in

to future years. ADVCON is used to split up larger federal aid shares, if full funding is not fiscally feasible. The federal aid share of a project is spread out over two or more years. This reduces the federal aid fiscal burden on the initial year of obligation.

For example, a project requiring a total of $10 million in federal aid can have $5 million programmed and obligated to it in year 1, and then get the remaining $5 million converted in year 2. This reduces the total of federal aid obligations in year 1, but also increases the total obligations in year 2. This allows projects that would otherwise not be feasible from a fiscal constraint aspect to be programmed in year 1 to still go forward in year 1.

If AC is used for a project, cash flow needs must be monitored. Back to the example above, if more than $5 million in federal aid is needed during year 1, the agency responsible for the project must be able to fund any extra needs (pay invoices) with only its local funds until the year 2 AC conversion can happen.

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, Hispanic or Other Pacific Islander, American Indian and Alaska Native, and White.

The State DOT Title VI Plan (October 2017) 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)
Hispanic
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.
Composite Minority maps were then created based on these guidelines. Using data that identified minority populations (alone or in-combination), baseline composite minority maps were created. If a tract had less than 50% white population, it was considered a minority tract. Then the relatively high individual minority data was considered. For example, if a tract was 51% white and 49% Hawaiian, that would be considered a minority tract.

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 2018, the poverty guideline for a family of four is $28,870 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:

https://aspe.hhs.gov/poverty-guidelines

The State DOT Title VI Plan 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 2019-2022 (+2) STIP.

Methodology

Utilizing Maps obtained from the Department of Business and Economic Development, Tourism's Office of Planning (OP), 2010 Census data, and 2012-2016 American Community Survey (ACS) data, locations of each minority group and low-income populations have been identified statewide by 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

T6/EJ populations were 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 might 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 $650 million, the federal share over three years of this project equals about 40% 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 already ongoing and 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 transit capital projects were not included as a part of this analysis as the benefits were defined to improve the program, countywide.

For the purposes of this analysis, STIP projects and programs with a general statewide scope were not included. Also, projects in the FFY 2023 and 2024 illustrative years were not included in this discussion.

Equity: The following summarizes 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 amounts of projects programmed and the amount of funding related to those projects in T6/EJ tract groups verses non-T6/EJ tract groups.

The 2019-2022 STIP includes a total of 158 FHWA and FTA projects over four years that were analyzed.

The 2019-2022 STIP includes about $862 million in FHWA and FTA federal funds programmed for investment in Highway and Transit projects over four years.

Minority Populations

72% of 320 census tracts (2010 US Census) in the state were identified as minority populations. **72%** (113 projects) of the 158 STIP projects were programmed in minority population areas. **81%** ($696 million) of the $862 million in federal funds programmed for these projects was programmed in minority population areas. This analysis indicates that minority populations are receiving more than the fair share of transportation benefits relative to non-minority populations.

Low-Income Population

16% of 312 census tracts (2012-2016 ACS) in the state were identified as low-income populations. **20%** (31 projects) of the 158 STIP projects that were analyzed, were programmed in low-income population areas. **20%** ($175 million) of the $862 million in federal funds programmed for these projects were programmed in low-income population areas. This analysis indicates that low-income population areas are receiving more than the fair share of funding for transportation improvement benefits.

Non-Minority and Above Low-Income Populations

Intuitively, the above numbers show that for the non-minorities and above low-income populations, are receiving slightly less than their fair share. This is not the case. **Many of the projects included in the calculations for the benefits to minority and low-income populations have scope that extend into non-minority and above low-income populations** and therefore have shared benefits.

Consider three projects on Oahu, Pali Highway Resurfacing and Lighting Improvements, Ph1 and Ph2, H-1 Reconstruction and Repair, Eastbound from Waimalu IC to Halawa IC, and H-1 Guardrail and Shoulder Improvements, Kapiolani to Ainakoa. These projects include scope of work located in both minority and non-minority census tracts; and include scope in both low-income and above low-income census tracts. These 3 projects total about $90 million in federal aid programmed in this STIP.

Including just these additional projects in a similar calculation for non-minorities and above low-income tracts would result in the following numbers.

30% of 320 census tracts in the state were identified as non-minority. **28%** (45 projects) of the 158 STIP projects were programmed in non-minority population areas. **30%** ($255 million) of the $862 million in federal funds programmed for these projects were programmed in non-minority areas.

84% of 312 census tracts (2012-2016 ACS) in the state were identified as above low-income populations. **82%** (130 projects) of the 158 STIP projects that were analyzed, were programmed in above low-income population areas. **90%** ($777 million) of the $862 million in federal funds programmed for these projects were programmed in above low-income population areas.

These numbers will never be exactly equal, due to different needs occurring at different places at different times. However, these numbers do show reasonably equitable benefits in terms of number of projects and amount of federal funds programmed for all.

Displacement: Typically, capacity building projects are the most likely to include displacement impacts. While this STIP is focusing on system preservation and safety, there are a handful of needed capacity projects that remain on the program that could require displacements. The City's Farrington Highway Improvement project and the Salt Lake Boulevard Widening project; the State's Keaau Pahoa Improvement project and Daniel K Inouye Highway extension project on the Big Island of Hawaii; Paia Bypass on Maui; and Kapaa Capacity Solutions on Kauai are all capacity building projects. 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 better maintained and 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 asset 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 asset management plans. There are many State and County programs and technical 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 programmed through other locally funded programs.

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 could 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 technical 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 and the 2012-2016 ACS.

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.

FFY 2015-2018 STIP Title 6 & Environmental Justice Analysis

Identification of T6-EJ Populations

Low Income (Data based on 2012-2016 American Community Survey)

County	Total Number of Census Tracts	Total Number of Low Income Tracts
Honolulu	231	32
Hawaii	33	13
Maui	35	3
Kauai	13	1
State of Hawaii Total	**312**	**49**

County	Total Percentage of Census Tracts	Total Percentage of Low Income Tracts
Honolulu	74%	10%
Hawaii	11%	4%
Maui	11%	1%
Kauai	4%	0%
State of Hawaii Total	**100%**	**16%**

Minority (Data based on 2010 US Cencus)

County	Total Number of Census Tracts	Total Number of Minority Tracts
Honolulu	229	180
Hawaii	43	25
Maui	35	17
Kauai	13	7
State of Hawaii Total	**320**	**229**

County	Total Percentage of Census Tracts	Total Percentage of Low Income Tracts
Honolulu	72%	56%
Hawaii	13%	8%
Maui	11%	5%
Kauai	4%	2%
State of Hawaii Total	**100%**	**72%**

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	55	47	85%
FTA	6	4	67%
Total	61	51	84%
Hawaii			
FHWA	23	11	48%
FTA	2	2	100%
Total	25	13	52%
Maui			
FHWA	34	23	68%
FTA	5	5	100%
Total	39	28	72%
Kauai			
FHWA	31	20	65%
FTA	2	2	100%
Total	33	22	67%
GRAND TOTAL	**158**	**114**	**72%**

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	$ 379,831	$348,628	92%
FTA	$ 160,863	$159,805	99%
Total	$ 540,694	$508,433	94%
Hawaii			
FHWA	$ 84,042	$51,506	61%
FTA	$ 6,782	$6,782	100%
Total	$ 90,824	$58,288	64%
Maui			
FHWA	$ 99,741	$66,104	66%
FTA	$ 15,013	$15,013	100%
Total	$ 114,754	$81,117	71%
Kauai			
FHWA	$ 109,275	$41,829	38%
FTA	$ 6,782	$6,782	100%
Total	$ 116,057	$48,611	42%
GRAND TOTAL	**$ 862,329**	**$ 696,449**	**81%**

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	55	14	25%
FTA	6	1	17%
Total	61	15	25%
Hawaii			
FHWA	23	6	26%
FTA	2	0	0%
Total	25	6	24%
Maui			
FHWA	34	6	18%
FTA	5	2	40%
Total	39	8	21%
Kauai			
FHWA	31	2	6%
FTA	2	0	0%
Total	33	2	6%
GRAND TOTAL	**158**	**31**	**20%**

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	$ 379,831	$ 92,805	
FTA	$ 160,863	$ 1,819	
Total	$ 540,694	$ 94,624	18%
Hawaii			
FHWA	$ 84,042	$ 27,816	
FTA	$ 6,782	$ -	
Total	$ 90,824	$ 27,816	31%
Maui			
FHWA	$ 99,741	$ 18,609	
FTA	$ 15,013	$ 10,091	
Total	$ 114,754	$ 28,700	25%
Kauai			
FHWA	$ 109,275	$ 24,000	
FTA	$ 6,782	$ -	
Total	$ 116,057	$ 24,000	21%
GRAND TOTAL	**$ 862,329**	**$ 175,140**	**20%**

Highlighted Census Tracts are designated Minority Tracts (tract is comprised of <50% population = white or >35% any minority population)

NAME10	POP10	County	AIAN_alone		Black_alone		Chinese_al		Filipino_alo		Hawaiian_a		Hispanic		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%	249	6.44%	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%	216	5.33%	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%	154	16.51%	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%	158	4.68%	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%	785	11.63%	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%	551	7.37%	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%	961	12.07%	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%	821	19.35%	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%	426	12.52%	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%	532	10.40%	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%	227	6.20%	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%	382	6.45%	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%	564	10.82%	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%	232	9.03%	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%	474	12.05%	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%	474	14.39%	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%	715	12.07%	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%	451	8.37%	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%	414	9.19%	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%	388	7.98%	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%	433	10.05%	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%	614	9.91%	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%	508	10.74%	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%	1,111	17.38%	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%	1,652	15.00%	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%	1,127	14.29%	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%	705	17.59%	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%	501	10.08%	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%	1,118	14.85%	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%	837	9.90%	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%	608	10.18%	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%	417	10.36%	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%	587	12.12%	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%	933	10.97%	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%	585	11.35%	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%	897	11.47%	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%	716	9.44%	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%	848	8.89%	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%	756	9.35%	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%	896	14.17%	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%	427	10.88%	670	17.07%	35	0.89%	67	1.71%	26	0.66%	5	0.13%	2126	54.17%
220	2588	Hawaii	119	4.60%	25	0.97%	334	12.91%	1008	38.95%	635	24.54%	285	11.01%	401	15.49%	34	1.31%	25	0.97%	6	0.23%	1	0.04%	1579	61.01%
221.02	2041	Hawaii	57	2.79%	36	1.76%	257	12.59%	714	34.98%	421	20.63%	294	14.40%	265	12.98%	12	0.59%	6	0.29%	19	0.93%	6	0.29%	1198	58.70%
1.06	7704	Honolulu	135	1.75%	133	1.73%	1453	18.86%	604	7.84%	694	9.01%	335	4.35%	2642	34.29%	590	7.66%	69	0.90%	56	0.73%	16	0.21%	3668	47.61%
1.07	2818	Honolulu	51	1.81%	31	1.10%	593	21.04%	237	8.41%	345	12.24%	111	3.94%	1111	39.43%	188	6.67%	1	0.04%	31	1.10%	1	0.04%	1300	46.13%
1.08	3264	Honolulu	66	2.02%	60	1.84%	604	18.50%	206	6.31%	306	9.38%	178	5.45%	786	24.08%	237	7.26%	20	0.61%	12	0.37%	5	0.15%	1872	57.35%
1.10	4288	Honolulu	83	1.94%	53	1.24%	892	20.80%	329	7.67%	595	13.88%	199	4.64%	1699	39.62%	241	5.62%	11	0.26%	25	0.58%	7	0.16%	2041	47.60%
1.11	5035	Honolulu	64	1.27%	58	1.15%	1173	23.30%	543	10.78%	796	15.81%	195	3.87%	2344	46.55%	308	6.12%	18	0.36%	56	1.11%	3	0.06%	1926	38.25%
1.12	5555	Honolulu	83	1.49%	57	1.03%	1130	20.34%	358	6.44%	761	13.70%	264	4.75%	2461	44.30%	398	7.16%	20	0.36%	42	0.76%	12	0.22%	2214	39.86%
1.14	1594	Honolulu	13	0.82%	24	1.51%	201	12.61%	80	5.02%	128	8.03%	51	3.20%	307	19.26%	80	5.02%	5	0.31%	13	0.82%	0	0.00%	1050	65.87%
2	5742	Honolulu	111	1.93%	48	0.84%	1468	25.57%	427	7.44%	1147	19.98%	298	5.19%	2412	42.01%	265	4.62%	37	0.64%	70	1.22%	23	0.40%	2312	40.26%
3.01	3307	Honolulu	44	1.33%	34	1.03%	865	26.16%	206	6.23%	355	10.73%	107	3.24%	1341	40.55%	157	4.75%	3	0.09%	18	0.54%	0	0.00%	1225	37.04%
3.02	2990	Honolulu	66	2.21%	25	0.84%	816	27.29%	188	6.29%	438	14.65%	121	4.05%	1267	42.37%	162	5.42%	11	0.37%	29	0.97%	3	0.10%	1185	39.63%
4.01	2893	Honolulu	28	0.97%	21	0.73%	566	19.56%	120	4.15%	253	8.75%	81	2.80%	1360	47.01%	132	4.56%	8	0.28%	3	0.10%	0	0.00%	1112	38.44%
4.02	3999	Honolulu	26	0.65%	28	0.70%	1094	27.36%	243	6.08%	240	6.00%	99	2.48%	1568	39.21%	323	8.08%	2	0.05%	10	0.25%	0	0.00%	1404	35.11%
5	3807	Honolulu	28	0.74%	26	0.68%	848	22.27%	165	4.33%	326	8.56%	102	2.68%	1198	31.47%	209	5.49%	20	0.53%	14	0.37%	1	0.03%	1808	47.49%
6	1218	Honolulu	14	1.15%	8	0.66%	390	32.02%	36	2.96%	118	9.69%	43	3.53%	312	25.62%	58	4.76%	3	0.25%	3	0.25%	3	0.25%	569	46.72%
7	2966	Honolulu	50	1.69%	6	0.20%	728	24.54%	225	7.59%	373	12.58%	132	4.45%	1664	56.10%	177	5.97%	1	0.03%	19	0.64%	7	0.24%	722	24.34%
8	3771	Honolulu	67	1.78%	41	1.09%	1084	28.75%	337	8.94%	560	14.85%	149	3.95%	1675	44.42%	216	5.73%	14	0.37%	43	1.14%	7	0.19%	1100	29.17%
9.01	2736	Honolulu	35	1.28%	31	1.13%	524	19.15%	116	4.24%	235	8.59%	89	3.25%	1322	48.32%	177	6.47%	8	0.29%	30	1.10%	0	0.00%	971	35.49%
9.02	4088	Honolulu	73	1.79%	44	1.08%	975	23.85%	288	7.05%	507	12.40%	159	3.89%	1427	34.91%	151	3.69%	17	0.42%	26	0.64%	8	0.20%	1860	45.50%
9.03	2858	Honolulu	44	1.54%	41	1.43%	707	24.74%	204	7.14%	439	15.36%	101	3.53%	1289	45.10%	165	5.77%	10	0.35%	19	0.66%	0	0.00%	940	32.89%
10	3096	Honolulu	96	3.10%	41	1.32%	596	19.25%	318	10.27%	506	16.34%	213	6.88%	1427	46.09%	140	4.52%	28	0.90%	23	0.74%	35	1.13%	1187	38.34%
11	3862	Honolulu	77	1.99%	54	1.40%	570	14.76%	364	9.43%	754	19.52%	178	4.61%	1161	30.06%	100	2.59%	685	17.74%	274	7.09%	116	3.00%	815	21.10%
12.01	2924	Honolulu	53	1.81%	50	1.71%	730	24.97%	283	9.68%	446	15.25%	144	4.92%	1299	44.43%	157	5.37%	40	1.37%	48	1.64%	36	1.23%	766	26.20%

Highlighted Census Tracts are designated Minority Tracts (tract is comprised of <50% population = white or >35% any minority population)

NAME10	POP10	County	AIAN_alone		Black_alone		Chinese_al		Filipino_alo		Hawaiian_a		Hispanic		Japanese_a		Korean_alo		Micronesia		Samoan_al		Tongan		White_alon	
12.02	3030	Honolulu	48	1.58%	34	1.12%	726	23.96%	301	9.93%	486	16.04%	132	4.36%	1587	52.38%	118	3.89%	76	2.51%	20	0.66%	21	0.69%	762	25.15%
13	4207	Honolulu	72	1.71%	53	1.26%	1263	30.02%	443	10.53%	714	16.97%	199	4.73%	1676	39.84%	246	5.85%	38	0.90%	57	1.35%	11	0.26%	1250	29.71%
14	2550	Honolulu	21	0.82%	29	1.14%	617	24.20%	175	6.86%	328	12.86%	97	3.80%	1214	47.61%	139	5.45%	13	0.51%	20	0.78%	18	0.71%	742	29.10%
15	3527	Honolulu	49	1.39%	47	1.33%	901	25.55%	362	10.26%	598	16.95%	180	5.10%	1524	43.21%	189	5.36%	33	0.94%	44	1.25%	8	0.23%	1071	30.37%
16	3783	Honolulu	75	1.98%	52	1.37%	893	23.61%	344	9.09%	620	16.39%	219	5.79%	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%	142	5.83%	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%	135	7.86%	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%	262	7.80%	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%	127	6.87%	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%	34	4.06%	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%	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%	240	6.13%	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%	145	5.85%	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%	85	6.08%	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%	152	6.36%	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%	124	5.25%	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%	234	6.35%	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%	114	3.35%	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%	298	5.40%	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%	209	6.75%	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%	132	4.09%	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%	224	5.72%	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%	241	5.67%	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%	321	6.30%	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%	276	5.46%	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%	130	3.53%	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%	71	2.94%	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%	177	4.10%	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%	83	2.25%	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%	93	2.79%	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%	45	5.40%	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%	52	4.59%	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%	353	6.38%	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%	260	5.51%	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%	222	6.83%	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%	351	6.08%	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%	32	3.50%	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%	129	5.65%	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%	172	4.44%	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%	202	4.92%	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%	140	4.99%	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%	90	3.57%	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%	220	3.94%	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%	176	4.43%	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%	44	6.72%	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%	90	5.80%	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%	355	7.88%	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%	129	3.76%	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%	395	7.06%	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%	281	5.44%	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%	166	3.23%	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%	111	2.97%	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%	150	3.29%	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%	362	5.40%	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%	134	4.19%	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%	82	2.65%	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%	140	4.25%	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%	143	3.93%	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%	86	5.25%	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%	75	3.61%	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%	248	3.67%	801	11.87%	247	3.66%	95	1.41%	189	2.80%	66	0.98%	590	8.74%
57	2148	Honolulu	60	2.79%	78	3.63%	435	20.25%	547	25.47%	378	17.60%	156	7.26%	212	9.87%	117	5.45%	144	6.70%	114	5.31%	21	0.98%	516	24.02%
58	3440	Honolulu	64	1.86%	64	1.86%	392	11.40%	2099	61.02%	563	16.37%	245	7.12%	262	7.62%	89	2.59%	182	5.29%	216	6.28%	22	0.64%	386	11.22%
59	3353	Honolulu	23	0.69%	103	3.07%	193	5.76%	1294	38.59%	858	25.59%	197	5.88%	292	8.71%	42	1.25%	231	6.89%	205	6.11%	14	0.42%	551	16.43%
60	5421	Honolulu	24	0.44%	33	0.61%	288	5.31%	4361	80.45%	431	7.95%	120	2.21%	276	5.09%	31	0.57%	153	2.82%	190	3.50%	20	0.37%	292	5.39%

Highlighted Census Tracts are designated Minority Tracts (tract is comprised of <50% population = white or >35% any minority population)

NAME10	POP10	County	AIAN_alone		Black_alone		Chinese_al		Filipino_alo		Hawaiian_a		Hispanic		Japanese_a		Korean_alo		Micronesia		Samoan_al		Tongan		White_alon	
61	4175	Honolulu	30	0.72%	34	0.81%	312	7.47%	3224	77.22%	431	10.32%	132	3.16%	365	8.74%	19	0.46%	50	1.20%	103	2.47%	21	0.50%	309	7.40%
62.01	6047	Honolulu	53	0.88%	83	1.37%	553	9.15%	3177	52.54%	744	12.30%	255	4.22%	550	9.10%	76	1.26%	875	14.47%	591	9.77%	24	0.40%	567	9.38%
62.02	1701	Honolulu	42	2.47%	68	4.00%	99	5.82%	121	7.11%	248	14.58%	128	7.52%	68	4.00%	3	0.18%	704	41.39%	626	36.80%	43	2.53%	140	8.23%
63.01	3773	Honolulu	31	0.82%	23	0.61%	432	11.45%	2120	56.19%	476	12.62%	145	3.84%	789	20.91%	65	1.72%	95	2.52%	179	4.74%	11	0.29%	410	10.87%
63.02	2720	Honolulu	38	1.40%	39	1.43%	228	8.38%	590	21.69%	448	16.47%	153	5.63%	293	10.77%	13	0.48%	700	25.74%	646	23.75%	65	2.39%	326	11.99%
64.01	2059	Honolulu	14	0.68%	2	0.10%	170	8.26%	1531	74.36%	209	10.15%	132	6.41%	247	12.00%	23	1.12%	20	0.97%	61	2.96%	44	2.14%	160	7.77%
64.02	6387	Honolulu	76	1.19%	45	0.70%	640	10.02%	4130	64.66%	1089	17.05%	428	6.70%	832	13.03%	77	1.21%	126	1.97%	233	3.65%	101	1.58%	1105	17.30%
65	4541	Honolulu	86	1.89%	54	1.19%	526	11.58%	2360	51.97%	676	14.89%	293	6.45%	933	20.55%	98	2.16%	165	3.63%	171	3.77%	61	1.34%	945	20.81%
66	374	Honolulu	7	1.87%	62	16.58%	12	3.21%	21	5.61%	4	1.07%	54	14.44%	6	1.60%	6	1.60%	1	0.27%	5	1.34%	1	0.27%	266	71.12%
67.01	5830	Honolulu	67	1.15%	154	2.64%	1101	18.89%	966	16.57%	614	10.53%	252	4.32%	3050	52.32%	262	4.49%	49	0.84%	43	0.74%	1	0.02%	1356	23.26%
67.02	1989	Honolulu	51	2.56%	197	9.90%	227	11.41%	374	18.80%	349	17.55%	254	12.77%	305	15.33%	160	8.04%	76	3.82%	100	5.03%	2	0.10%	870	43.74%
68.02	6842	Honolulu	83	1.21%	128	1.87%	614	8.97%	4186	61.18%	934	13.65%	389	5.69%	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%	32	1.13%	159	5.61%	53	1.87%	452	15.94%	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%	273	4.43%	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%	51	2.99%	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%	265	5.99%	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%	450	8.93%	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%	551	14.41%	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%	638	15.79%	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%	414	15.26%	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%	484	12.52%	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%	40	11.73%	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	1.28%	300	7.54%	42	1.06%	473	11.88%	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%	107	7.78%	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%	309	5.99%	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%	381	12.02%	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%	326	6.11%	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%	273	6.44%	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%	306	6.00%	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%	101	5.30%	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%	446	8.68%	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%	495	9.16%	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%	298	8.91%	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%	270	4.95%	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%	380	7.62%	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%	220	10.97%	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%	141	4.97%	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%	610	13.07%	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%	650	9.47%	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%	300	6.18%	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%	295	5.56%	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%	718	15.40%	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%	873	10.64%	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%	481	10.31%	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%	771	12.86%	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%	323	9.71%	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%	540	11.42%	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%	227	9.68%	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%	465	13.49%	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%	881	13.46%	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%	323	15.12%	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%	1,101	11.36%	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%	191	9.24%	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%	74	7.04%	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%	12	14.29%	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%	828	13.76%	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%	127	14.05%	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%	1,076	13.07%	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%	960	10.25%	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%	480	11.80%	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%	457	5.20%	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%	366	6.54%	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%	533	7.80%	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%	348	4.32%	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%	349	9.25%	1280	33.94%	209	5.54%	37	0.98%	87	2.31%	1	0.03%	1607	42.61%

Highlighted Census Tracts are designated Minority Tracts (tract is comprised of <50% population = white or >35% any minority population)

NAME10	POP10	County	AIAN_alone		Black_alone		Chinese_al		Filipino_alo		Hawaiian_a		Hispanic		Japanese_a		Korean_alo		Micronesia		Samoan_al		Tongan		White_alon	
89.07	4232	Honolulu	142	3.36%	178	4.21%	752	17.77%	1388	32.80%	1079	25.50%	522	12.33%	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%	483	8.27%	2614	44.78%	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%	686	18.02%	1073	28.19%	789	20.73%	357	9.38%	1545	40.59%	206	5.41%	25	0.66%	89	2.34%	0	0.00%	1383	36.34%
89.12	2570	Honolulu	15	0.58%	15	0.58%	155	6.03%	1937	75.37%	220	8.56%	103	4.01%	412	16.03%	34	1.32%	7	0.27%	69	2.68%	2	0.08%	250	9.73%
89.13	4116	Honolulu	48	1.17%	46	1.12%	457	11.10%	2719	66.06%	676	16.42%	248	6.03%	715	17.37%	50	1.21%	47	1.14%	145	3.52%	18	0.44%	643	15.62%
89.14	5098	Honolulu	118	2.31%	247	4.85%	382	7.49%	3064	60.10%	609	11.95%	450	8.83%	368	7.22%	63	1.24%	561	11.00%	542	10.63%	21	0.41%	740	14.52%
89.15	5236	Honolulu	216	4.13%	327	6.25%	777	14.84%	1737	33.17%	1180	22.54%	700	13.37%	1245	23.78%	171	3.27%	198	3.78%	204	3.90%	22	0.42%	2188	41.79%
89.17	4554	Honolulu	68	1.49%	104	2.28%	719	15.79%	1250	27.45%	774	17.00%	328	7.20%	2056	45.15%	245	5.38%	31	0.68%	55	1.21%	6	0.13%	1538	33.77%
89.18	5429	Honolulu	138	2.54%	281	5.18%	893	16.45%	1283	23.63%	1026	18.90%	520	9.58%	1916	35.29%	301	5.54%	65	1.20%	78	1.44%	0	0.00%	2272	41.85%
89.20	4296	Honolulu	78	1.82%	138	3.21%	789	18.37%	1243	28.93%	790	18.39%	416	9.68%	1717	39.97%	256	5.96%	19	0.44%	109	2.54%	7	0.16%	1370	31.89%
89.21	2668	Honolulu	47	1.76%	71	2.66%	296	11.09%	1626	60.94%	420	15.74%	227	8.51%	523	19.60%	44	1.65%	11	0.41%	73	2.74%	12	0.45%	532	19.94%
89.23	4737	Honolulu	104	2.20%	135	2.85%	831	17.54%	1457	30.76%	810	17.10%	371	7.83%	1915	40.43%	235	4.96%	63	1.33%	107	2.26%	13	0.27%	1450	30.61%
89.24	7623	Honolulu	103	1.35%	153	2.01%	916	12.02%	4145	54.37%	1019	13.37%	467	6.13%	1584	20.78%	251	3.29%	95	1.25%	276	3.62%	16	0.21%	1756	23.04%
89.25	6902	Honolulu	113	1.64%	280	4.06%	771	11.17%	3558	51.55%	1036	15.01%	629	9.11%	1125	16.30%	172	2.49%	167	2.42%	343	4.97%	43	0.62%	1862	26.98%
89.26	1572	Honolulu	50	3.18%	138	8.78%	161	10.24%	240	15.27%	218	13.87%	164	10.43%	259	16.48%	60	3.82%	20	1.27%	24	1.53%	5	0.32%	935	59.48%
89.27	5180	Honolulu	116	2.24%	188	3.63%	1001	19.32%	1395	26.93%	949	18.32%	545	10.52%	2133	41.18%	371	7.16%	31	0.60%	50	0.97%	4	0.08%	2000	38.61%
89.28	3884	Honolulu	80	2.06%	97	2.50%	708	18.23%	1106	28.48%	642	16.53%	262	6.75%	1706	43.92%	314	8.08%	41	1.06%	56	1.44%	0	0.00%	1377	35.45%
89.29	4836	Honolulu	91	1.88%	162	3.35%	803	16.60%	1250	25.85%	763	15.78%	398	8.23%	2121	43.86%	233	4.82%	45	0.93%	51	1.05%	2	0.04%	1672	34.57%
89.30	2560	Honolulu	44	1.72%	66	2.58%	449	17.54%	445	17.38%	285	11.13%	134	5.23%	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%	202	6.10%	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%	281	17.20%	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%	480	9.00%	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%	613	12.87%	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%	753	14.61%	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%	1,055	21.56%	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%	160	12.59%	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%	373	14.57%	27	1.05%	14	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%	1,802	17.51%	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%	807	14.20%	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%	1,279	19.28%	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%	854	13.71%	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%	443	14.45%	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%	435	15.35%	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%	1,223	19.15%	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%	423	11.31%	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%	583	9.74%	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%	500	15.06%	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%	620	7.87%	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%	517	8.79%	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%	424	5.55%	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%	469	9.84%	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%	566	11.18%	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%	499	7.83%	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%	160	4.82%	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%	215	10.86%	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%	206	5.83%	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%	632	11.66%	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%	213	8.29%	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%	304	8.88%	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%	410	7.52%	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%	207	5.65%	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%	553	18.63%	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%	1,337	20.42%	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%	197	6.27%	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%	402	9.73%	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%	269	7.54%	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%	150	5.97%	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%	243	5.85%	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%	219	5.77%	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%	349	7.18%	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%	198	6.18%	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%	202	4.61%	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%	60	3.73%	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%	612	11.23%	841	15.43%	160	2.94%	111	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%	699	13.01%	94	1.75%	52	0.97%	35	0.65%	39	0.73%	0	0.00%	3689	68.67%

Highlighted Census Tracts are designated Minority Tracts (tract is comprised of <50% population = white or >35% any minority population)

NAME10	POP10	County	AIAN_alone		Black_alone		Chinese_al		Filipino_alo		Hawaiian_a		Hispanic		Japanese_a		Korean_alo		Micronesia		Samoan_al		Tongan		White_alon	
115	5493	Honolulu	146	2.66%	180	3.28%	1138	20.72%	1789	32.57%	2842	51.74%	607	11.05%	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%	261	7.39%	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%	555	14.00%	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%	346	7.60%	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%	747	10.09%	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%	0.00%	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%	125	17.76%	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%	0.00%	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%	0.00%	0.00%	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%	4	21.05%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	15	78.95%
9813	8	Honolulu	0	0.00%	0	0.00%	0	0.00%	1	12.50%	1	12.50%	0.00%	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	5	62.50%
9814	97	Honolulu	1	1.03%	7	7.22%	4	4.12%	13	13.40%	35	36.08%	5	5.15%	14	14.43%	1	1.03%	2	2.06%	0	0.00%	0	0.00%	29	29.90%
319	90	Kalawao	0	0.00%	0	0.00%	6	6.67%	8	8.89%	46	51.11%	1	1.11%	7	7.78%	0	0.00%	1	1.11%	7	7.78%	0	0.00%	33	36.67%
401.03	6484	Kauai	195	3.01%	74	1.14%	290	4.47%	845	13.03%	629	9.70%	478	7.37%	393	6.06%	35	0.54%	43	0.66%	8	0.12%	4	0.06%	5063	78.08%
401.04	1344	Kauai	47	3.50%	10	0.74%	64	4.76%	97	7.22%	288	21.43%	67	4.99%	94	6.99%	6	0.45%	7	0.52%	2	0.15%	0	0.00%	1034	76.93%
402.04	5047	Kauai	184	3.65%	63	1.25%	453	8.98%	1028	20.37%	1154	22.87%	470	9.31%	861	17.06%	70	1.39%	33	0.65%	40	0.79%	38	0.75%	3348	66.34%
402.05	3845	Kauai	91	2.37%	46	1.20%	358	9.31%	850	22.11%	816	21.22%	375	9.75%	889	23.12%	45	1.17%	15	0.39%	19	0.49%	11	0.29%	2220	57.74%
403	8385	Kauai	334	3.98%	133	1.59%	879	10.48%	2822	33.66%	2176	25.95%	955	11.39%	1563	18.64%	78	0.93%	107	1.28%	70	0.83%	100	1.19%	4145	49.43%
404	8740	Kauai	152	1.74%	88	1.01%	791	9.05%	4831	55.27%	1700	19.45%	645	7.38%	1491	17.06%	90	1.03%	135	1.54%	35	0.40%	52	0.59%	2842	32.52%
405	5943	Kauai	160	2.69%	69	1.16%	642	10.80%	1863	31.35%	1311	22.06%	518	8.72%	1870	31.47%	66	1.11%	43	0.72%	53	0.89%	38	0.64%	2389	40.20%
406.03	2544	Kauai	54	2.12%	23	0.90%	190	7.47%	876	34.43%	466	18.32%	232	9.12%	410	16.12%	16	0.63%	24	0.94%	13	0.51%	1	0.04%	1321	51.93%
406.04	3139	Kauai	86	2.74%	41	1.31%	270	8.60%	767	24.43%	723	23.03%	408	13.00%	740	23.57%	18	0.57%	32	1.02%	17	0.54%	1	0.03%	1813	57.76%
407	8403	Kauai	181	2.15%	75	0.89%	754	8.97%	2789	33.19%	1611	19.17%	922	10.97%	1811	21.55%	116	1.38%	81	0.96%	39	0.46%	3	0.04%	4584	54.55%
408	3771	Kauai	101	2.68%	27	0.72%	388	10.29%	1917	50.84%	1085	28.77%	309	8.19%	796	21.11%	56	1.49%	26	0.69%	25	0.66%	6	0.16%	1215	32.22%
409	5561	Kauai	153	2.75%	97	1.74%	647	11.63%	2097	37.71%	2069	37.21%	563	10.12%	1239	22.28%	83	1.49%	81	1.46%	103	1.85%	17	0.31%	2246	40.39%
412	170	Kauai	1	0.59%	2	1.18%	0	0.00%	10	5.88%	149	87.65%	1	0.59%	6	3.53%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	14	8.24%
9400	3715	Kauai	137	3.69%	41	1.10%	445	11.98%	631	16.99%	1950	52.49%	372	10.01%	444	11.95%	32	0.86%	29	0.78%	28	0.75%	30	0.81%	1932	52.01%
301	2291	Maui	89	3.88%	37	1.62%	385	16.80%	277	12.09%	1314	57.35%	214	9.34%	174	7.59%	63	2.75%	17	0.74%	11	0.48%	17	0.74%	1224	53.43%
302.01	2453	Maui	97	3.95%	52	2.12%	156	6.36%	168	6.85%	412	16.80%	214	8.72%	134	5.46%	19	0.77%	15	0.61%	6	0.24%	13	0.53%	2013	82.06%
302.02	7635	Maui	260	3.41%	100	1.31%	604	7.91%	840	11.00%	1624	21.27%	841	11.02%	769	10.07%	95	1.24%	100	1.31%	34	0.45%	22	0.29%	5881	77.03%
303.01	8013	Maui	239	2.98%	89	1.11%	843	10.52%	779	9.72%	1988	24.81%	641	8.00%	1238	15.45%	119	1.49%	42	0.52%	41	0.51%	8	0.10%	5597	69.85%
303.03	3567	Maui	52	1.46%	38	1.07%	106	2.97%	161	4.51%	164	4.60%	201	5.63%	174	4.88%	40	1.12%	5	0.14%	5	0.14%	4	0.11%	3079	86.32%
304.02	8652	Maui	239	2.76%	119	1.38%	995	11.50%	1896	21.91%	2510	29.01%	1,018	11.77%	1972	22.79%	194	2.24%	126	1.46%	76	0.88%	33	0.38%	4919	56.85%
304.03	3269	Maui	110	3.36%	44	1.35%	365	11.17%	569	17.41%	879	26.89%	418	12.79%	549	16.79%	38	1.16%	19	0.58%	16	0.49%	8	0.24%	2408	73.66%
304.04	5609	Maui	244	4.35%	82	1.46%	717	12.78%	1378	24.57%	1649	29.40%	810	14.44%	965	17.20%	99	1.77%	184	3.28%	45	0.80%	48	0.86%	3449	61.49%
305.01	2689	Maui	81	3.01%	18	0.67%	260	9.67%	760	28.26%	618	22.98%	273	10.15%	308	11.45%	22	0.82%	29	1.08%	15	0.56%	3	0.11%	1562	58.09%
307.05	3791	Maui	80	2.11%	48	1.27%	271	7.15%	1806	47.64%	592	15.62%	424	11.18%	281	7.41%	57	1.50%	20	0.53%	81	2.14%	174	4.59%	1494	39.41%
307.06	2448	Maui	78	3.19%	77	3.15%	165	6.74%	676	27.61%	342	13.97%	263	10.74%	210	8.58%	31	1.27%	65	2.66%	23	0.94%	18	0.74%	1472	60.13%
307.07	8009	Maui	271	3.38%	171	2.14%	477	5.96%	1727	21.56%	1017	12.70%	863	10.78%	639	7.98%	90	1.12%	124	1.55%	88	1.10%	192	2.40%	5008	62.53%
307.08	2909	Maui	108	3.71%	82	2.82%	104	3.58%	482	16.57%	334	11.48%	351	12.07%	182	6.26%	35	1.20%	28	0.96%	5	0.17%	51	1.75%	1972	67.79%
307.09	3727	Maui	72	1.93%	95	2.55%	102	2.74%	236	6.33%	200	5.37%	300	8.05%	167	4.48%	26	0.70%	7	0.19%	25	0.67%	2	0.05%	3123	83.79%
307.10	2441	Maui	58	2.38%	56	2.29%	91	3.73%	174	7.13%	131	5.37%	208	8.52%	108	4.42%	24	0.98%	11	0.45%	3	0.12%	9	0.37%	2018	82.67%
308	6907	Maui	148	2.14%	123	1.78%	900	13.03%	1894	27.42%	2757	39.92%	669	9.69%	1526	22.09%	198	2.87%	61	0.88%	62	0.90%	57	0.83%	3056	44.24%
309.01	2617	Maui	95	3.63%	52	1.99%	401	15.32%	654	24.99%	947	36.19%	316	12.07%	721	27.55%	66	2.52%	91	3.48%	40	1.53%	35	1.34%	1054	40.28%
309.02	3205	Maui	69	2.15%	62	1.93%	369	11.51%	1089	33.98%	920	28.71%	397	12.39%	850	26.52%	115	3.59%	51	1.59%	37	1.15%	25	0.78%	1195	37.29%
309.03	6481	Maui	132	2.04%	43	0.66%	798	12.31%	3280	50.61%	2265	34.95%	667	10.29%	1007	15.54%	187	2.89%	80	1.23%	101	1.56%	79	1.22%	1695	26.15%
310	8426	Maui	210	2.49%	98	1.16%	1055	12.52%	2155	25.58%	2139	25.39%	742	8.81%	2512	29.81%	314	3.73%	117	1.39%	67	0.80%	33	0.39%	3606	42.80%
311.01	8167	Maui	204	2.50%	136	1.67%	831	10.18%	3150	38.57%	2131	26.09%	831	10.18%	1516	18.56%	194	2.38%	748	9.16%	131	1.60%	108	1.32%	2276	27.87%
311.02	5426	Maui	71	1.31%	37	0.68%	460	8.48%	2687	49.52%	1014	18.69%	512	9.44%	1280	23.59%	73	1.35%	181	3.34%	50	0.92%	60	1.11%	1170	21.56%
311.03	7580	Maui	135	1.78%	78	1.03%	721	9.51%	4646	61.29%	1411	18.61%	702	9.26%	1322	17.44%	118	1.56%	262	3.46%	53	0.70%	92	1.21%	1550	20.45%
314.02	3003	Maui	62	2.06%	22	0.73%	287	9.56%	1098	36.56%	857	28.54%	261	8.69%	463	15.42%	46	1.53%	15	0.50%	18	0.60%	64	2.13%	1277	42.52%
314.04	3250	Maui	103	3.17%	59	1.82%	142	4.37%	415	12.77%	460	14.15%	556	17.11%	318	9.78%	49	1.51%	9	0.28%	64	1.97%	98	3.02%	1993	61.32%
314.05	5491	Maui	75	1.37%	53	0.97%	276	5.03%	3253	59.24%	832	15.15%	529	9.63%	517	9.42%	51	0.93%	60	1.09%	48	0.87%	166	3.02%	1343	24.46%
315.01	2368	Maui	61	2.58%	29	1.22%	94	3.97%	831	35.09%	274	11.57%	131	5.53%	122	5.15%	37	1.56%	3	0.13%	16	0.68%	81	3.42%	1208	51.01%
315.02	5036	Maui	89	1.77%	76	1.51%	217	4.31%	654	12.99%	451	8.96%	579	11.50%	311	6.18%	59	1.17%	8	0.16%	35	0.69%	90	1.79%	3669	72.86%
315.03	2366	Maui	30	1.27%	48	2.03%	73	3.09%	198	8.37%	205	8.66%	465	19.65%	119	5.03%	20	0.85%	8	0.34%	27	1.14%	66	2.79%	1722	72.78%
316.01	3135	Maui	51	1.63%	48	1.53%	319	10.18%	2003	63.89%	611	19.49%	254	8.10%	338	10.78%	90	2.87%	71	2.26%	32	1.02%	8	0.26%	870	27.75%
317	4503	Maui	98	2.18%	76	1.69%	742	16.48%	1382	30.69%	2616	58.09%	281	6.24%	546	12.13%	57	1.27%	33	0.73%	75	1.67%	9	0.20%	1861	41.33%
318.01	2752	Maui	90	3.27%	44	1.60%	497	18.06%	864	31.40%	1865	67.77%	215	7.81%	304	11.05%	61	2.22%	14	0.51%	69	2.51%	16	0.58%	1030	37.43%
319	5624	Maui	83	1.48%	72	1.28%	459	8.16%	2643	47.00%	1117	19.86%	485	8.62%	1100	19.56%	93	1.65%	297	5.28%	73	1.30%	56	1.00%	1498	26.64%
320	994	Maui	18	1.81%	12	1.21%	34	3.42%	67	6.74%	112	11.27%	79	7.95%	60	6.04%	8	0.80%	4	0.40%	7	0.70%	5	0.50%	798	80.28%

Highlighed Census Tracts with relatively high populations of people below the poverty level (over 17.7%)

Census_Tract_Number	Resident_Population	Median_Household_Income	Median_Family_Income	% Persons_Below_Poverty_Level
Census Tract 204, Hawaii County, Hawaii	4020	28493	27721	40.8
Census Tract 205, Hawaii County, Hawaii	5399	22903	27944	40.3
Census Tract 212.02, Hawaii County, Hawaii	8406	40465	49396	32.1
Census Tract 211.06, Hawaii County, Hawaii	7573	28149	39044	31.3
Census Tract 210.05, Hawaii County, Hawaii	11542	46489	47520	30.5
Census Tract 210.03, Hawaii County, Hawaii	6823	32199	44750	29.2
Census Tract 211.01, Hawaii County, Hawaii	3101	27736	45902	28.8
Census Tract 210.10, Hawaii County, Hawaii	7190	30378	37477	27.0
Census Tract 202.02, Hawaii County, Hawaii	2148	31875	54615	25.6
Census Tract 210.11, Hawaii County, Hawaii	3934	44227	52309	25.1
Census Tract 203, Hawaii County, Hawaii	3847	37969	70463	23.4
Census Tract 201, Hawaii County, Hawaii	4841	47554	57016	22.5
Census Tract 215.09, Hawaii County, Hawaii	5104	66771	81264	21.8
Census Tract 218, Hawaii County, Hawaii	6441	67614	70668	16.4
Census Tract 213, Hawaii County, Hawaii	7172	50953	63515	15.2
Census Tract 215.07, Hawaii County, Hawaii	9936	68333	78194	15.0
Census Tract 219.02, Hawaii County, Hawaii	4228	59939	73571	15.0
Census Tract 215.04, Hawaii County, Hawaii	5258	63497	64366	13.9
Census Tract 217.02, Hawaii County, Hawaii	11071	66842	74926	13.9
Census Tract 209, Hawaii County, Hawaii	4732	67017	86806	13.8
Census Tract 221.02, Hawaii County, Hawaii	1676	45234	50368	13.3
Census Tract 206, Hawaii County, Hawaii	6439	57941	70962	13.1
Census Tract 207.01, Hawaii County, Hawaii	4352	49368	68889	12.6
Census Tract 220, Hawaii County, Hawaii	3235	60231	69063	12.6
Census Tract 210.13, Hawaii County, Hawaii	5354	51329	64200	12.2
Census Tract 216.04, Hawaii County, Hawaii	8446	72893	72829	11.5
Census Tract 215.02, Hawaii County, Hawaii	4644	63783	63651	11.4
Census Tract 214.02, Hawaii County, Hawaii	4105	60750	70417	11.1
Census Tract 216.01, Hawaii County, Hawaii	8274	60420	69955	10.6
Census Tract 208.02, Hawaii County, Hawaii	6422	63750	75450	10.2
Census Tract 208.01, Hawaii County, Hawaii	4910	74112	79473	8.5
Census Tract 217.04, Hawaii County, Hawaii	7680	74138	82796	6.7
Census Tract 207.02, Hawaii County, Hawaii	5377	69571	77121	4.5
Census Tract 62.02, Honolulu County, Hawaii	1731	23667	23095	68.7
Census Tract 54, Honolulu County, Hawaii	1669	22813	23008	55.3
Census Tract 97.01, Honolulu County, Hawaii	6417	36290	43844	38.7
Census Tract 63.02, Honolulu County, Hawaii	3017	45313	45000	37.3
Census Tract 57, Honolulu County, Hawaii	2420	40682	41020	32.8
Census Tract 98.02, Honolulu County, Hawaii	7232	60817	64219	31.2
Census Tract 85.02, Honolulu County, Hawaii	2969	68281	80083	29.6
Census Tract 53, Honolulu County, Hawaii	3954	32768	39639	29.4
Census Tract 39, Honolulu County, Hawaii	286	25774	-666666666	27.6
Census Tract 51, Honolulu County, Hawaii	3287	43269	50000	26.6
Census Tract 52, Honolulu County, Hawaii	2860	29274	36200	26.5
Census Tract 36.03, Honolulu County, Hawaii	3010	26547	52847	24.4
Census Tract 87.03, Honolulu County, Hawaii	7324	59046	63519	24.1
Census Tract 94, Honolulu County, Hawaii	5332	45635	52259	24.1
Census Tract 18.01, Honolulu County, Hawaii	1240	40398	86932	23.4
Census Tract 55, Honolulu County, Hawaii	2091	40313	44934	23.1
Census Tract 89.14, Honolulu County, Hawaii	5420	67952	65428	22.1
Census Tract 113, Honolulu County, Hawaii	6296	73472	76189	21.9
Census Tract 22.01, Honolulu County, Hawaii	3491	47457	60340	21.8
Census Tract 24.02, Honolulu County, Hawaii	3242	50357	60437	21.4
Census Tract 98.01, Honolulu County, Hawaii	2493	52321	52708	21.0
Census Tract 96.03, Honolulu County, Hawaii	9319	60486	67861	20.6
Census Tract 9400.02, Honolulu County, Hawaii	7185	59674	63361	20.5
Census Tract 25, Honolulu County, Hawaii	4312	36526	55333	20.2
Census Tract 20.06, Honolulu County, Hawaii	1774	56411	70167	19.7
Census Tract 62.01, Honolulu County, Hawaii	6433	58897	60598	19.6
Census Tract 11, Honolulu County, Hawaii	3764	56591	57679	19.4
Census Tract 96.08, Honolulu County, Hawaii	5061	65875	65952	19.2
Census Tract 24.01, Honolulu County, Hawaii	3396	43472	59116	19.1
Census Tract 34.06, Honolulu County, Hawaii	6026	51468	62076	19.1
Census Tract 97.04, Honolulu County, Hawaii	3938	87708	90099	18.2
Census Tract 20.04, Honolulu County, Hawaii	1286	42439	49375	17.7
Census Tract 36.01, Honolulu County, Hawaii	3706	56023	66250	17.5

Highlighed Census Tracts with relatively high populations of people below the poverty level (over 17.7%)

Census_Tract_Number	Resident_Population	Median_Household_Income	Median_Family_Income	% Persons_Below_Poverty_Level
Census Tract 75.04, Honolulu County, Hawaii	3400	59732	59730	17.2
Census Tract 56, Honolulu County, Hawaii	7428	53189	57421	17.1
Census Tract 93, Honolulu County, Hawaii	4794	40636	60845	17.0
Census Tract 48, Honolulu County, Hawaii	7125	72060	79732	16.1
Census Tract 41, Honolulu County, Hawaii	4136	51493	56021	15.6
Census Tract 43, Honolulu County, Hawaii	5348	61408	77909	15.2
Census Tract 19.01, Honolulu County, Hawaii	278	56625	85000	15.1
Census Tract 89.15, Honolulu County, Hawaii	5169	65160	73220	15.1
Census Tract 97.03, Honolulu County, Hawaii	6657	79063	81358	14.9
Census Tract 27.02, Honolulu County, Hawaii	5121	60189	87358	14.6
Census Tract 58, Honolulu County, Hawaii	3290	46250	47188	14.3
Census Tract 23, Honolulu County, Hawaii	5194	46078	55087	14.1
Census Tract 34.03, Honolulu County, Hawaii	5551	68846	79750	13.5
Census Tract 18.04, Honolulu County, Hawaii	1541	63281	64279	13.2
Census Tract 68.08, Honolulu County, Hawaii	5127	67910	78542	13.1
Census Tract 68.09, Honolulu County, Hawaii	5472	66875	74969	13.1
Census Tract 103.05, Honolulu County, Hawaii	4631	91838	109531	13.0
Census Tract 19.03, Honolulu County, Hawaii	3086	68491	89735	12.8
Census Tract 34.04, Honolulu County, Hawaii	4739	64070	70057	12.5
Census Tract 70, Honolulu County, Hawaii	4313	55000	56202	12.5
Census Tract 19.04, Honolulu County, Hawaii	2986	66875	90650	12.3
Census Tract 95.07, Honolulu County, Hawaii	3733	47614	41573	12.0
Census Tract 90, Honolulu County, Hawaii	2598	61357	63350	11.9
Census Tract 68.02, Honolulu County, Hawaii	8545	97902	95417	11.8
Census Tract 102.01, Honolulu County, Hawaii	5038	69148	80852	11.8
Census Tract 20.05, Honolulu County, Hawaii	1822	48582	66635	11.7
Census Tract 64.02, Honolulu County, Hawaii	7775	106445	105694	11.7
Census Tract 37, Honolulu County, Hawaii	6357	79435	96241	11.5
Census Tract 86.13, Honolulu County, Hawaii	1085	106544	106364	11.5
Census Tract 102.02, Honolulu County, Hawaii	7472	92305	96210	11.5
Census Tract 84.02, Honolulu County, Hawaii	8025	83650	87446	11.4
Census Tract 49, Honolulu County, Hawaii	3135	64196	73199	11.3
Census Tract 26, Honolulu County, Hawaii	4154	45656	56442	11.1
Census Tract 80.02, Honolulu County, Hawaii	2863	85833	96705	11.1
Census Tract 87.02, Honolulu County, Hawaii	6127	50308	64115	11.1
Census Tract 36.04, Honolulu County, Hawaii	2164	45352	62000	10.9
Census Tract 34.05, Honolulu County, Hawaii	3343	45432	70868	10.8
Census Tract 78.07, Honolulu County, Hawaii	5144	63036	82402	10.8
Census Tract 89.07, Honolulu County, Hawaii	4186	71397	75703	10.8
Census Tract 99.04, Honolulu County, Hawaii	5874	74489	87083	10.8
Census Tract 18.03, Honolulu County, Hawaii	2908	48059	63632	10.7
Census Tract 27.01, Honolulu County, Hawaii	5278	54659	62115	10.7
Census Tract 35.02, Honolulu County, Hawaii	3546	44782	67917	10.6
Census Tract 50, Honolulu County, Hawaii	4775	61803	71824	10.5
Census Tract 60, Honolulu County, Hawaii	6542	73239	73125	10.5
Census Tract 105.07, Honolulu County, Hawaii	5970	74503	78500	10.5
Census Tract 59, Honolulu County, Hawaii	4124	49000	53261	10.4
Census Tract 75.02, Honolulu County, Hawaii	793	-666666666	-666666666	10.3
Census Tract 77.01, Honolulu County, Hawaii	4526	97406	102176	10.2
Census Tract 6, Honolulu County, Hawaii	1370	141563	136250	10.0
Census Tract 20.03, Honolulu County, Hawaii	2444	55843	58611	10.0
Census Tract 64.01, Honolulu County, Hawaii	2431	91875	90208	10.0
Census Tract 88, Honolulu County, Hawaii	9252	116958	112833	10.0
Census Tract 89.20, Honolulu County, Hawaii	4524	74028	80648	10.0
Census Tract 80.01, Honolulu County, Hawaii	2058	46143	51683	9.8
Census Tract 38, Honolulu County, Hawaii	4403	63889	85750	9.6
Census Tract 75.06, Honolulu County, Hawaii	416	87679	120104	9.6
Census Tract 114, Honolulu County, Hawaii	3907	50195	51523	9.4
Census Tract 42, Honolulu County, Hawaii	3453	71780	97917	9.2
Census Tract 100, Honolulu County, Hawaii	3616	53750	53955	9.1
Census Tract 95.02, Honolulu County, Hawaii	4972	60288	60865	9.0
Census Tract 99.02, Honolulu County, Hawaii	3232	59556	77500	9.0
Census Tract 89.26, Honolulu County, Hawaii	1492	76103	68250	8.7
Census Tract 35.01, Honolulu County, Hawaii	2339	54635	95250	8.6
Census Tract 40, Honolulu County, Hawaii	1144	85729	106250	8.6
Census Tract 68.04, Honolulu County, Hawaii	4967	59674	60492	8.6

Highlighed Census Tracts with relatively high populations of people below the poverty level (over 17.7%)

Census_Tract_Number	Resident_Population	Median_Household_Income	Median_Family_Income	% Persons_Below_Poverty_Level
Census Tract 91, Honolulu County, Hawaii	5284	65673	75438	8.6
Census Tract 80.06, Honolulu County, Hawaii	4801	96875	104427	8.5
Census Tract 106.01, Honolulu County, Hawaii	3554	78889	93750	8.5
Census Tract 108.01, Honolulu County, Hawaii	3671	48909	48773	8.5
Census Tract 109.05, Honolulu County, Hawaii	2568	88259	98750	8.5
Census Tract 83.02, Honolulu County, Hawaii	7140	89375	84779	8.4
Census Tract 75.03, Honolulu County, Hawaii	4958	101029	105750	8.3
Census Tract 92, Honolulu County, Hawaii	7575	73793	83516	8.2
Census Tract 9400.01, Honolulu County, Hawaii	4460	76786	88026	8.0
Census Tract 16, Honolulu County, Hawaii	3817	63689	84157	7.9
Census Tract 63.01, Honolulu County, Hawaii	3966	89356	89545	7.8
Census Tract 69, Honolulu County, Hawaii	4041	62415	61818	7.8
Census Tract 89.21, Honolulu County, Hawaii	2562	79622	84063	7.8
Census Tract 83.01, Honolulu County, Hawaii	5142	82689	74613	7.7
Census Tract 101, Honolulu County, Hawaii	7841	93293	110670	7.7
Census Tract 29, Honolulu County, Hawaii	2380	97644	104919	7.6
Census Tract 109.03, Honolulu County, Hawaii	4267	71034	91544	7.6
Census Tract 10, Honolulu County, Hawaii	3359	81286	99306	7.5
Census Tract 103.03, Honolulu County, Hawaii	4755	78553	92625	7.5
Census Tract 78.05, Honolulu County, Hawaii	4928	87583	94542	7.4
Census Tract 9.02, Honolulu County, Hawaii	4022	114375	123500	7.1
Census Tract 80.03, Honolulu County, Hawaii	4832	62083	79726	7.1
Census Tract 105.03, Honolulu County, Hawaii	1807	85500	94688	7.1
Census Tract 12.02, Honolulu County, Hawaii	3032	88510	96354	7.0
Census Tract 105.04, Honolulu County, Hawaii	4801	83462	87868	6.9
Census Tract 9.01, Honolulu County, Hawaii	2753	71875	91667	6.8
Census Tract 65, Honolulu County, Hawaii	4472	101875	104969	6.8
Census Tract 74, Honolulu County, Hawaii	4908	77109	82130	6.8
Census Tract 75.05, Honolulu County, Hawaii	5938	101394	105451	6.8
Census Tract 14, Honolulu County, Hawaii	2720	93553	101750	6.7
Census Tract 71, Honolulu County, Hawaii	3494	77593	78333	6.7
Census Tract 89.09, Honolulu County, Hawaii	4058	83047	90903	6.7
Census Tract 73.02, Honolulu County, Hawaii	5038	72455	77153	6.6
Census Tract 17, Honolulu County, Hawaii	1871	77169	93750	6.5
Census Tract 84.07, Honolulu County, Hawaii	3851	106563	108824	6.5
Census Tract 112.01, Honolulu County, Hawaii	4634	136741	142000	6.4
Census Tract 47, Honolulu County, Hawaii	4999	91603	127722	6.3
Census Tract 105.08, Honolulu County, Hawaii	2737	106289	120625	6.3
Census Tract 21, Honolulu County, Hawaii	3696	50458	62727	6.2
Census Tract 107.02, Honolulu County, Hawaii	3550	80662	95078	6.2
Census Tract 109.04, Honolulu County, Hawaii	3290	95804	97639	6.2
Census Tract 89.12, Honolulu County, Hawaii	2696	121774	120313	6.1
Census Tract 30, Honolulu County, Hawaii	4940	119688	139583	6.0
Census Tract 68.05, Honolulu County, Hawaii	6195	72342	97308	6.0
Census Tract 84.12, Honolulu County, Hawaii	6100	76627	75214	5.9
Census Tract 87.01, Honolulu County, Hawaii	8917	95750	95979	5.9
Census Tract 33, Honolulu County, Hawaii	1233	118594	121250	5.8
Census Tract 112.02, Honolulu County, Hawaii	1521	110673	145833	5.8
Census Tract 86.12, Honolulu County, Hawaii	6244	93810	107292	5.7
Census Tract 5, Honolulu County, Hawaii	3747	121544	127426	5.6
Census Tract 61, Honolulu County, Hawaii	4431	92813	98438	5.4
Census Tract 15, Honolulu County, Hawaii	3451	83542	100313	5.3
Census Tract 44, Honolulu County, Hawaii	5855	96900	101463	5.3
Census Tract 86.22, Honolulu County, Hawaii	4439	108750	108241	5.3
Census Tract 89.18, Honolulu County, Hawaii	5602	90600	91985	5.2
Census Tract 1.12, Honolulu County, Hawaii	4996	101855	112917	5.1
Census Tract 13, Honolulu County, Hawaii	4562	66786	90809	5.1
Census Tract 86.06, Honolulu County, Hawaii	11200	91161	96761	5.1
Census Tract 1.06, Honolulu County, Hawaii	7997	100991	133846	5.0
Census Tract 8, Honolulu County, Hawaii	3719	91838	102794	5.0
Census Tract 103.06, Honolulu County, Hawaii	6256	113438	120187	5.0
Census Tract 89.06, Honolulu County, Hawaii	4071	92356	99572	4.8
Census Tract 115, Honolulu County, Hawaii	8006	91667	101270	4.7
Census Tract 95.04, Honolulu County, Hawaii	1438	80250	80583	4.6
Census Tract 78.08, Honolulu County, Hawaii	3611	66068	67854	4.5
Census Tract 4.01, Honolulu County, Hawaii	2613	123047	149426	4.4

Highlighed Census Tracts with relatively high populations of people below the poverty level (over 17.7%)

Census_Tract_Number	Resident_Population	Median_Household_Income	Median_Family_Income	% Persons_Below_Poverty_Level
Census Tract 1.08, Honolulu County, Hawaii	2997	103857	117045	4.3
Census Tract 3.01, Honolulu County, Hawaii	2978	118229	128625	4.3
Census Tract 7, Honolulu County, Hawaii	3016	88681	100341	4.3
Census Tract 22.02, Honolulu County, Hawaii	3332	67750	84750	4.3
Census Tract 78.11, Honolulu County, Hawaii	4723	95802	102100	4.3
Census Tract 89.25, Honolulu County, Hawaii	7122	91961	92478	4.3
Census Tract 45, Honolulu County, Hawaii	5214	88043	108229	4.2
Census Tract 9.03, Honolulu County, Hawaii	2756	80793	97596	4.0
Census Tract 34.07, Honolulu County, Hawaii	871	55938	92188	3.9
Census Tract 31.01, Honolulu County, Hawaii	4108	108550	126471	3.8
Census Tract 66, Honolulu County, Hawaii	603	110625	103333	3.8
Census Tract 89.13, Honolulu County, Hawaii	4475	109875	112500	3.8
Census Tract 106.02, Honolulu County, Hawaii	5271	104215	109542	3.8
Census Tract 109.01, Honolulu County, Hawaii	2998	124406	125238	3.7
Census Tract 4.02, Honolulu County, Hawaii	3694	157708	166188	3.6
Census Tract 31.02, Honolulu County, Hawaii	3438	110156	127386	3.6
Census Tract 89.08, Honolulu County, Hawaii	6042	101346	109509	3.6
Census Tract 89.23, Honolulu County, Hawaii	4572	76987	108846	3.6
Census Tract 108.02, Honolulu County, Hawaii	7401	55321	56639	3.6
Census Tract 1.10, Honolulu County, Hawaii	4316	123929	127946	3.5
Census Tract 95.01, Honolulu County, Hawaii	6235	50607	50607	3.4
Census Tract 1.14, Honolulu County, Hawaii	1397	146042	165938	3.3
Census Tract 95.03, Honolulu County, Hawaii	3952	75556	69146	3.3
Census Tract 80.05, Honolulu County, Hawaii	6606	98864	105372	3.2
Census Tract 67.02, Honolulu County, Hawaii	2545	54375	69340	3.1
Census Tract 2, Honolulu County, Hawaii	5563	114481	116990	3.0
Census Tract 28, Honolulu County, Hawaii	3648	102132	102243	3.0
Census Tract 111.05, Honolulu County, Hawaii	3437	102515	117688	3.0
Census Tract 3.02, Honolulu County, Hawaii	3239	113875	115694	2.9
Census Tract 46, Honolulu County, Hawaii	3849	103182	113145	2.9
Census Tract 86.09, Honolulu County, Hawaii	1985	96391	95455	2.9
Census Tract 84.11, Honolulu County, Hawaii	3355	80673	90673	2.8
Census Tract 86.14, Honolulu County, Hawaii	9408	97534	105753	2.8
Census Tract 86.17, Honolulu County, Hawaii	10681	89202	97232	2.8
Census Tract 107.01, Honolulu County, Hawaii	3993	105417	113800	2.8
Census Tract 1.11, Honolulu County, Hawaii	4660	124444	128255	2.7
Census Tract 80.07, Honolulu County, Hawaii	6256	113971	113487	2.7
Census Tract 111.03, Honolulu County, Hawaii	3792	114115	112366	2.7
Census Tract 12.01, Honolulu County, Hawaii	3015	83042	91042	2.6
Census Tract 32, Honolulu County, Hawaii	816	114643	182917	2.5
Census Tract 89.29, Honolulu County, Hawaii	4323	69821	101184	2.5
Census Tract 67.01, Honolulu County, Hawaii	6369	95801	113068	2.4
Census Tract 84.08, Honolulu County, Hawaii	7289	118015	125812	2.4
Census Tract 111.04, Honolulu County, Hawaii	4812	112944	115170	2.4
Census Tract 68.06, Honolulu County, Hawaii	1919	87381	91161	2.3
Census Tract 84.05, Honolulu County, Hawaii	4162	108403	109514	2.3
Census Tract 84.06, Honolulu County, Hawaii	6594	112264	114500	2.3
Census Tract 84.10, Honolulu County, Hawaii	4091	112847	112238	2.2
Census Tract 110, Honolulu County, Hawaii	4201	137500	150595	2.2
Census Tract 111.06, Honolulu County, Hawaii	5794	114603	117778	2.2
Census Tract 77.02, Honolulu County, Hawaii	5068	114219	136875	2.1
Census Tract 78.09, Honolulu County, Hawaii	3494	111042	121167	2.0
Census Tract 103.08, Honolulu County, Hawaii	3382	98295	107067	1.9
Census Tract 105.05, Honolulu County, Hawaii	3162	104394	108333	1.9
Census Tract 78.04, Honolulu County, Hawaii	2255	102000	113295	1.8
Census Tract 78.10, Honolulu County, Hawaii	5470	116217	127778	1.8
Census Tract 89.27, Honolulu County, Hawaii	5288	111081	113611	1.8
Census Tract 89.31, Honolulu County, Hawaii	3453	161250	170037	1.8
Census Tract 89.22, Honolulu County, Hawaii	7648	93652	110677	1.7
Census Tract 89.24, Honolulu County, Hawaii	7302	116010	115625	1.7
Census Tract 86.10, Honolulu County, Hawaii	1015	108750	143625	1.6
Census Tract 89.17, Honolulu County, Hawaii	4501	117417	131941	1.3
Census Tract 1.07, Honolulu County, Hawaii	2788	117813	121944	0.9
Census Tract 89.30, Honolulu County, Hawaii	2280	134091	142500	0.5
Census Tract 89.28, Honolulu County, Hawaii	3965	122157	119306	0.2
Census Tract 86.11, Honolulu County, Hawaii	60	79688	78750	0.0

Highlighed Census Tracts with relatively high populations of people below the poverty level (over 17.7%)

Census_Tract_Number	Resident_Population	Median_Household_Income	Median_Family_Income	% Persons_Below_Poverty_Level
Census Tract 401.04, Kauai County, Hawaii	609	33500	34375	23.6
Census Tract 9400, Kauai County, Hawaii	3229	56184	83807	16.3
Census Tract 403, Kauai County, Hawaii	8370	69429	81228	14.5
Census Tract 406.04, Kauai County, Hawaii	3179	61691	70703	13.1
Census Tract 401.03, Kauai County, Hawaii	5745	66833	80625	11.1
Census Tract 406.03, Kauai County, Hawaii	3072	65104	76042	10.5
Census Tract 409, Kauai County, Hawaii	5041	60000	76938	8.7
Census Tract 405, Kauai County, Hawaii	7001	61350	82250	8.6
Census Tract 407, Kauai County, Hawaii	9164	81241	89725	8.6
Census Tract 402.04, Kauai County, Hawaii	6014	69896	81638	8.5
Census Tract 408, Kauai County, Hawaii	3984	72321	75903	6.9
Census Tract 404, Kauai County, Hawaii	11023	69205	82806	6.1
Census Tract 402.05, Kauai County, Hawaii	4016	60542	76316	5.7
Census Tract 309.01, Maui County, Hawaii	2562	35610	49552	35.2
Census Tract 318.01, Maui County, Hawaii	2921	37260	44750	25.2
Census Tract 304.04, Maui County, Hawaii	5196	56111	59186	19.1
Census Tract 311.01, Maui County, Hawaii	9483	67938	68518	16.5
Census Tract 303.03, Maui County, Hawaii	3825	77662	93500	14.5
Census Tract 319, Maui County, Hawaii	5735	60850	68837	13.9
Census Tract 309.02, Maui County, Hawaii	3523	64125	80114	13.4
Census Tract 302.01, Maui County, Hawaii	2035	43682	62431	13.3
Census Tract 303.01, Maui County, Hawaii	9465	70098	81541	12.9
Census Tract 319, Kalawao County, Hawaii	91	65625	111875	12.9
Census Tract 317, Maui County, Hawaii	4453	40634	55875	12.4
Census Tract 301, Maui County, Hawaii	1755	44700	67917	11.8
Census Tract 307.06, Maui County, Hawaii	2513	61574	66000	11.6
Census Tract 304.03, Maui County, Hawaii	3518	70179	79650	10.7
Census Tract 307.10, Maui County, Hawaii	2066	60547	82434	10.7
Census Tract 309.03, Maui County, Hawaii	6577	81220	87188	10.5
Census Tract 307.09, Maui County, Hawaii	3334	51788	78767	10.2
Census Tract 314.05, Maui County, Hawaii	6169	70428	69414	9.4
Census Tract 316.01, Maui County, Hawaii	3455	51156	61373	8.9
Census Tract 315.03, Maui County, Hawaii	2233	46467	64219	8.7
Census Tract 307.07, Maui County, Hawaii	9258	72163	73113	8.2
Census Tract 305.01, Maui County, Hawaii	2566	72083	86389	8.0
Census Tract 307.08, Maui County, Hawaii	2922	62404	90397	7.9
Census Tract 302.02, Maui County, Hawaii	7498	80453	84705	7.3
Census Tract 307.05, Maui County, Hawaii	3937	85938	89572	7.3
Census Tract 304.02, Maui County, Hawaii	8991	80281	87137	7.2
Census Tract 314.04, Maui County, Hawaii	3562	64189	63688	7.1
Census Tract 320, Maui County, Hawaii	911	83281	104861	6.4
Census Tract 310, Maui County, Hawaii	9075	76231	88070	5.4
Census Tract 311.02, Maui County, Hawaii	6272	65690	77574	5.4
Census Tract 315.01, Maui County, Hawaii	2317	70000	77188	5.1
Census Tract 314.02, Maui County, Hawaii	2944	79130	83000	4.5
Census Tract 308, Maui County, Hawaii	7582	92500	94716	4.0
Census Tract 311.03, Maui County, Hawaii	9200	86094	89375	3.2
Census Tract 315.02, Maui County, Hawaii	4603	65724	90086	2.6

IX. Financially Constrained 2019-2022 (+2) STIP

Print out on legal sized paper from STIP website

DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2019 THRU FFY 2022 (FFY 2023-2024 Informative Only) D R A F T Financially Constrained
Revision Effective Date: August 12, 2018

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

FFY – Federal Fiscal Year, **PLN** – Planning, **PE1** – Preliminary Design, **PE2** – Final Design, **PREROW** – Preliminary Right-of-Way, **ROW** – Right-of-Way, **CON** – Construction, **ADVCON** – Advance Construction, **INSP** – Inspection, **EQP** – Equipment, **OPR** – Operations, **RELOC** – Relocation, **UTL** – Utilities

PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2020 (Oct 1, 19 - Sep 30, 20) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2021 (Oct 1, 20 - Sep 30, 21) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2022 (Oct 1, 21 - Sep 30, 22) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2023 (Oct 1, 22 - Sep 30, 23) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2024 (Oct 1, 23 - Sep 30, 24) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FUND CATEGORY & REMARKS
STATEWIDE - FHWA																					
S1. Bikeway Improvements at Various Locations, Statewide	PE1										100	80	20								STP FLEXIBLE
Enhance	PE2										200	160	40								
	ROW													50	0	50					
	CON																500	400	100		
Estimated Total Project Cost - $3,005,000 -- Implementation of State bike projects identified on Bike Plans.																					
S2. Bridge Inspection and Appraisal	PLN	3,500	2,800	700	3,500	2,800	700	3,500	2,800	700	3,500	2,800	700	3,500	2,800	700	3,500	2,800	700	NHPP
SysPres																					
Estimated Total Project Cost - $21,000,000 -- Inventory, inspect and appraise state bridges. Includes underwater inspection, scour analyses, surveys and preparation of plans for bridge repairs, retrofits and replacements.																					
S3. Construction Career Days Workforce Development Program	PLN	30	30	0	30	30	0	30	30	0	30	30	0	30	30	0	30	30	0	STP FLEXIBLE	
Human																					
Estimated Total Project Cost - $180,000 -- Supplement the Construction Career Days Workforce Development Program.																					
S4. 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	
SysPres																					
Estimated Total Project Cost - $5,850,000 -- Supplement the Statewide Planning and Research Program.																					
S5. Highway Safety Improvement Program (HSIP), Infrastructure Funding Program	PE1	100	80	20				100	80	20				100	80	20				HSIP	
Safety	PE2	300	240	60				300	240	60				300	240	60					
	CON				2,000	1,600	400				1,000	800	200				4,000	3,200	800		
Estimated Total Project Cost - $3,140,000 -- Implement infrastructure scope of HSIP that would include various eligible safety improvement countermeasures.																					
S6. Highway Safety Improvement Program (HSIP), Non - Infrastructure Funding Program	PLN/OPR	2,500	2,430	70	2,500	2,430	70	2,500	2,430	70	2,500	2,430	70	2,500	2,430	70	2,500	2,430	70	HSIP	
Safety																					
Estimated Total Project Cost - $15,000,000 -- Implement non-infrastructure scope of HSIP including safety education programs and PSAs.																					
S7. Highway Shoreline Protection, Statewide	PE1				50	0	50							50	0	50				STP FLEXIBLE	
SysPres	PE2							150	0	150							150	0	150		
	CON	2,000	0	2,000							2,000	0	2,000								
Estimated Total Project Cost - $3,000,000 -- Funding to implement shoreline protection projects as identified in the State's shoreline protection plan.																					
S8. Pedestrian Facilities and ADA Compliance at Various Locations	PE1							130	104	26										STP FLEXIBLE	
Enhance	PE2							70	56	14											
	CON										1,000	800	200								
Estimated Total Project Cost - $4,600,000 -- Address ADA compliance needs, statewide program.																					
S9. Federal Lands Highway Access Discretionary Program	PE/CON	265	265	0	265	265	0	265	265	0	265	265	0	265	265	0	265	265	0	FED LANDS HWY DISCRETIONARY	
Modern																					
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.																					

DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2019 THRU FFY 2022 (FFY 2023-2024 Informative Only) D R A F T Financially Constrained
Revision Effective Date: August 12, 2018

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

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PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19)			FFY2020 (Oct 1, 19 - Sep 30, 20)			FFY2021 (Oct 1, 20 - Sep 30, 21)			FFY2022 (Oct 1, 21 - Sep 30, 22)			FFY2023 (Oct 1, 22 - Sep 30, 23)			FFY2024 (Oct 1, 23 - Sep 30, 24)			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)	
S10. Safe Routes to School (SRTS) Program, Non-infrastructure	PE	85	85	0	85	85	0	85	85	0	85	85	0	85	85	0	85	85	0	SAFE ROUTES TO SCHOOL
Safety Safe Routes to School (SRTS) Program, Infrastructure	PE/CON	255	255	0	255	255	0	255	255	0	660	660	0	255	255	0	255	255	0	SAFE ROUTES TO SCHOOL
Estimated Total Project Cost - $6,450,000 -- Implement the Safe Routes to School Program to promote walking and biking as a safe and viable transportation alternative, especially in the vicinity of schools.																				
S11. SNIPP - Statewide Noxious Invasive Pest Program	OPR	3,100	2,480	620	820	656	164													STP FLEXIBLE
Enhance																				
Estimated Total Project Cost - $15,000,000 -- Operation of the Statewide Noxious Invasive Pest Program.																				
S12. 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
Safety	PE-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.																				
S13. Statewide Signing, Striping and Pavement Marking Program	CON	11,250	9,000	2,250	11,250	9,000	2,250	11,250	9,000	2,250	11,250	9,000	2,250	4,000	3,200	800	5,000	0	5,000	NHPP
SysPres	PE-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 traffic control devices such as highway signing and striping.																				
S14. 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
SysPres Statewide Guardrail and Shoulder Improvement Program	PE-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.																				
S15.																				
SysPres Structural Countermeasures for Scour Critical Bridges, Tier 1	PE1	500	400	100																NHPP
	PE2				500	400	100													
	CON							2,000	1,600	400										
Structural Countermeasures for Scour Critical Bridges, Tier 2	PE1							750	600	150										
	PE2										750	600	150							
	CON													3,000	2,400	600				
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.																				
S16. Technology Transfer and Technical Assistance Program	PLN	150	120	30	150	120	30	150	120	30	150	120	30	150	120	30	150	120	30	STP FLEXIBLE
Modern																				
Estimated Total Project Cost - $1,250,000 -- Conduct training and technology transfer activities for government and private transportation personnel.																				
S17. Traffic Counting Stations, Various Locations	CON				2,500	500	2,000													STP FLEXIBLE
Modern	ADVCON							0	1,500	(1,500)										
Estimated Total Project Cost - $4,500,000 -- Construction of traffic counting stations on the islands of Hawaii and Maui for traffic data gathering and planning purposes. There will be a separate Oahu phase shown in the Oahu TIP																				
S18. Transportation Alternative Program	PE/CON	2,100	1,680	420				550	440	110	2,300	1,840	460	2,300	1,840	460	2,300	1,840	460	TAP
Enhance																				
Estimated Total Project Cost - ~$3.3 million/year -- The Transportation Alternatives Program (TAP) is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. Locations to be determined by the TAP Project Evaluation and Ranking processes. These funds are totals for the entire state. Appropriate funds will be redirected to the MPOs as projects are identified.																				
STATEWIDE - FHWA TOTAL		**51,985**	**20,545**	**31,440**	**49,755**	**18,821**	**30,934**	**47,935**	**20,285**	**27,650**	**51,640**	**20,350**	**31,290**	**42,435**	**14,425**	**28,010**	**44,585**	**12,105**	**32,480**	

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PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19) TOTAL (x$1000)	FFY2019 FEDERAL (x$1000)	FFY2019 LOCAL (x$1000)	FFY2020 (Oct 1, 19 - Sep 30, 20) TOTAL (x$1000)	FFY2020 FEDERAL (x$1000)	FFY2020 LOCAL (x$1000)	FFY2021 (Oct 1, 20 - Sep 30, 21) TOTAL (x$1000)	FFY2021 FEDERAL (x$1000)	FFY2021 LOCAL (x$1000)	FFY2022 (Oct 1, 21 - Sep 30, 22) TOTAL (x$1000)	FFY2022 FEDERAL (x$1000)	FFY2022 LOCAL (x$1000)	FFY2023 (Oct 1, 22 - Sep 30, 23) TOTAL (x$1000)	FFY2023 FEDERAL (x$1000)	FFY2023 LOCAL (x$1000)	FFY2024 (Oct 1, 23 - Sep 30, 24) TOTAL (x$1000)	FFY2024 FEDERAL (x$1000)	FFY2024 LOCAL (x$1000)	FUND CATEGORY & REMARKS
STATEWIDE - FTA																					
S19. 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.																					
S20. 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.																					
S21. 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							563	450	113	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		**635**	**580**	**55**	**658**	**600**	**58**	**1,240**	**1,068**	**172**	**955**	**765**	**190**	**983**	**787**	**196**	**1,013**	**811**	**202**		

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PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19)			FFY2020 (Oct 1, 19 - Sep 30, 20)			FFY2021 (Oct 1, 20 - Sep 30, 21)			FFY2022 (Oct 1, 21 - Sep 30, 22)			FFY2023 (Oct 1, 22 - Sep 30, 23)			FFY2024 (Oct 1, 23 - Sep 30, 24)			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)	
FHWA FUNDING CATEGORY SUMMARY - STATEWIDE																				
NHPP (National Highway Performance Program)			12,200			12,200			14,000			12,400			8,400			2,800		
BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
STP ENHANCEMENT / TAP			1,680			0			440			1,840			1,840			1,840		
STP FLEXIBLE / STBG (Surface Transportation Block Grant)			3,310			1,986			2,490			1,870			830			1,230		
SECTION 1404 - (Safe Routes to School)			340			340			340			745			340			340		
HSIP (Highway Safety Improvement Program)			2,750			4,030			2,750			3,230			2,750			5,630		
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		
FLAP (Federal Lands Access Program)			0			0			0			0			0			0		
EARMARK - HIGH PRIORITY			0			0			0			0			0			0		
EARMARK - RE-PURPOSED EARMARKS			0			0			0			0			0			0		
STSFA GRANTS			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		20,545			18,821			20,285			20,350			14,425			12,105		
LESS DISCRETIONARY, DEMO ...ETC. PROJECTS			(265)			(265)			(265)			(265)			(265)			(265)		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		20,280			18,556			20,020			20,085			14,160			11,840		

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	OAHU : STATE - FHWA																				
OS1	Bridge and Pavement Improvement Program, Oahu	CON	35,400	0	35,400	35,400	0	35,400	35,400	0	35,400	35,400	0	35,400	35,400	0	35,400	35,400	0	35,400	LOCAL
SysPres																					
	Kalihi Street (RTE 63) Resurfacing, Nimitz Hwy to School Street (MP 0 - 1.15)	ADVCON	0	2,000	(2,000)																NHPP
	Estimated Total Project Cost - $212,400,000 --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://hidot.hawaii.gov/highways/other/other-related-links/stip/. Qualified and priority SMP projects could receive federal funds should they become available.																				
OS76	Bridge Rehabilitation Program, Various Locations TBD by BRM	PE1							1,120	896	224	300	240	60	1,000	800	200	1,300	1,040	260	NHPP
SysPres		PE2										1,700	1,360	340	1,000	800	200	1,000	800	200	
		ROW													1,000	800	200	300	240	60	
		CON										12,000	2,600	9,400	7,500	6,000	1,500	13,700	10,960	2,740	
		ADVCON													0	7,000	(7,000)				
	Estimated Total Project Cost - $41,920,000 -- Rehabilitate bridges.																				
OS77	Bridge Replacement Program, Various Locations TBD by BRM	PE1							720	576	144	1,300	1,040	260							NHPP
SysPres		PE2										1,100	880	220	2,300	1,840	460				
		ROW										550	440	110	550	440	110	1,535	1,228	307	
		CON										10,000	4,000	6,000	20,000	16,000	4,000	29,000	23,200	5,800	
		ADVCON													0	4,000	(4,000)				
	Estimated Total Project Cost - $67,055,000 -- Replace bridges.																				
OS78	Bridge Seismic Retrofit Program, Various Locations TBD by Seismic Retrofit Management Program	PE1							240	192	48				210	168	42	736	589	147	NHPP
SysPres		PE2										360	288	72				315	252	63	
		CON													3,000	2,400	600				
	Estimated Total Project Cost - $4,861,000 -- Seismic Retrofit of bridges.																				
OS12	Destination Sign, Upgrade/Replacement																				NHPP
SysPres																					
	Destination Sign, Upgrade/Replacement, Phase II	ADVCON	0	1,000	(1,000)																
	Destination Sign, Upgrade/Replacement, Phase III	CON				7,000	5,600	1,400													
	Destination Sign, Upgrade/Replacement, Phase IV	PE1							550	440	110										
		PE2										800	640	160							
		CON													10,000	6,000	4,000				
		ADVCON																0	2,000	(2,000)	
	Destination Sign, Upgrade/Replacement, Phase V	PE1										300	270	30							
		PE2													450	405	45				
	Estimated Total Project Cost - $29,000,000 -- Replace and/or upgrade the existing destination signs and sign support structures on Interstate Routes H-1, H-2, H-201 and Pali Highway.																				
OS2	Farrington Highway (Route 93), Bridge Rehabilitation, Ulehawa Stream Bridge	ROW	603	482	121																NHPP
SysPres		CON				8,490	792	7,698													
		ADVCON							0	6,000	(6,000)										
	Estimated Total Project Cost - $10,500,000 -- Rehabilitate bridge to meet current design standards. This includes bridge strengthening, widening, improving shoulders, and upgrading railings.																				
OS4	Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A																				NHPP
SysPres		CON				22,200	760	21,440													
		ADVCON							0	5,000	(5,000)	0	12,000	(12,000)							
	Estimated Total Project Cost - $25,200,000 -- Replace two timber bridges in the vicinity of Makaha Beach Park. For both bridges, the scope incudes widening the paved shoulders on the makai side from 3 feet to 10 feet; and, widening the mauka side from 1 foot to 10 feet. This is to accommodate bicyclists and pedestrians.																				
OS69	Farrington Highway (Route 93), Safety Improvements, H-1 Freeway to Pohakunui Avenue	CON				2,250	25	2,225													HSIP
Safety		ADVCON							0	2,000	(2,000)										
	Estimated Total Project Cost - $2,500,000 -- Scope includes, but is not limited to: Installation of milled rumble strips or rumble edge stripes on shoulders/median; installation of milled rumble strips on centerline; widen shoulders where possible; speed feedback sign; concrete median barrier at U-turn; pavement markings; signing.																				

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OS5 Congest	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78)																				NHPP
	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78), Phase 2A	ADVCON	0	4,960	(4,960)	0	3,000	(3,000)													
	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78), Phase 3	PE2				740	592	148													
		CON							10,302	4,000	6,302										
		ADVCON										0	1,242	(1,242)	0	3,000	(3,000)				
	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78), Phase 4	PE1							800	640	160										
		PE2										1,200	960	240							
		CON																20,000	8,000	12,000	
		ADVCON																			
	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78), Phase 5	PE1													200	180	20				
		PE2																300	270	30	
	Estimated Total Project Cost - $200,000,000 -- The program 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 program 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.																				
OS57 Congest	Freeway Management System, Joint Traffic Management Center Operations (State)	OPR	350	280	70	350	280	70	350	280	70	350	280	70	350	280	70	350	280	70	NHPP
	Estimated Total Project Cost - $2,100,000 -- These funds will be required for the State share of the annual operating expenses for the JTMC which includes normal building operations and a JTMC Manager. The State share has been calculated based on methodology that involves the estimated square footage that the State will occupy.																				
OS9 Congest	Freeway Service Patrol	OPR	3,500	3,150	350	3,500	3,150	350	3,500	3,150	350	3,500	3,150	350	3,500	3,150	350	3,500	3,150	350	NHPP
	Estimated Total Project Cost - $21,000,000 -- Operate roving service 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 Safety	Guardrail and Shoulder Improvements, Various Locations																				HSIP
	Guardrail and Shoulder Improvements, Various Locations, Phase 2	PE1	177	0	177																
		PE2				100	0	100													
		CON							2,000	1,600	400										
	Guardrail and Shoulder Improvements, Various Locations, Phase 3	PE1							170	0	170										
		PE2										100	0	100							
		CON													2,000	1,600	400				
	Estimated Total Project Cost - $4,547,000 -- Install and upgrade guardrails to bridge end post connections, bridge railing, guardrail end terminals, crash attenuators, miscellaneous drainage, and other appurtenant improvements.																				
OS11 Congest	ITS Operation and Maintenance	OPR	285	255	30	285	255	30	285	255	30	285	255	30	285	255	30	285	255	30	NHPP
	Estimated Total Project Cost - $1,710,000 -- 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.																				
OS59 Modern	Interstate Route H-1, Eastbound Improvements, Waiawa Interchange to Halawa Interchange	PE2				1,500	1,200	300													NHPP
		ROW										500	400	100							
	Estimated Total Project Cost - $90,000,000 -- Capacity/Congestion improvements through the most well travelled section of the primary urban corridor. Improvements could include adding an additional through lane and/or improving ramps, shoulders and geometrics.																				
OS14 Safety	Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue	CON	11,500	500	11,000																NHPP
		ADVCON				0	3,700	(3,700)	0	5,000	(5,000)										
	Estimated Total Project Cost - $12,500,000 -- Install and/or upgrade existing guardrails, crash cushions, and concrete barriers to meet current standards. Upgrade lighting and make bike improvements near the beginning of the H-1 on ramp in the vicinity of Ainakoa Avenue to fill a gap in the bike system.																				
OS16 SysPres	Interstate Route H-1, Highway Lighting Improvements, Kaimakani OP to Middle Street, Phase 1 - MP 12.83 to 16.00	ADVCON	0	2,857	(2,857)	0	3,000	(3,000)													NHPP
	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.																				

DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2019 THRU FFY 2022 (FFY 2023-2024 Informative Only) D R A F T Financially Constrained
Revision Effective Date: August 12, 2018

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	PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19) TOTAL (x$1000)	FFY2019 FEDERAL (x$1000)	FFY2019 LOCAL (x$1000)	FFY2020 (Oct 1, 19 - Sep 30, 20) TOTAL (x$1000)	FFY2020 FEDERAL (x$1000)	FFY2020 LOCAL (x$1000)	FFY2021 (Oct 1, 20 - Sep 30, 21) TOTAL (x$1000)	FFY2021 FEDERAL (x$1000)	FFY2021 LOCAL (x$1000)	FFY2022 (Oct 1, 21 - Sep 30, 22) TOTAL (x$1000)	FFY2022 FEDERAL (x$1000)	FFY2022 LOCAL (x$1000)	FFY2023 (Oct 1, 22 - Sep 30, 23) TOTAL (x$1000)	FFY2023 FEDERAL (x$1000)	FFY2023 LOCAL (x$1000)	FFY2024 (Oct 1, 23 - Sep 30, 24) TOTAL (x$1000)	FFY2024 FEDERAL (x$1000)	FFY2024 LOCAL (x$1000)	FUND CATEGORY & REMARKS
OS67 SysPres	Interstate Route H-1 , Reconstruction and Repair, Eastbound, Waimalu Interchange to Halawa	ADVCON	0	24,000	(24,000)	0	12,000	(12,000)	0	9,000	(9,000)										NHPP
	Estimated Total Project Cost - $93,000,000 -- Rehabilitate or Reconstruct Portland Concrete pavement. Widen to improve shoulders and travelway.																				
OS20 Safety	Interstate Route H-1 Safety Improvement, Beginning of H-1 (Palailai IC) to Waiawa Overpass	ADVCON	0	3,000	(3,000)																HSIP
	Estimated Total Project Cost - $9,500,000 -- Scope includes, but is not limited to: Installation of milled rumble strips on shoulders; reconstruction of paved shoulders; pavement markings; and signing.																				
OS74 SysPres	Interstate Route H-1, Seismic Retrofit, McCully Street Separation	PE1										286	229	57							NHPP
		PE2													429	343	86				
		CON																2,440	1,952	488	
	Estimated Total Project Cost - $3,155,000 -- Retrofit interchange structures to meet current seismic standards.																				
OS70 SysPres	Interstate Route H-1, Seismic Retrofit, Waialae Viaduct	PE1							664	531	133										NHPP
		PE2										1,000	800	200							
		CON													6,100	1,880	4,220				
		ADVCON																0	3,000	(3,000)	
	Estimated Total Project Cost - $7,764,000 -- Retrofit interchange structures to meet current seismic standards.																				
OS22 SysPres	Interstate Route H-3, Seismic Retrofit, Kuou Bridge and Halekou Interchange, Structures 1, 2 and 3	PE1	600	480	120																NHPP
		PE2	600	480	120																
		CON							6,500	200	6,300										
		ADVCON										0	3,000	(3,000)	0	2,000	(2,000)				
	Estimated Total Project Cost - $7,320,000 -- Retrofit interchange structures to meet current seismic standards.																				
OS26 SysPres	Kalanianaole Highway (Route 72) Resurfacing, Poalima Street to Huli Street	CON	4,250	1,400	2,850																NHPP
		CON	2,750	2,200	550																EARMARK - HIGH PRIORITY
		ADVCON				0	2,000	(2,000)													NHPP
	Estimated Total Project Cost - $7,500,000 -- Roadway resurfacing of Kalanianaole Highway from Poalima Street to Huli Street.																				
OS28 SysPres	Kamehameha Highway (Route 83), Bridge Replacement, Kaipapau Stream Bridge	CON				17,800	2,000	15,800													NHPP
		ADVCON							0	4,240	(4,240)	0	3,000	(3,000)	0	5,000	(5,000)				
	Estimated Total Project Cost - $21,600,000 -- Replace the existing bridge.																				
OS29 SysPres	Kamehameha Highway (Route 83), Bridge Replacement, Kaluanui Stream Bridge	CON	9,200	360	8,840																NHPP
		ADVCON				0	2,000	(2,000)	0	5,000	(5,000)										
	Estimated Total Project Cost - $11,000,000 -- Replace the existing bridge.																				
OS31 SysPres	Kamehameha Highway (Route 83), Bridge Replacement, Laieloa Stream Bridge	CON				9,800	840	8,960													NHPP
		ADVCON							0	1,000	(1,000)	0	3,000	(3,000)	0	3,000	(3,000)				
	Estimated Total Project Cost - $11,000,000 -- Replace the existing concrete slab bridge on Kamehameha Highway in the vicinity of Laie.																				

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OS71 SysPres	Kamehameha Highway (Route 83), Bridge Rehabilitation, Paumalu Bridge	PE1							1,000	800	200										NHPP
		PE2										400	320	80							
		ROW													560	448	112				
		CON																10,000	4,000	6,000	
	Estimated Total Project Cost - $11,960,000 -- Rehabilitate the existing bridge.																				
OS32 SysPres	Kamehameha Highway (Route 83), Bridge Replacement, South Kahana Stream Bridge	CON	35,000	600	34,400																NHPP
		ADVCON				0	10,000	(10,000)	0	5,600	(5,600)	0	11,800	(11,800)							
	Estimated Total Project Cost - $37,000,000 -- Replace the existing bridge.																				
OS34 SysPres	Kamehameha Highway (Route 83), Bridge Replacement, Waiahole Bridge	ROW	585	468	117																NHPP
		CON				15,000	1,000	14,000													
		ADVCON							0	6,500	(6,500)	0	4,500	(4,500)							
	Estimated Total Project Cost - $17,300,000 - replace the existing bridge																				
OS72 SysPres	Kamehameha Highway (Route 83), Bridge Replacement, Waimanana Bridge	PE1							650	520	130										NHPP
		PE2										930	744	186							
		ROW													740	592	148				
		CON																9,200	7,360	1,840	
	Estimated Total Project Cost - $11,520,000 -- Replace the existing bridge.																				
OS36 SysPres	Kamehameha Highway (Route 83), Bridge Replacement, Waipilopilo Stream Bridge	ROW	1,030	824	206																NHPP
		CON							9,700	760	8,940										
		ADVCON										0	5,000	(5,000)	0	2,000	(2,000)				
	Estimated Total Project Cost - $11,300,000 -- Replace the existing concrete T-bridge on Kamehameha Highway in the vicinity of Hauula.																				
OS61 SysPres	Kamehameha Highway (Route 83) Realignment, Vicinity of Kawailoa Beach	ADVCON	0	220	(220)	0	2,000	(2,000)													NHPP
		PREROW				50	40	10													
		ROW										1,000	800	200							
	Estimated Total Project Cost - $39,000,000 -- Realign a portion of Kamehameha Highway, on the North Shore. The project proposes to construct a realignment of Kamehameha Highway, from Haleiwa to the vicinity of Waimea Bay to address safety issues that revolve around use of the beach.																				
OS75 Safety	Kamehameha Highway (Route 83) Rockfall Protection, Waimea Bay	PE2				900	720	180													NHPP
		PREROW							50	40	10										
		ROW										500	400	100							
	Kamehameha Highway (Route 83) Rockfall Protection, Waimea Bay -- Haleiwa	CON										10,000	2,000	8,000							
		ADVCON													0	6,000	(6,000)				
	Kamehameha Highway (Route 83) Rockfall Protection, Waimea Bay -- Sunset Beach	CON																8,000	6,400	1,600	
	Estimated Total Project Cost - $19,450,000 -- Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay (milepost 5.4 to milepost 5.52).																				
OS41 Enhance	Kamehameha Highway (Route 83) Wetland Enhancement, Vicinity of Ukoa Pond	CON	6,600	280	6,320																NHPP
		ADVCON				0	4,000	(4,000)	0	1,000	(1,000)										
	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.																				
OS43 Enhance	Leeward Bikeway - Philippine Sea Road to Waipahu Depot Street	ADVCON	0	5,388	(5,388)	0	2,000	(2,000)													ENHANCEMENT
	Estimated Total Project Cost - $11,000,000 -- Improve/build bikeway/bike path from Phillipine Sea Road to Waipahu Depot Street.																				
OS73 Safety	Likelike Highway (Route 63), Safety Improvements, Emmeline Place to Kahekili Highway	CON							2,700	430	2,270										HSIP
		ADVCON										0	2,000	(2,000)							
	Estimated Total Project Cost - $3,000,000 -- Scope includes, but is not limited to: Installation of milled rumble strips or rumble edge stripes on shoulders where possible; high friction surface treatment; speed feedback sign; guardrail end treatment; in-lane pavement markers; LED speed limit signs and chevrons; widen paved shoulders where possible; pavement markings; signing.																				

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OS46 SysPres	Moanalua Freeway (Route H-201), Highway Lighting Improvements, MP 0 to MP 0.73 (Halawa to H-3 Freeway Overpass)	ADVCON	0	2,000	(2,000)																NHPP
	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).																				
OS45 SysPres	Moanalua Freeway (Route H-201), Highway Lighting Improvements, MP 1.12 to MP 4.09 (Halawa Heights Off-Ramp to Middle St. Overpass)	ADVCON	0	5,500	(5,500)																NHPP
	Estimated Total Project Cost - $13,000,000 -- 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).																				
OS44 Safety	Moanalua Freeway (Route 78) and Interstate Route H-2, Guardrail and Shoulder Improvements, Phase 2	CON				10,000	100	9,900													NHPP
		ADVCON							0	4,000	(4,000)	0	3,900	(3,900)							
	Estimated Total Project Cost - $11,000,000 -- Install and/or upgrade the existing guardrails. Reconstruct and pave road shoulders.																				
OS62 SysPres	Pali Highway (Route 61) Resurfacing & Lighting Improvements, Vineyard Blvd (Route 98) to Kamehameha Highway (Route 83)																				NHPP
	Pali Highway (Route 61) Resurfacing & Lighting Improvements, Vineyard Blvd (Route 98) to Kamehameha Highway (Route 83), Ph 1 - Lighting Vineyard Blvd to Kamehameha Hwy & Resurf. Waokanaka St. to Kamehameha Hwy.	ADVCON	0	11,000	(11,000)	0	10,000	(10,000)													
	Pali Highway (Route 61) Resurfacing & Lighting Improvements, Vineyard Blvd (Route 98) to Kamehameha Highway (Route 83), Ph 2 - Resurfacing, Vineyard Blvd to Waokanaka St	CON	18,000	1,400	16,600																
		ADVCON				0	6,000	(6,000)	0	7,000	(7,000)										
	Estimated Total Project Cost -- $96,000,000 -- Scope of work includes but is not limited to cold planing, resurfacing, reconstruction of weakened pavement, installation of new highway lighting, construction of concrete median barriers, replacement of guardrails in-kind and end treatments, installation of new guardrails, installing bridge rails, and installation of signs and pavement markings.																				
OS49 Enhance	Recreational Trails Program - Oahu	CON	359	287	72	359	287	72	359	287	72	359	287	72	359	287	72	359	287	72	NATIONAL RECREATIONAL TRAILS (DLNR)
	Estimated Total Project Cost - $2,154,000 -- A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use.																				
OS52 Safety	Sand Island Access Road (Route 64), Truck Weigh Station, Kapalama Container Terminal	CON	5,200	4,160	1,040																NHPP
	Estimated Total Project Cost - $9,000,000 -- 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.																				
OS79 Safety	Shoreline Protection/Mitigation Program, Various Locations on Oahu																				NHPP
	Shoreline Protection/Mitigation Program, Various Locations on Oahu, Tier 1 (short-term) Locations	ROW				500	400	100				500	400	100							
		CON				2,000	1,600	400				2,000	1,600	400							
	Shoreline Protection/Mitigation Program, Various Locations on Oahu, Tier 2 (mid/long term) Locations	PE1							2,000	600	1,400										
		ADVCON(PE)										0	1,000	(1,000)							
		PE2										4,000	3,200	800							
		ROW													2,000	1,600	400				
		CON																15,000	7,000	8,000	
		ADVCON																			
	Estimated Total Project Cost - $28,000,000 -- Develop and construct shoreline protection measures to better protect roadways from flooding and erosion as identified and prioritized in the Statewide Shoreline Protection Program. This funding is for the Oahu District Sub-Program.																				
OS63 Modern	Traffic Counting Stations, Various Locations	CON				2,575	60	2,515													STP FLEXIBLE
		ADVCON							0	2,000	(2,000)										
	Estimated Total Project Cost - $4,500,000 -- Construction of traffic counting stations for traffic data gathering and planning purposes. There is a separate phase shown for the rest of the islands in Statewide section of the STIP. This is a part of phase 2 of the Statewide project. The project will collect required Highway Performance Monitoring System (HPMS) data.																				
	OAHU : STATE - FHWA TOTAL		**135,989**	**79,531**	**56,458**	**140,799**	**79,401**	**61,398**	**79,060**	**79,537**	**(477)**	**90,720**	**78,025**	**12,695**	**98,933**	**78,268**	**20,665**	**152,720**	**82,263**	**70,457**	

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OAHU : STATE - FTA																					
OS50. Transportation Assistance for Elderly and Disabled	EQP	544	435	109	560	448	112	576	461	115	594	475	119	613	490	123	632	505	127	FTA SECTION 5310
Human																					
Estimated Total Project Cost - $3,519,000 -- 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.																					
OS68. HDOT State Safety Oversight Program	OPR	290	232	58	299	239	60	307	246	61	316	253	63	326	261	65	336	269	67	FTA SECTION 5329
Transit																					
Estimated Total Project Cost - $1,874,000 -- This funding will provide operational resources for the HDOT State Safety Oversight Program administered by the HDOT Rail Transit Safety Office and will Implement 49 CFR Part 674 State Safety Oversight Final Rule.																					
OAHU : STATE - FTA TOTAL		**834**	**667**	**167**	**859**	**687**	**172**	**883**	**707**	**176**	**910**	**728**	**182**	**939**	**751**	**188**	**968**	**774**	**194**		

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CITY & COUNTY OF HONOLULU - FHWA																				
OC1. Alapai Transportation Management Center	DES	500	0	500																STP FLEXIBLE
Safety	INSP	1,500	0	1,500																STP FLEXIBLE
	EQP	250	200	50	250	200	50										375	300	75	
	OPR	500	400	100	500	400	100	463	370	93	475	380	95	488	390	98	500	400	100	
Estimated Total Project Cost - $97,813,000 -- The transportation management center will be a joint communication center to be built behind the Alapai Transit Center. The communications center will hold City, State & emergency response agencies.																				
OC2. Bikeway Improvements Program																				
Enhance																				STP FLEXIBLE
Bikeway Improvements Program, Kailua-Lanikai Bike Path	ROW	1	0	1																
	PE1	300	240	60																
	PE2				125	100	25													
Bikeway Improvements Program, Sunset Bike Path Improvements	ROW	1	0	1																
	PE1	300	240	60																
	PE2				125	100	25													
Bikeway Improvements Program, Waipahu Depot Shared Use Path	ROW				1	0	1													
	CON				1,000	800	200													
Bikeway Improvements Program, TBD - DES 2020	PE1				300	240	60													
	PE2							125	100	25										
Bikeway Improvements Program, TBD - DES 2021	PE1							300	240	60										
Estimated Total Project Cost - $2,578,000 -- This is an ongoing islandwide program for the implementation of the Oahu Bicycle Master Plan improvements, the development of new projects, and the upgrade of existing bicycle projects.																				
OC3. Bridge Inspection, Inventory, and Appraisal	DES	1,000	800	200	1,000	800	200	1,000	800	200	1,000	800	200	1,000	800	200	1,000	800	200	BRIDGE OFF SYSTEM
SysPres																				
Estimated Total Project Cost - $4,000,000 -- Inventory, inspect, and appraise City bridges, including underwater inspection and scour survey.																				
OC4. Computerized Traffic Control System																				STP FLEXIBLE
Congest																				
Computerized Traffic Control System, Phase 15 - Nanakuli	PE2	250	200	50																
	CON				3,800	3,000	800													
	EQP				100	0	100													
Computerized Traffic Control System, Phase 16 - Waianae	PE1	250	200	50																
	PE2				315	250	65													
	CON							3,800	3,000	800										
	EQP							100	0	100										
Computerized Traffic Control System, Phase 17 - TBD	PE1							315	250	65										
	PE2										190	150	40							
	CON													3,800	3,000	800				
	EQP													100	0	100				
Estimated Total Project Cost - $9,120,000 -- Upgrade and expand fiber optic lines, closed-circuit television (CCTV) cameras, data collection, and signal control in urban and rural areas for connection to the Traffic Control Center.																				
OC27. Farrington Highway (Routes 7100 and 9107) Improvements	ROW				15,000	0	15,000	15,000	0	15,000										LOCAL
Modern	PE1	50	0	50																
	PE2	3,950	0	3,950	1,000	0	1,000	1,000	0	1,000										
	CON										26,000	0	26,000	53,000	0	53,000	19,000	0	19,000	
Estimated Total Project Cost - $142,050,000 -- Construct Improvements to enhance sub-regional roadway connectivity and mobility, increase capacity and accomodate multi-modal transportation options, from Kapolei Golf Course Road to west of Fort Weaver Road. The project might be constructed in phases.																				
OC29 Federal Lands Access Program (FLAP)																				FEDERAL LANDS ACCESS PROGRAM
Enhance																				
Federal Lands Access Program (FLAP), Pearl Harbor Multimodal Connection Alternatives: Phase II	PE2	733	586	147																
	CON				6,033	4,826	1,207													
Estimated Total Project Cost - $6,766,000 -- FLAP was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sited an economic generators.																				

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PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2020 (Oct 1, 19 - Sep 30, 20) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2021 (Oct 1, 20 - Sep 30, 21) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2022 (Oct 1, 21 - Sep 30, 22) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2023 (Oct 1, 22 - Sep 30, 23) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2024 (Oct 1, 23 - Sep 30, 24) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FUND CATEGORY & REMARKS
OC28. Safe Routes to School Program (SRTS)																					SAFE ROUTES TO SCHOOL
Enhance																					
Safe Routes to School Program (SRTS), Kailua Bike Boulevard	PE2				25	25	0														
	CON													300	300	0					
	INSP													70	70	0					
Estimated Total Project Cost - $500,000 -- SRTS has the following goals: enable and encourage children, including those with disabilities, to walk and bicycle to school; make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.																					
OC23. Salt Lake Boulevard Widening, Phase 3	ROW	100	0	100																	STP FLEXIBLE
Modern	PE2	10	0	10																	
	CON				35,165	3,625	31,540	43,805	7,170	36,635											
	INSP				9,000	0	9,000														
Estimated Total Project Cost - $87,280,000 -- To widen the Salt Lake Boulevard to a multi-lane roadway within the existing 100' right-of-way between Maluna and Ala Lilikoi Streets.																					
OC8. Traffic Improvements at Various Locations																					STP FLEXIBLE
Safety																					
Traffic Improvements at Various Locations, Kalaheo Avenue/Kailua Road	ROW	106	85	21																	
	CON	1,590	1,272	318																	
	INSP	265	212	53																	
Traffic Improvements at Various Locations, Mahoe and Waipahu Streets	CON				2,500	2,000	500														
Traffic Improvements at Various Locations, Kailua Road/Wanaao Road Intersection Improvements	PE1	300	240	60																	
	PE2				125	100	25														
	CON										1,250	1,000	250								
Traffic Improvements at Various Locations, Kalakaua Shared Use Crossing	PE1	200	160	40																	
	PE2				125	100	25														
	CON										1,250	1,000	250								
Traffic Improvements at Various Locations, Manager's Drive/ Hiapa Street Intersection Improvements	PE1				400	320	80														
	PE2							125	100	25											
	CON													2,500	2,000	500					
Traffic Improvements at Various Locations, TBD - DES 2021	PE1							400	320	80											
	PE2										125	100	25								
	CON																1,250	1,000	250		
Traffic Improvements at Various Locations, TBD - DES 2022	PE1										400	320	80								
Estimated Total Project Cost - $9,161,000 -- Provide traffic congestion relief and improve traffic safety at various locations, including but not limited to Kalaheo Avenue/Kailua Road, Mahoe and Waipahu Streets, Kailua Road/Wanaao Road intersection improvements, Kalakaua shared use crossing, and Manager's Drive/Hiapo Street intersection improvements.																					

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OC10. Traffic Signals at Various Locations																					STP FLEXIBLE
Congest																					
Traffic Signals at Various Locations, **Phase 18** - Renton Rd/Pahika St, Kapiolani Blvd at Pumehana St (Rapid Flashing Beacons), School St/Houghtailing St, Kapiolani Blvd/Atkinson Dr, Kapiolani Blvd/Kalakaua Ave, Moanalua Rd/Hoomalu St	CON	3,750	3,000	750																
	EQP	1	0	1																
Traffic Signals at Various Locations, **Phase 19** - Waialae Avenue at 16th Avenue, Moanalua Road at Ualo Street	PE2	250	200	50																
	CON				4,375	3,500	875													
	EQP				4	0	4													
Traffic Signals at Various Locations, **Phase 20** - King St/Punahou St, Makuahine/Hala Dr, Hawaii Kai Dr/Kalalea St, Kamehameha Hwy/Waikalua Rd, Ward Ave/Lunalilo, Kapahulu Interconnect	PE1	250	200	50																
	PE2				315	250	65													
	CON							3,750	3,000	750										
	EQP							1	0	1										
Traffic Signals at Various Locations, **Phase 21** - Meheula Pkwy/Ainamakua Dr (Audio Ped), Kapiolani Blvd/Ward Ave, Kapiolani Blvd/McCully St	PE1				319	255	64													
	PE2							250	200	50										
	CON										3,750	3,000	750							
	EQP										1	0	1							
Traffic Signals at Various Locations, **Phase 22** - TBD	PE1							315	250	65										
	PE2										375	300	75							
	CON													3,750	3,000	750				
	EQP													1	0	1				
Traffic Signals at Various Locations, **Phase 23** - TBD	PE1										315	250	65							
	PE2													425	350	75				
	CON																3,750	3,000	750	
	EQP																1	0	1	
Traffic Signals at Various Locations, **Phase 24** - TBD	PE1													315	250	65				
	PE2																375	300	75	
Traffic Signals at Various Locations, **Phase 25** - TBD	PE1																315	250	65	
Estimated Total Project Cost - $18,021,000 -- Install and upgrade traffic signals islandwide including ADA improvements, signs and markings, and interties.																				
OC25. Transportation Alternatives Program (MPO) at Various Locations																				TAP-U
Enhance																				
Transportation Alternatives Program (MPO) at Various Locations, 1 - HART Secure Bike Storage Units (FHWA to FTA Flex Funds: Estimated Total Project Cost - $500,000)	CON				500	400	100													**FTA** §5307/§5340
Transportation Alternatives Program (MPO) at Various Locations, 2 - HART Middle Loch Connector (FHWA to FTA Flex Funds: Estimated Total Project Cost - $500,000)	CON	375	300	75																**FTA** §5307/§5340
Transportation Alternatives Program (MPO) at Various Locations, 3 - Ala Wai Bridge Project (Estimated Total Project Cost - $6,000,000)	PE1	1,500	1,200	300																TAP-U
	PE2	1,100	880	220																TAP-U
	CON	8,589	6,871	1,718																STP FLEXIBLE
Transportation Alternatives Program (MPO) at Various Locations, 6 - TBD (Estimated Total Project Cost - $4,389,000)	CON				1,000	800	200													TAP-U
Estimated Total Project Cost - $12,189,000 -- The Transportation Alternatives Program (TAP) is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. Locations to be determined by the OahuMPO TAP Project Evaluation and Ranking process. HART projects may be flexed from FHWA to FTA.																				
OC26. Transportation Alternative Program (State)																				TAP
Enhance																				
Transportation Alternative Program (State), Phase 1 - HART Chinatown Bike Facility (FHWA to FTA Flexed Funds)	PE2/CON	50	40	10	200	160	40													**FTA** §5307/§5340
Transportation Alternative Program (State), Phase 3 - Haleiwa Road Multi-Use Path	PE2				200	160	40													TAP
	CON							1,000	800	200										STP FLEXIBLE
	INSP							500	400	100										STP FLEXIBLE
Estimated Total Project Cost - Combined with the statewide portion, ~$2.4 million/year -- The Transportation Alternatives Program (TAP) is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. Locations to be determined by the State TAP Project Evaluation and Ranking process. HARTprojects may be flexed from FHWA to FTA.																				
OAHU : C&C OF HONOLULU - FHWA SUBTOTAL		**16,407**	**8,235**	**8,172**	**81,877**	**20,866**	**61,011**	**70,749**	**15,800**	**54,949**	**35,131**	**7,300**	**27,831**	**65,379**	**9,790**	**55,589**	**26,566**	**6,050**	**20,516**	
OAHU : C&C OF HONOLULU | SRTS - FHWA TOTAL		**0**	**0**	**0**	**25**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**370**	**370**	**0**	**0**	**0**	**0**	
OAHU : C&C OF HONOLULU | TAP - FHWA TOTAL		**11,189**	**8,951**	**2,238**	**1,200**	**960**	**240**	**1,500**	**1,200**	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
OAHU : C&C OF HONOLULU - FHWA TOTAL		**27,596**	**17,186**	**10,410**	**83,102**	**21,851**	**61,251**	**72,249**	**17,000**	**55,249**	**35,131**	**7,300**	**27,831**	**65,749**	**10,160**	**55,589**	**26,566**	**6,050**	**20,516**	

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CITY & COUNTY OF HONOLULU - FTA																					
OC13. Bus and Handi-Van Acquisition Program																					
Transit																					
Bus and Handi-Van Acquisition Program, FY2019: 30<30' buses + 18-40' buses + 28-60' buses	EQP	25,718	20,570	5,148																	FTA §5307/§5340
	EQP	2,539	1,979	560																	FTA §5337
	EQP	12,066	9,217	2,849																	FTA §5339
	EQP	1,150	920	230																	FTA §5310
	INSP	49	39	10	49	39	10	49	39	10	49	39	10	49	39	10	49	39	10		FTA §5307/§5340
	DES	642	513	129																	FTA §5339
Bus and Handi-Van Acquisition Program, FY2020: 30<30' buses + 10-40' buses + 10-60' buses	EQP				9,678	7,742	1,936														FTA §5307/§5340
	EQP				3,698	2,958	740														FTA §5339
	EQP				392	314	78														FTA §5310
	EQP				2,142	1,713	429														FTA §5337
Bus and Handi-Van Acquisition Program, FY2021: 30<30' buses + 10-40' buses + 10-60' buses	EQP							15,630	8,232	7,398											FTA §5307/§5340
	EQP							1,814	1,451	363											FTA §5337
	EQP							3,772	3,018	754											FTA §5339
	EQP							402	321	81											FTA §5310
Bus and Handi-Van Acquisition Program, FY2022: 30<30' buses + 10-40' buses + 10-60' buses	EQP										16,364	8,818	7,546								FTA §5307/§5340
	EQP										1,850	1,480	370								FTA §5337
	EQP										3,848	3,078	770								FTA §5339
	EQP										417	334	83								FTA §5310
Bus and Handi-Van Acquisition Program, FY2023: TBD	EQP													16,691	8,994	7,697					FTA §5307/§5340
	EQP													1,888	1,510	378					FTA §5337
	EQP													3,925	3,140	785					FTA §5339
	EQP													426	341	85					FTA §5310
Bus and Handi-Van Acquisition Program, FY2024: TBD	EQP																17,025	9,174	7,851		FTA §5307/§5340
	EQP																1,925	1,540	385		FTA §5337
	EQP																4,003	3,202	801		FTA §5339
	EQP																434	347	87		FTA §5310
Estimated Total Project Cost - $102,318,000 -- Purchase replacement transit buses and handi-van vehicles.																					
OC24. Capital Training	OPR	26	21	5	28	22	6	28	22	6	29	23	6	30	24	6	30	24	6		FTA §5307/§5340
Transit																					
Estimated Project Cost - $111,000 -- Department of Transportation Services staff attendance at training workshops offered by the National Transit Institute.																					
OC16. Honolulu Rail Transit Project																					
Transit Honolulu Rail Transit Project, §5309 New Starts	HRTP	833,333	250,000	583,333	833,333	250,000	583,333	480,035	144,010	336,025											FTA §5309
Honolulu Rail Transit Project, FHWA to FTA Flex Funds: HDOT Highway Improvements (OS64)	HRTP	6,150	5,000	1,150																	FTA §5307/ §5340
Honolulu Rail Transit Project, FHWA to FTA Flex Funds: Transportation Alternatives Program (OC25 and OC26)	HRTP	425	340	85	700	560	140														FTA §5307/ §5340
Estimated Total Project Cost - $8,165,000,000 -- 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.																					
OC20 Preventive Maintenance	OPR	26,250	21,000	5,250	26,250	21,000	5,250	26,250	21,000	5,250	26,250	21,000	5,250	26,250	21,000	5,250	26,250	21,000	5,250		FTA §5307/§5340
Transit																					
Estimated Total Project Cost - $105,000,000 -- Preventive maintenance of FTA-funded rolling stock (buses and Handi-Vans) to include parts, labor, and other related expenses.																					
OC21. Transit Safety and Security Projects																					
Transit	PLN	1	0	1	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	1	0	1		LOCAL
	CON	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1		LOCAL
	EQP	355	284	71	364	291	73	370	296	74	377	301	76	378	302	76	382	305	77		FTA §5307/§5340
Estimated Total Project Cost - $1,478,000 -- Capital improvement projects at various locations will provide safety and security aboard transit vehicles, and at future and existing bus stops and transit centers, park-and-ride lots, and bus maintenance facilities.																					
OAHU : C&C OF HONOLULU | DTS - FTA TOTAL		**68,798**	**54,543**	**14,255**	**42,604**	**34,079**	**8,525**	**48,318**	**34,379**	**13,939**	**49,187**	**35,073**	**14,114**	**49,640**	**35,350**	**14,290**	**50,101**	**35,631**	**14,470**		
OAHU : C&C OF HONOLULU | HART - FTA TOTAL		**839,908**	**255,340**	**584,568**	**834,033**	**250,560**	**583,473**	**480,035**	**144,010**	**336,025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
OAHU : C&C OF HONOLULU - FTA TOTAL		**908,706**	**309,883**	**598,823**	**876,637**	**284,639**	**591,998**	**528,353**	**178,389**	**349,964**	**49,187**	**35,073**	**14,114**	**49,640**	**35,350**	**14,290**	**50,101**	**35,631**	**14,470**		

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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 FUNDING CATEGORY SUMMARY - OAHU																				
NHPP (National Highway Performance Program)			68,656			77,029			73,220			75,738			76,381			81,976		
BRIDGE OFF-SYSTEM			800			800			800			800			800			800		
STP ENHANCEMENT / TAP			7,468			2,960			0			0			0			0		
STP FLEXIBLE / STBG (Surface Transportation Block Grant)			13,720			15,300			18,200			6,500			8,990			5,250		
SECTION 1404 - (Safe Routes to School)			0			25			0			0			370			0		
HSIP (Highway Safety Improvement Program)			3,000			25			4,030			2,000			1,600			0		
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		
FLAP (Federal Lands Access Program)			586			4,826			0			0			0			0		
EARMARK - HIGH PRIORITY			2,200			0			0			0			0			0		
EARMARK - RE-PURPOSED EARMARKS			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		96,717			101,252			96,537			85,325			88,428			88,313		
LESS DISCRETIONARY, DEMO ...ETC. PROJECTS			(2,786)			(4,826)			0			0			0			0		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		93,931			96,426			96,537			85,325			88,428			88,313		

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	PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2020 (Oct 1, 19 - Sep 30, 20) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2021 (Oct 1, 20 - Sep 30, 21) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2022 (Oct 1, 21 - Sep 30, 22) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2023 (Oct 1, 22 - Sep 30, 23) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2024 (Oct 1, 23 - Sep 30, 24) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FUND CATEGORY & REMARKS
	HAWAII : STATE - FHWA																				
HS1. SysPres	Bridge and Pavement Improvement Program, Hawaii	CON	12,000	0	12,000	12,000	0	12,000	12,000	0	12,000	12,000	0	12,000	12,000	0	12,000	12,000	0	12,000	NHPP / STP FLEXIBLE
	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://hidot.hawaii.gov/highways/other/other-related-links/stip/. Qualified and priority SMP projects could receive federal funds should they become available.																				
HS2. Modern	Daniel K. Inouye Highway (RTE 200) Extension, Mamalahoa Hwy (RTE 190) to Queen Kaahumanu Hwy (RTE 19)	PREROW							500	400	100										STP FLEXIBLE
		ROW													8,500	6,800	1,700				
		PE2	8,000	400	7,600																
		ADVCON (PE2)				0	2,000	(2,000)	0	2,000	(2,000)	0	2,000	(2,000)							
	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.																				
HS3. Safety	Guardrail and Shoulder Improvements, Various Locations	PE1													100	0	100				STP FLEXIBLE
		PE2													100	0	100				
		CON																1,400	1,120	280	
	Estimated Total Project Cost - $2,400,000 -- Improve guardrail and shoulders.																				
HS20. SysPres	Hawaii Belt Road (RTE 19), Bridge Rehabilitation/Replacement, Hakalau Bridge	PE1							1,200	960	240										NHPP
		PE2										800	640	160							
		ROW													500	400	100				
		CON																35,000	15,000	20,000	
	Estimated Total Project Cost - $37,500,000 -- Rehabilitate or replace existing bridge.																				
HS4. SysPres	Hawaii Belt Road (RTE 19), Bridge Replacement, Kolekole Stream Bridge	PE1				1,500	1,200	300													NHPP
		PE2							1,000	800	200										
		ROW										500	400	100							
		CON													15,000	6,000	9,000				
		ADVCON																0	6,000	(6,000)	
	Estimated Total Project Cost - $18,000,000 -- Rehabilitate or replace existing bridge.																				
HS5. SysPres	Hawaii Belt Road (RTE 19), Bridge Replacement, Wailuku Bridge	PE1	1,500	1,200	300																NHPP
		PE2				1,000	800	200													
		ROW							500	400	100										
		CON										25,000	12,000	13,000							
		ADVCON													0	8,000	(8,000)				
	Estimated Total Project Cost - $30,000,000 -- Rehabilitate or replace existing bridge.																				
HS6. Safety	Hawaii Belt Road (RTE 19), Guardrail and Shoulder Improvements, Kaumoali Bridge to East Paauilo Bridge and Vicinity of Kalopa Bridge	ADVCON	0	1,000	(1,000)	0	3,000	(3,000)													NHPP
	Estimated Total Project Cost - $5,600,000 -- Improve guardrail and shoulders along Hawaii Belt Road from Kaumoali Bridge to East Paauilo Bridge and Vicinity of Kalopa Bridge																				
HS7. Safety	Hawaii Belt Road (RTE 19), Guardrail and Shoulder Improvements, Kealakaha Bridge Towards Kaula Bridge	CON				1,560	1,248	312													NHPP
	Estimated Total Project Cost - $1,800,000 -- Improve guardrail and shoulders from Kealakaha Bridge to Kaula Bridge																				
HS8. Safety	Hawaii Belt Road (RTE 19), Guardrail and Shoulder Improvements, Kaala Bridge Towards Kealakaha Bridge	CON	1,560	248	1,312																NHPP
		ADVCON				0	1,000	(1,000)													
	Estimated Total Project Cost - $1,800,000 -- Improve guardrail and shoulders from Kaala Bridge to Kealakaha Bridge.																				
HS9. Safety	Hawaii Belt Road (RTE 19), Guardrail and Shoulder Improvements, Kaawalii Gulch to Kuwaikahi Bridge	CON										1,400	1,120	280							NHPP
	Estimated Total Project Cost - $1,600,000 -- Improve guardrail and shoulders from Kaawalii Gulch to Kuwaikahi Bridge.																				
HS10. Safety	Hawaii Belt Road (RTE 19), Guardrail and Shoulder Improvements, Kaula Bridge Towards Kaawalii Gulch	CON							1,400	1,120	280										NHPP
	Estimated Total Project Cost - $1,600,000 -- Improve guardrail and shoulders from Kaula Bridge towards Kaawalii Gulch.																				
HS11. Safety	Hawaii Belt Road (RTE 19), Guardrail and Shoulder Improvements, Kuwaikahi Bridge to Kaaluu Bridge	CON													1,400	1,120	280				NHPP
	Estimated Total Project Cost - $1,600,000 -- Improve guardrail and shoulders from Kuwaikahi Bridge to Kaalau Bridge.																				

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PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2020 (Oct 1, 19 - Sep 30, 20) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2021 (Oct 1, 20 - Sep 30, 21) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2022 (Oct 1, 21 - Sep 30, 22) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2023 (Oct 1, 22 - Sep 30, 23) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2024 (Oct 1, 23 - Sep 30, 24) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FUND CATEGORY & REMARKS
HS12. Hawaii Belt Road (RTE 19), Seismic Retrofit, Kaholo Bridge	PE1	500	400	100																	NHPP
SysPres	PE2				500	400	100														
	CON							2,000	400	1,600											
	ADVCON										0	1,200	(1,200)								
Estimated Total Project Cost - $7,800,000 -- Retrofit interchange structures to meet current seismic standards.																					
HS13. Kawaihae Road (RTE 19), Waiaka Stream Bridge Replacement and Realignment of Approaches	PREROW				50	40	10														NHPP
SysPres	ROW							2,950	2,360	590											
	CON										12,000	6,600	5,400								
	ADVCON													0	3,000	(3,000)					
Estimated Total Project Cost - $14,700,000 -- Replacing the existing Waiaka Stream Bridge, realigning the bridge approaches, reconstructing the Route 19/Route 250 intersection and installing safety improvements.																					
HS14. Keaau-Pahoa Road (RTE 130) Improvements, Keaau Bypass to Pahoa-Kapoho Road	ROW	2,020	1,616	404																	STP FLEXIBLE
Modern																					
Estimated Total Project Cost - $140,000,000 -- Improve traffic circulation and safety along Route 130.																					
HS15. Kohala Mountain Road (RTE 250), Safety Improvements, MP 7.2 to MP 9.2, Phase 2	ROW	360	324	36																	HSIP
Safety	CON				3,300	970	2,330														
	ADVCON							0	2,000	(2,000)											
Estimated Total Project Cost - $3,660,000 -- Scope includes, but is not limited to: Continuation of 2017 project to address recommended superelevation treatments along entire segment																					
HS16. Mamalahoa Highway (RTE 11), Guardrail and Shoulder Improvements and Realignment, Naalehu to Honuapo	CON				6,000	800	5,200														NHPP
Safety	ADVCON							0	2,000	(2,000)	0	2,000	(2,000)								
Estimated Total Project Cost - $7,000,000 -- Remove and replace deteriorated guardrail; realign the highway toward the mauka side of the road; reconstruct weakened pavement areas and repave existing roadway; install pavement markings; and replace signs.																					
HS17. Mamalahoa Highway (RTE 190), Safety Improvements, MP 17.9-20.8 and MP 21.3-26.2	CON							1,000	900	100											HSIP
Safety																					
Estimated Total Project Cost - $1,100,000 -- Scope includes, but is not limited to: Installation of milled rumble strips on centerline; installation of milled rumble strips or rumble edge stripes on shoulders where possible; installation of guardrails where possible at drop-offs; widen shoulders where possible; pavement markings; and signing.																					
HS18. Mamalahoa Highway (RTE 11), Safety Improvements, MP 98.7-105.3	CON							1,000	900	100											HSIP
Safety																					
Estimated Total Project Cost - $1,100,000 -- Scope includes, but is not limited to: Milled rumble strips on centerline; Milled rumble strips /rumble edge stripes on shoulders, and widen shoulders, where possible; drainage improvements; installation of in-lane rumble strips, RM-5 markers in existing guardrails, and flashing bacon where appropriate; guardrail or alternative where needed.																					
HS19. National Recreational Trails Program - Hawaii (DLNR)	CON	374	299	75	374	299	75	374	299	75	374	299	75	374	299	75	374	299	75		NATIONAL RECREATIONAL TRAILS (DLNR)
Enhance																					
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.																					
HAWAII : STATE - FHWA TOTAL		**26,314**	**5,487**	**20,827**	**26,284**	**11,757**	**14,527**	**23,924**	**14,539**	**9,385**	**52,074**	**26,259**	**25,815**	**37,974**	**25,619**	**12,355**	**48,774**	**22,419**	**26,355**		

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COUNTY OF HAWAII - FHWA																					
HC1. Alii Drive (Route 186) Culvert Replacement	ADVCON	0	3,000	(3,000)																	STP FLEXIBLE
SysPres																					
Estimated Total Project Cost - $13,100,000 -- Replace existing concrete culvert with a new concrete bridge.																					
HC2. Bridge and Pavement Improvement Program	CON	4,375	3,500	875	7,925	6,340	1,585	8,125	6,500	1,625	7,925	6,340	1,585	8,125	6,500	1,625	7,925	6,340	1,585		STP FLEXIBLE
SysPres																					
Estimated Total Project Cost - $24,375,000 -- System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation. The current list of priortized proposed projects has beebn posted on the STIP website at: http://hidot.hawaii.gov/highways/other-related-links/stip/.																					
HC3. Bridge Inspection and Appraisal	PLN				200	160	40				200	160	40				200	160	40		STP FLEXIBLE
SysPres																					
Estimated Total Project Cost - $600,000 -- Inspection of county-maintained bridges as required by FHWA.																					
HAWAII : COUNTY OF HAWAII - FHWA TOTAL		**4,375**	**6,500**	**(2,125)**	**8,125**	**6,500**	**1,625**	**8,125**	**6,500**	**1,625**	**8,125**	**6,500**	**1,625**	**8,125**	**6,500**	**1,625**	**8,125**	**6,500**	**1,625**		

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COUNTY OF HAWAII - FTA																					
HC4. Bus and Bus Facility	EQP	590	469	121	609	484	125	627	502	125	646	517	129								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.																					
HC5. Rural Transportation Program	OPR	2,298	1,149	1,149	2,368	1,184	1,184	2,440	1,220	1,220	2,514	1,257	1,257								FTA SECTION 5311(b)(3)
Transit																					
Estimated Total Project Cost - $13,160,000 -- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.																					
HAWAII : COUNTY OF HAWAII - FTA TOTAL		**2,888**	**1,618**	**1,270**	**2,977**	**1,668**	**1,309**	**3,067**	**1,722**	**1,345**	**3,160**	**1,774**	**1,386**	**0**	**0**	**0**	**0**	**0**	**0**		

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		TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	
FHWA FUNDING CATEGORY SUMMARY - HAWAII																				
NHPP (National Highway Performance Program)			2,848			8,488			8,040			23,960			18,520			21,000		
BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
STP ENHANCEMENT/TAP			0			0			0			0			0			0		
STP FLEXIBLE / STBG (Surface Transportation Block Grant)			8,516			8,500			8,900			8,500			13,300			7,620		
SECTION 1404 - (Safe Routes to School)			0			0			0			0			0			0		
HSIP (Highway Safety Improvement Program)			324			970			3,800			0			0			0		
NATIONAL RECREATIONAL TRAILS			299			299			299			299			299			299		
CMAQ (Congestion Mitigation Air Quality)			0			0			0			0			0			0		
FLAP (Federal Lands Access Program)			0			0			0			0			0			0		
EARMARK - HIGH PRIORITY			0			0			0			0			0			0		
EARMARK - RE-PURPOSED EARMARKS			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		11,987			18,257			21,039			32,759			32,119			28,919		
LESS DISCRETIONARY, DEMO ...ETC. PROJECTS			0			0			0			0			0			0		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		11,987			18,257			21,039			32,759			32,119			28,919		

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	MAUI : STATE - FHWA																				
MS11	Bridge and Pavement Improvement Program, Maui	CON	14,800	0	14,800	14,800	0	14,800	14,800	0	14,800	14,800	0	14,800	14,800	0	14,800	14,800	0	14,800	NHPP / STBG
SysPres																					
	Estimated Total Project Cost - $88,800,000--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 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.																				
MS1	Guardrail and Shoulder Improvement Program at Various Locations, Maui																				STBG
Safety																					
	Guardrail and Shoulder Improvement Program at Various Locations, Maui, Part 4	CON				1,000	800	200													
	Guardrail and Shoulder Improvement Program at Various Locations, Maui, Part 5	CON										4,000	3,200	800							
	Guardrail and Shoulder Improvement Program at Various Locations, Maui, Part 6	CON																4,000	3,200	800	
	Estimated Total Project Cost - $10,000,000 -- Improve guardrails and shoulders at various locations.																				
MS2	Hana Highway Bridge Preservation Program																				
SysPres	Hana Highway Bridge Preservation Program, Phase 1	ROW	1,065	852	213																STBG
	Hana Highway Bridge Preservation Program, Phase 1A	CON							12,000	9,600	2,400										
	Hana Highway Bridge Preservation Program, Phase 1B	CON													12,000	9,600	2,400				
	Hana Highway Bridge Preservation Program, Phase 2	PE1													1,000	800	200				
		PE2																1,000	800	200	
	Estimated Total Project Cost - $27,065,000 -- Improve Hana Highway Bridges. Improvements could include widening of lanes and shoulders, replace railings, strengthening of the superstructure to support current design loads, all abutments will be upgraded, all approach guardrail and CRM walls will be upgraded.																				
	Phase 1 will include work on 6 bridges. 1. Puohokamoa, 2. Kopiliula, 3. Mokulehua, 4. Ulaino, 5. Kailua, 6. Makanali. Bridges for Phase 2 will be prioritized at a later date.																				
MS5	Honoapiilani Highway (Route 30), Bridge Replacement, Honolua Bridge	ROW				104	83	21													NHPP
SysPres		CON				5,825	4,660	1,165													
	Estimated Total Project Cost - $6,750,000 -- Replacement of a concrete T-beam bridge on Honoapiilani Hwy in the vicinity of Honolua Bay.																				
MS3	Honoapiilani Highway Realignment, Olowalu to Papalaua Park	PE1													500	0	500				LOCAL - Highway Special Funds
Safety																					
	Estimated Total Project Cost - $150,000,000 -- Develop a two-lane alternative route mauka of Honoapiilani Highway outside of coastal hazard area and projected sea-level rise impact area.																				
MS4	Honoapiilani Highway (Route 30), Rockfall Protection / Slope Stabilization, Vicinity of MP 10.33 to Vicinity of MP 10.44	CON																5,000	4,000	1,000	STBG
Safety																					
	Estimated Total Project Cost - $6,500,000 -- Develop implement appropriate rockfall mitigation along this section of highway.																				
MS6	Kula Highway (Route 37) Safety Improvements, Aapueo Parkway to Omaopio Road	CON	900	810	90																HSIP
Safety																					
	Estimated Total Project Cost - $ 1,000,000 -- Scope includes, but is not limited to: Installation of milled rumble strips on centerline; installation of milled rumble strips or rumble edge stripes on shoulders; widen shoulders to accommodate milled rumble strips where appropriate and apply safety edge; intersection improvements at various locations; pavement markings; signing.																				

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	PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2020 (Oct 1, 19 - Sep 30, 20) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2021 (Oct 1, 20 - Sep 30, 21) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2022 (Oct 1, 21 - Sep 30, 22) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2023 (Oct 1, 22 - Sep 30, 23) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FFY2024 (Oct 1, 23 - Sep 30, 24) TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	FUND CATEGORY & REMARKS
MS12 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.																				
MS7 Safety	North Kihei Road (Route 310) Safety Improvements, From Honoapiilani Highway to Piilani Highway	CON										1,800	1,620	180							HSIP
	Estimated Total Project Cost - $2,000,000 -- Scope includes, but is not limited to: Installation of milled rumble strips on centerline; installation of milled rumble strips or rumble edge stripes on shoulders; widen shoulders to accommodate milled rumble strips where appropriate and apply safety edge; left turn storage lane at MECO driveway; install additional traffic signal head and backplates at South Kihei Road; pavement markings; signing.																				
MS8 Modern	Paia Relief Route	PE2													3,430	0	3,430				LOCAL
		ROW													4,900	0	4,900				
		CON																49,000	0	49,000	
	Estimated Total Project Cost - $90,000,000 -- Develop a two-lane mauka route of Hana highway to bypass the town of Paia.																				
MS9 Enhance	Puunene Ave. (Rte 3500) Improvements, Kamehameha Ave. (Rte 3940) to Kuihelani Hwy (Rte 380)	CON	10,000	5,400	4,600																STBG
		ADVCON				0	2,600	(2,600)													
	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.																				
MS10 Safety	Shoreline Protection/Mitigation Program, Various areas in Maui District	PE1	2,000	1,600	400							2,000	1,600	400							NHPP
		PE2							2,000	1,600	400							2,000	1,600	400	
		ROW										2,000	1,600	400							
		CON										5,000	4,000	1,000							
	Estimated Total Project Cost - $ 15,000,000 -- Develop and construct shoreline protection measures to better protect roadways from flooding and erosion as identified and prioritized in the Statewide Shoreline Protection Program. This funding is for the Maui District Sub-Program.																				
	MOLOKAI																				
MS13 SysPres	Kamehameha V Highway (Route 450), Bridge Replacement, Makakupaia Stream Bridge	CON				7,535	4,028	3,507													STBG
		ADVCON							0	2,000	(2,000)										
	Estimated Total Project Cost - $8,800,000 -- Construct detour road/bridge, demolish and build new bridge, relocate utilities, install pavement signing, striping and marking.																				
	MAUI : MPO STATE - FHWA TOTAL		**29,214**	**9,021**	**20,193**	**22,178**	**8,502**	**13,676**	**29,249**	**11,559**	**17,690**	**30,049**	**12,379**	**17,670**	**37,079**	**10,759**	**26,320**	**76,249**	**9,959**	**66,290**	
	MAUI : NON-MPO STATE - FHWA TOTAL		**0**	**0**	**0**	**7,535**	**4,028**	**3,507**	**0**	**2,000**	**(2,000)**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	MAUI : STATE - FHWA TOTAL		**29,214**	**9,021**	**20,193**	**29,713**	**12,530**	**17,183**	**29,249**	**13,559**	**15,690**	**30,049**	**12,379**	**17,670**	**37,079**	**10,759**	**26,320**	**76,249**	**9,959**	**66,290**	

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	COUNTY OF MAUI - FHWA																				
	Central Maui Traffic Signal Upgrades 1. Wakea Ave (Rte 3920, MP 0.13) & Kea St (Rte 3970, MP 0) 2. Wakea Ave (Rte 3920, MP 0.35) & Onehee Ave (Rte 3960, MP 0) 3. Wakea Ave (Rte 3920, MP 0.93) & Lono Ave (Rte 3950, MP 0.48) 4. Wakea Ave (Rte 3920) & Hoohana St 5. Kamehameha Ave (Rte 3940, MP 0.57) & Lono Ave (Rte 3950, MP 0.19) 6. Wakea Ave (Rte 3920) & Alamaha St. (Rte 3945) 7. Hina Ave (Rte 3930, MP 0.23) & Kamehameha Ave (Rte 3940, MP 1.12) 8. Papa Ave (Rte 3910, MP1.28) & Kamehameha Ave (Rte 3940, MP 1.75)																				
MC1	9. Hina Ave (Rte 3930, MP 0.57) & Lono Ave (Rte 3950, MP 0.85)	PE2	270	0	270																STBG
Congest		CON				742	594	148													
	Estimated Total Project Cost - $1,012,000-- The project will upgrade nine (9) 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.																				
MC2	Guardrail and Shoulder Improvements, Various Locations, **Phase 1** - Haliimaile Road (Route 371), Haleakala Highway (Route 37) to Baldwin Ave (Route 390), MP 0-MP 2.62	CON	1,531	1,225	306																STBG
Safety																					
	Estimated Total Project Cost - $4,500,000 -- Construction of new metal guardrails and guardrail end treatments, and upgrades to existing traffic signage and markings. This is a continuous improvement program.																				
MC19	Hana Highway (RTE 360), Bridge Rehabilitation, Waikakoi Bridge (MP 45.42)	PE2				900	0	900													STBG
SysPres		CON										6,000	800	5,200							
		ADVCON													0	4,000	(4,000)				
	Estimated total project cost - $6,900,000 -- Scope of work involves constructing a temporary bypass road and bridge to allow traffic to continue through the area and replacing the existing bridge with a new bridge.																				
MC4	Hana Highway (Route 3700), Bridge Replacement, Kahawaiokapia Bridge, M	CON				5,733	4,586	1,147													STBG
SysPres																					
	Estimated Total Project Cost - $6,500,000 -- The scope of work involves constructing a temporary bypass road mauka of the existing bridge; demolishing the existing bridge; constructing the new bridge; then removing the temporary bypass road.																				
MC11	Hana Highway (Route 3700), Bridge Replacement, Mahalawa Bridge, MP 43.29	PE2	750	0	750																STBG
SysPres		CON							6,000	800	5,200										
		ADVCON										0	4,000	(4,000)							
	Estimated total project cost - $6,750,000 -- Scope of work involves constructing a temporary bypass road and bridge to allow traffic to continue through the area and replacing the existing bridge with a new bridge.																				
MC5	Kanaloa Avenue (Route 3420, MP 0-MP 0.9) Resurfacing from Kahului Beach Road (Route 3400) to Kaahumanu Ave (Route 3940) and Mahalani Street (Route 3231, MP 0-MP 1.18) Resurfacing from Kaahumanu Ave (Route 3400) to Maui Lani Parkway	PE2	300	0	300																STBG
SysPres		CON							4,163	3,330	833										
	Estimated Total Project Cost - $4,463,000 -- 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.																				
MC6	Kaupakalua Road (Route 365) Pavement Reconstruction, Phase 2 - East Kuiaha Road to Hana Highway	CON	7,934	6,347	1,587																STBG
SysPres																					
	Estimated Total Project Cost - $13,850,000 (for Phases 1 & 2) -- The proposed scope of work for this project consists of pavement reconstruction, utility adjustments, replacement of existing signs, and installation of pavement markings and striping.																				
MC7	Kihei North-South Collector Road (Route 3115, MP 1.21-MP 1.99)	PE2	1,500	0	1,500																STBG
Modern		ROW				250	0	250													
	Kihei North-South Collector Road (Route 3115, MP 1.21-MP 1.99), Phase 1 - Kulanihakoi St to Namaau Place	CON										23,123	3,817	19,306							
		ADVCON													0	13,000	(13,000)				
	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.																				
MC3	Lower Honoapiilani Road (Route 3080), Bridge Replacement, Kahana Nui Bridge, MP 2.40	CON				3,647	2,918	729													STBG
SysPres																					
	Estimated Total Project Cost - $4,000,000 -- The scope of work involves demolishing the existing bridge, installing a new bridge, relocating existing sewer and water lines, reconstructing the existing drainage system to outlet into the new bridge, relocating an existing power pole, constructing new roadway with shoulders, sidewalks, curb and gutter, curb ramps and striping.																				

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MC8 SysPres	Lower Honoapiilani Road (Route 3080, MP 2-MP 3.4) Improvements, Phase IV, Hoohui Road to Napilihau Road (Route 3090)	PE1				250	0	250													STBG
		PE2							300	0	300										
		CON													6,263	5,010	1,253				
	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, reconstructing existing curb ramps to be ADA compliant, replacing existing signs, pavement markings and striping.																				
MC9 SysPres	Lower Honoapiilani Road (Route 3080, MP 0-MP 2) Pavement Rehabilitation, Honoapiilani Highway (Route 30) to Hoohui Road	PE2													300	0	300				STBG
		CON																5,101	4,081	1,020	
	Estimated Total Project Cost - $5,400,000 -- 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.																				
MC10 SysPres	Lower Main Street (Route 3830, MP 2.0-MP 1.4) Resurfacing, Kahului Beach Road (Route 3400) to Hala Place	PE2				175	0	175													STBG
		CON							3,500	2,800	700										
	Estimated Total Project Cost - $4,000,000 -- 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.																				
MC12 Enhance	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	ROW							750	0	750										STBG
		CON										2,628	2,102	526							
	Estimated Total Project Cost - $3,378,000 -- 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.																				
MC13 SysPres	Mill Street (Route 3840) Pavement Reconstruction, N. Market Street to E. Main Street	PE2	300	0	300																STBG
		CON				4,000	3,200	800													
	Estimated Total Project Cost - $4,300,000 -- Reconstruction of the existing roadway pavement; adjusting existing manholes, valves, and street monuments; repairing drainlines as required; addressing accessibility issues; installing pavement striping and marking; and replacing existing signage.																				
MC14 Safety	Old Haleakala Highway (Route 367, MP 0.85-MP 0.95) Traffic Signal Upgrade at Pukalani Street (Route 3620, MP 0-MP 0.05)	PE2	200	0	200																STBG
		CON				1,546	1,237	309													
	Estimated Total Project Cost - $1,764,000 -- 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.																				
MC15 SysPres	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)	CON	4,400	3,520	880																STBG
	Estimated Total Project Cost - $4,400,000 -- 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.																				
MC16 Safety	Papalaua Street (Rte 3020, MP 0.13-MP 0.17) Traffic Signal Upgrade at Wainee Street (Route 3015, MP 0.3-MP 0.34)	CON	1,837	1,470	367																STBG
	Estimated Total Project Cost - $1,837,225-- Removal of existing traffic signal system. Installation of a new signal system including controller, video detection, communication hardware, updated phasing and timing, resurfacing of the intersection's functional area, ADAAG related improvements.																				
MC17 SysPres	South Kihei Road Pavement Reconstruction	PE2				250	0	250													STBG
		CON							2,500	2,000	500										
	Estimated Total Project Cost - ~$2,750,000 - Reconstruction of the existing roadway pavement from Uilani Street to Auhana Road.																				
MC21 Enhance	Transportation Alternative Program (TAP)																				TAP
	Transportation Alternative Program (TAP), Papa Avenue Complete Street Improvements	PE2	200	160	40																
		CON				2,250	1,800	450													
	Transportation Alternative Program (TAP), Waiale Road Complete Street Improvements	PE2				160	128	32													
		CON							1,750	1,400	350										
	Estimated Total Project Cost - ~$2.4 million/year -- The Transportation Alternatives Program (TAP) is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, *and community improvement activities. Locations to be determined by the State TAP Project Evaluation and Ranking process.*																				
MC18 Congest	Waiale Road (Route 3180, MP 0.45 to MP 0.51) and Waiinu Road (Route 3231, MP 1.15 to MP 1.18) Intersection Improvements	PE1	150	0	150																STBG
		PE2	150	0	150																
		ROW				100	0	100													
		CON							2,290	1,832	458										
	Estimated Total Project Cost - $2,690,000 -- This project proposes to install a traffic signal at the intersection of Waiale Road and Waiinu Road as identified in earlier warrant studies or other evaluated and selected alternative. Other improvements to be included are roadway widening on Waiale Road to accommodate a left turn lane.																				
MC20 Congest	Wakea Avenue (Route 3920, MP 0.70-MP 0.71) and Kamehameha Avenue (Route 3940, MP 0.91-MP 0.92) Intersection Improvements	PE2	260	0	260																STBG
		CON										2,733	2,186	547							
	Estimated Total Project Cost - $2,993,000 -- 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 SUBTOTAL		**19,582**	**12,562**	**7,020**	**17,593**	**12,535**	**5,058**	**19,503**	**10,762**	**8,741**	**34,484**	**12,905**	**21,579**	**6,563**	**22,010**	**(15,447)**	**5,101**	**4,081**	**1,020**	
	MAUI : COUNTY OF MAUI | SRTS - FHWA TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	MAUI : COUNTY OF MAUI | TAP - FHWA TOTAL		**200**	**160**	**40**	**2,410**	**1,928**	**482**	**1,750**	**1,400**	**350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	MAUI : COUNTY OF MAUI - FHWA TOTAL		**19,782**	**12,722**	**7,060**	**20,003**	**14,463**	**5,540**	**21,253**	**12,162**	**9,091**	**34,484**	**12,905**	**21,579**	**6,563**	**22,010**	**(15,447)**	**5,101**	**4,081**	**1,020**	

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COUNTY OF MAUI - FTA																					
MC22 Bus and Bus Facility (Rural) - FTA 5339	EQP	438	350	88	438	350	88	451	361	90	465	372	93	479	383	96	494	395	99	FTA SECTION 5339 (Bus and Bus Facilities Prgm-Rural)
Transit																					
Estimated Total Project Cost - $ 2,765,000 -- Program funds will be utilized to purchase communication, passenger counting equipment and buses for transit operations																					
MC23 Bus and Bus Facility (Small Urban) - FTA 5339	EQP	394	315	79	401	321	80	414	331	83	426	341	85	439	351	88	452	362	90	FTA SECTION 5339 (Bus and Bus Facilities Prgm-Small Urban)
Transit																					
Estimated Total Project Cost - $2,526,000 -- Program funds will be utilized to purchase communication, passenger counting equipment and buses for transit operations																					
MC24 Rural Areas Program - FTA 5311	OPR	1,042	521	521	1,074	537	537	1,106	553	553	1,140	570	570	1,174	587	587	1,210	605	605	FTA SECTION 5311	
Transit																					
Estimated Total Project Cost - $6,746,000 -- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.																					
MC25 Urbanized Area - Kahului - FTA 5307	PLN/EQP/ OPR	2,714	2,171	543	2,746	2,197	549	2,829	2,263	566	2,914	2,331	583	3,001	2,401	600	3,091	2,473	618	FTA SECTION 5307 - Kahului (pop.. 50,000 - 199,999)	
Transit																					
Estimated Total Project Cost - $17,295,000 -- Provides grants to Urbanized Areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.																					
MC26 Transportation Assistance for Elderly and Disabled - FTA 5310	EQP	338	270	68	348	278	70	358	286	72	369	295	74	380	304	76	391	313	78	FTA SECTION 5310	
Human																					
Estimated Total Project Cost - $2,727,000 -- Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 - Small-Urban) Funds from program will be utilized for the purchase of vehicles.																					
MAUI : COUNTY OF MAUI - FTA TOTAL		**4,926**	**3,627**	**1,299**	**5,007**	**3,683**	**1,324**	**5,158**	**3,794**	**1,364**	**5,314**	**3,909**	**1,405**	**5,473**	**4,026**	**1,447**	**5,638**	**4,148**	**1,490**		

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PROJECT	PHASE	FFY2019 (Oct 1, 18 - Sep 30, 19)			FFY2020 (Oct 1, 19 - Sep 30, 20)			FFY2021 (Oct 1, 20 - Sep 30, 21)			FFY2022 (Oct 1, 21 - Sep 30, 22)			FFY2023 (Oct 1, 22 - Sep 30, 23)			FFY2024 (Oct 1, 23 - Sep 30, 24)			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)	
FHWA FUNDING CATEGORY SUMMARY - MAUI																				
NHPP (National Highway Performance Program)			1,600			4,743			1,600			7,200			0			1,600		
BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
STP ENHANCEMENT/TAP			160			1,928			1,400			0			0			0		
STP FLEXIBLE / STBG (Surface Transportation Block Grant)			18,814			19,963			22,362			16,105			32,410			12,081		
SECTION 1404 - (Safe Routes to School)			0			0			0			0			0			0		
HSIP (Highway Safety Improvement Program)			810			0			0			1,620			0			0		
NATIONAL RECREATIONAL TRAILS			359			359			359			359			359			359		
CMAQ (Congestion Mitigation Air Quality)			0			0			0			0			0			0		
FLAP (Federal Lands Access Program)			0			0			0			0			0			0		
EARMARK - HIGH PRIORITY			0			0			0			0			0			0		
EARMARK - RE-PURPOSED EARMARKS			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		21,743			26,993			25,721			25,284			32,769			14,040		
LESS DISCRETIONARY, DEMO ...ETC. PROJECTS			0			0			0			0			0			0		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		21,743			26,993			25,721			25,284			32,769			14,040		

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	KAUAI : STATE - FHWA																				
KS1. SysPres	Bridge and Pavement Improvement Program, Kauai	CON	8,500	0	8,500	8,500	0	8,500	8,500	0	8,500	8,500	0	8,500	8,500	0	8,500	8,500	0	8,500	NHPP / STP FLEXIBLE
	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. Safety	Guardrail and Shoulder Improvements on State Highways, Kauai																				STP FLEXIBLE
	Guardrail and Shoulder Improvements on State Highways, Kauai, Part 5	PE2	50	0	50																
		CON	2,000	600	1,400																
		ADVCON				0	1,000	(1,000)													
	Guardrail and Shoulder Improvements on State Highways, Kauai, Part 6	PE				500	0	500													
		CON							2,000	1,600	400										
	Guardrail and Shoulder Improvements on State Highways, Kauai, Part 7	PE										500	0	500							
		CON													2,000	1,600	400				
	Estimated Total Project Cost - $3,300,000 -- Improve guardrails and shoulders at various locations.																				
KS3. SysPres	Kapule Highway / Rice Street / Waapa (RTE 51) Road Improvements and Nawiliwili Bridge Replacement	CON				6,000	800	5,200													NHPP
		ADVCON							0	4,000	(4,000)										
	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.																				
KS5. SysPres	Kaumualii Highway (RTE 50), Bridge Replacement, Omao Bridge	CON							15,000	1,000	14,000										STP FLEXIBLE
		ADVCON										0	6,000	(6,000)	0	5,000	(5,000)				
	Estimated Total Project Cost - $8,000,000 -- Rehabilitation of concrete T-girder bridge on Kaumualii Hwy in the vicinity of Omao Road.																				
KS6. SysPres	Kuhio Highway (RTE 56), Bridge Replacement, Kapaia Bridge	CON				11,275	1,020	10,255													NHPP
		ADVCON							0	1,000	(1,000)	0	7,000	(7,000)							
	Estimated Total Project Cost - $13,000,000 -- Replacement of a multi-T beam reinforced concrete girder on Kuhio Hwy in the vicinity of Kapaia.																				
KS7. SysPres	Kuhio Highway (RTE 560), Bridge Rehabilitation, Wainiha Stream Bridges #1, #2, #3, Phase 2 - Bridge work	CON	30,000	24,000	6,000																STP FLEXIBLE
	Estimated Total Project Cost - $33,000,000 -- Repair/rehabilitate existing bridges. 2015 CON funds to procure a Construction Management General Contractor (CMGC) to provide construction related input as the designer prepares the designs.																				

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KS9. Kuhio Highway (RTE 56), Bridge Repair, Hanalei Bridge	CON																6,000	4,800	1,200	NHPP
SysPres																				
Estimated Total Project Cost - $6,500,000 - Replace remove and replace deteriorated steel as well as the deteriorated paint system on this historic bridge.																				
KS10. Kuhio Highway (RTE 56), Bridge Repair, Wailua River Bridge	CON																4,000	3,200	800	NHPP
SysPres																				
Estimated Total Project Cost - $4,500,000 - Replace deteriorated steel supports and all bearing areas of the bridge. Replace deteriorated concrete as well as bearings.																				
KS11. Kuhio Highway (RTE 56) Emergency Slope Stabilization, Kalihiwai Bridge	ADVCON	0	400	(400)	0	3,000	(3,000)	0	3,000	(3,000)	0	3,000	(3,000)							STP FLEXIBLE
SysPres																				
Estimated Total Project Cost - $15,000,000 - Slope stabilization including clearing trees, removing loose rocks, installing rock anchors and installing shielding for motorists.																				
KS12. Kuhio Highway (RTE 56) Improvements, Kapaa Solutions (Priority #2), Vicinity of Kapule Highway to Vicinity of Wailua Bridge	PE1				750	600	150													STP FLEXIBLE
Modern	PE2							1,125	900	225										
	ROW													18,200	14,560	3,640				
	CON																21,500	17,200	4,300	
Estimated Total Project Cost - $45,000,000 - The purpose of this project is to reduce congestion and improve mobility in the Kapaa area.																				
KS13. Kuhio Highway (Route 56), Short Term Improvements, Kuamoo Road to Temporary Bypass Road	CON	16,000	1,100	14,900																NHPP
Congest	ADVCON				0	6,700	(6,700)	0	5,000	(5,000)										
Estimated Total Project Cost - $20,000,000 -- Improvements to Kuhio highway likely to include but are not limited to, repaving, widening the roadway to accomdate a new southbound lane, improving operating conditions of existing intersections, and improving existing auxiliary turn lanes.																				
KS14. Kuhio Highway (RTE 56) Traffic Signal Optimization and Intersection Improvements, Kapaa Solutions (Priority #3)	CON				1,480	1,184	296													STP FLEXIBLE
Congest																				
Estimated Total Project Cost - $2,000,000 - Improve intersection operations in order to provide additional capacity.																				
KS15. 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.																				
KS16. Waimea Canyon Drive/Kokee Road Improvements, Phase 2A (MP 4-8)	CON										5,000	500	4,500							STP FLEXIBLE
Safety	ADVCON													0	4,000	(4,000)				
Estimated Total Project Cost - $5,500,000 - Improvements include constructing paved shoulders, installing guardrails, pavement markings, signs and other improvements.																				
KAUAI : STATE - FHWA TOTAL		**56,864**	**26,351**	**30,513**	**28,819**	**14,555**	**14,264**	**26,939**	**16,751**	**10,188**	**14,314**	**16,751**	**(2,437)**	**29,014**	**25,411**	**3,603**	**40,314**	**25,451**	**14,863**	

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	COUNTY OF KAUAI - FHWA																				
KC1.	Anini Bridge #2 Replacement	DES				500	0	500													STP FLEXIBLE
SysPres		CON																3,000	2,400	600	
	Estimated Total Project Cost - $3,500,000 -- Replace existing double box culvert and temporary one-lane precast panel bridge with a new structure. Demolish existing bridge, construct temporary bypass bridge, construct new two-lane bridge and possibly paved shoulders; relolcate utilities.																				
KC2.	Bridge Inspection and Appraisal	OPR				125	100	25				125	100	25				125	100	25	STP FLEXIBLE
SysPres																					
	Estimated Total Project Cost - $375,000 -- Inspection of various bridges throughout the County. FHWA Requirement. This is a regularly scheduled program.																				
KC3.	Haleko Road (Route 5040) Improvements	DES							400	0	400										STP FLEXIBLE
SysPres		CON																3,000	2,400	600	
	Estimated Total Project Cost - $3,400,000 -- Project Limits are full length of Haleko Road; Resurface and Reconstruct pavement as needed; widen roadway to construct on-road bike lanes, construct a sidewalk on one side of the road where no sidewalk exists; add crosswalks as needed to service new sidewalk; add/improve turn lanes as needed.																				
KC4.	Hanapepe Road (Rte 545) Resurfacing	CON							3,900	1,620	2,280										STP FLEXIBLE
SysPres		ADVCON										0	1,500	(1,500)							
	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.																				
KC5.	Improvements to Maluhia Rd. (RTE 520) and Kōloa Rd. (RTE 530)	ADVCON	0	3,200	(3,200)	0	1,000	(1,000)													STP FLEXIBLE
SysPres																					
	Estimated Total Project Cost - $13,000,000 -- Part of an ongoing roadway and street maintenance program. Work proposed for this phase will involve rehabilitation and resurfacing of the pavement of Maluhia Road and Koloa Road, which exhibit cracked and delaminated pavement as well as base failure. The work also includes shoulder widening these roads, to better serve all users and provide support for the pavement. The work also includes drainage improvements in areas that exhibit erosion and inadequate drainage.																				
KC6.	Kamalu Road (Route 581) Improvements	DES										900	0	900							STP FLEXIBLE
SysPres		CON																6,000	4,800	1,200	
	Estimated Total Project Cost - $6,900,000 -- Resurface pavement (and Reconstruct as needed) the full length of Kamalu Road; widen roadway to provide paved shoulders, 5 feet wide where feasible; replace one-lane bridge at Kalama Stream with a two-lane bridge with appropriate bridge railing and approach guardrail; construct other safety improvements.																				
KC7.	Kawaihau Road (Route 5860) Improvements	DES							600	0	600										STP FLEXIBLE
SysPres		CON																5,000	4,000	1,000	
	Estimated Total Project Cost - $5,600,000 -- Project Limits are from Hauaala Road to Ka'apuni Road and Kapahi Park - The project includes construction of the following: pavement resurfacing and reconstruction; widened and/or new sidewalks; shoulder widening; intersection improvements including left turn lanes and crosswalks.																				
KC8.	Kawaihau Road (Route 5860), Hauaala Road (Route 5865), Mailihuna Road (Route 5870), Complete Street & Safety Improvements	CON	3,183	546	2,637																STP FLEXIBLE
Safety		ADVCON				0	2,000	(2,000)													
	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).																				
KC9.	Kekaha Road (Route 551) Improvements	DES							800	0	800										STP FLEXIBLE
SysPres		CON													5,000	4,000	1,000				
	Estimated Total Project Cost - $5,800,000 -- Project Limits Kaumuali'i Highway to Amakihi Street -- Resuface pavement (and Reconstruct as needed); construct shared use path on mauka side (1.8 miles); reconstruct broken sidewalks and add additional sidewalks on the makai side.																				
KC10.	Kilauea Road and Kolo Road (Route 562) Resurfacing and Multi-Modal Access	PE2	350	0	350																STP FLEXIBLE
SysPres		CON							9,000	3,200	5,800										
		ADVCON										0	4,000	(4,000)							
	Estimated Total Project Cost - $9,680,000 -- The project includes construction of the following: pavement resurfacing and reconstruction; new sidewalks and sidewalk repair; new crosswalks; widening and extension of a shared use path; shoulder widening; intersection improvements including a mini-roundabout at the Kolo Road/Kilauea Road intersection.																				

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KC11. Lihue-Anahola Coastal Bike Path																					STP ENHANCEMENT
Enhance																					
Lihue-Anahola Coastal Bike Path, Phase III - Lydgate Park to Kapaa Bike/Pedestrian Path , Phase C & D	CON	1,091	1,091	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.																					
Lihue-Anahola Coastal Bike Path, Phase IV - Ahukini to Lydgate Park Bike/Pedestrian Path, Phase A - Ahukini Landing to Hanamaulu Beach Park	ROW	100	100	0																	
	PE2				1,179	1,179	0														
	CON													8,041	8,041	0					
Lihue-Anahola Coastal Bike Path, Phase IV - Ahukini to Lydgate Park Bike/Pedestrian Path, Phase B - Hanamaulu Beach Park to Wailua Golf Course	ROW	100	100	0																	
	PE2				840	840	0														
	CON										288	288	0								
	ADVCON													4,000	4,000	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.																					
Lihue-Anahola Coastal Bike Path, Phase VI - Nāwiliwili to Ahukini Bike/Pedestrian Path, Phase A - Ninini Point to Ahukini	PE2										1,400	1,400	0								
	ROW				424	424	0														
	CON																4,500	4,500	0		
Lihue-Anahola Coastal Bike Path, Phase VI - Nāwiliwili to Ahukini Bike/Pedestrian Path, Phase B - Ninini Point to Nawiliwili Beach Park	PE2													1,061	1,061	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.																					
KC12. Moi Road (Route 543) Resurfacing and Sidewalks	DES							300	0	300											STP FLEXIBLE
SysPres	CON													3,500	2,800	700					
Estimated Total Project Cost - $3,800,000 -- Resuface and reconstruct pavement as needed, along the full length of Moi Road; construct sidewalk on the east side where there is no sidewalk; add shoulders both sides between Kaumualiʻi Highway and Kane Street.																					
KC13. Olohena Road (RTE 581), Kukui Street (RTE 581), and Ulu Street (RTE 5805) Improvements																					STP FLEXIBLE
SysPres																					
Olohena Road (RTE 581), Kukui Street (RTE 581), and Ulu Street (RTE 5805) Improvements, Phase 1	CON	7,000	2,800	4,200																	
Olohena Road (RTE 581), Kukui Street (RTE 581), and Ulu Street (RTE 5805) Improvements, Phase 2	ADVCON				0	2,800	(2,800)														
Estimated Total Project Cost - $7,700,000 -- The project includes construction of the following: rehabilitation and resurfacing of the pavement of the project roads, which exhibit cracked and delaminated pavement as well as base failure. The work also includes shoulder widening on Kukui Street and Olohena Road where feasible, to better serve all users and provide support for the pavement. Between Kuhio Highway and the Kapaa Bypass, is proposed on one side, and the proposed paved shoulders are intended to be marked as bicycle lanes. The work also includes drainage improvements in areas that exhibit erosion and inadequate drainage.																					
KC14. Poipu Road (Route 520) Multimodal Improvements																					STP FLEXIBLE
Enhance																					
Poipu Road (Route 520) Multimodal Improvements, Phase 1 - Lawai Road to Keleka Road	CON				5,200	1,160	4,040														
	ADVCON							0	3,000	(3,000)											
Poipu Road (Route 520) Multimodal Improvements, Phase 2 - Koloa Road to Lawai Road	CON										4,080	264	3,816								
	ADVCON													0	3,000	(3,000)					
Estimated Total Project Cost - $9,500,000 -- Construction of sidewalks and bike lanes; Intersection and pedestrian crossing improvements; Construction of a roundabout at Kiahuna Plantation Drive intersection and Ala Kinoiki; Construction of bus stop shelters; Construction of medians and landscaping																					
KC15. Puhi Road (Route 5010) Rehabilitation, Phase 2 - Kaneka Street to S. Haleukana Street (MP 0.35 to 0.80)	CON													3,714	2,971	743					STP FLEXIBLE
SysPres																					
Estimated Total Project Cost - $7,100,000 -- Rehabilitate Puhi Road. Phase 1 was from Kaumualii 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.																					
KC19. Safe Routes to School Program (SRTS)																					SAFE ROUTES TO SCHOOL
Enhance																					
Safe Routes to School Program (SRTS), 2014 Awards, 1. King Kaumualii School SRTS, Phase 1	CON				450	450	0														
Safe Routes to School Program (SRTS), 2014 Awards 2. Koloa Safe Routes, Phase 2	CON	680	680	0																	
Safe Routes to School Program (SRTS), 2016 Awards 3. Kalaheo School SRTS, Phase 1	PE2	15	15	0																	
	CON				410	410	0														
Estimated Total Project Cost - ~$1.5 million/year -- SRTS is an international effort to increase safety and promote walking and bicycling to/from school. Eligible SRTS projects and activities shall directly support increased safety and convenience for students in grades K-8 to walk and/or bicycle to/from school.																					
KC16. Waimea to Kekaha Shared Use Path, Phase I	PE2				400	0	400														STP FLEXIBLE
Enhance	CON										2,000	600	1,400								
	ADVCON													0	1,000	(1,000)					
Estimated Total Project Cost - $4,500,000 -- Construction of a Shared Use Path along the mauka side of Kaumualii Highway, between Carl Furutani Street in Waimea and Alae Road in Kekaha. Phase II of the path is proposed to be constructed along with Kekaha Road improvements.																					
KAUAI : COUNTY OF KAUAI - FHWA SUBTOTAL		**11,824**	**7,837**	**3,987**	**8,668**	**9,503**	**(835)**	**15,000**	**7,820**	**7,180**	**8,793**	**8,152**	**641**	**25,316**	**26,873**	**(1,557)**	**21,625**	**18,200**	**3,425**		
KAUAI : COUNTY OF KAUAI | SRTS - FHWA TOTAL		**695**	**695**	**0**	**860**	**860**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
KAUAI : COUNTY OF KAUAI | TAP - FHWA TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
KAUAI : COUNTY OF KAUAI - FHWA TOTAL		**12,519**	**8,532**	**3,987**	**9,528**	**10,363**	**(835)**	**15,000**	**7,820**	**7,180**	**8,793**	**8,152**	**641**	**25,316**	**26,873**	**(1,557)**	**21,625**	**18,200**	**3,425**		

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		TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	
COUNTY OF KAUAI - FTA																				
KC17. Bus and Bus Facility	EQP	590	469	121	609	484	125	627	502	125	646	517	129							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.																				
KC18. Rural Transportation Program	OPR	2,298	1,149	1,149	2,368	1,184	1,184	2,440	1,220	1,220	2,514	1,257	1,257							FTA SECTION 5311(b)(3)
Transit																				
Estimated Total Project Cost - $13,160,000- -- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.																				
KAUAI : COUNTY OF KAUAI - FTA TOTAL		**2,888**	**1,618**	**1,270**	**2,977**	**1,668**	**1,309**	**3,067**	**1,722**	**1,345**	**3,160**	**1,774**	**1,386**	**0**	**0**	**0**	**0**	**0**	**0**	

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		TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	TOTAL (x$1000)	FEDERAL (x$1000)	LOCAL (x$1000)	
FHWA FUNDING CATEGORY SUMMARY - KAUAI																				
NHPP (National Highway Performance Program)			1,100			8,520			10,000			7,000			0			0		
BRIDGE OFF-SYSTEM			0			0			0			0			0			0		
STP ENHANCEMENT/TAP			1,291			2,443			0			1,688			13,102			4,500		
STP FLEXIBLE / STBG (Surface Transportation Block Grant)			31,546			12,844			14,320			15,964			38,931			38,900		
SECTION 1404 - (Safe Routes to School)			695			860			0			0			0			0		
HSIP (Highway Safety Improvement Program)			0			0			0			0			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		
FLAP (Federal Lands Access Program)			0			0			0			0			0			0		
EARMARK - HIGH PRIORITY			0			0			0			0			0			0		
EARMARK - RE-PURPOSED EARMARKS			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 (TIGER 2015)			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		34,883			24,918			24,571			24,903			52,284			43,651		
LESS DISCRETIONARY, DEMO ...ETC. PROJECTS			0			0			0			0			0			0		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		34,883			24,918			24,571			24,903			52,284			43,651		

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FTA SUMMARY																				
STATEWIDE		635	580	55	658	600	58	1,240	1,068	172	955	765	190	983	787	196	1,013	811	202	
OAHU, STATE		834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194	
C&C OF HONOLULU		908,706	309,883	598,823	876,637	284,639	591,998	528,353	178,389	349,964	49,187	35,073	14,114	49,640	35,350	14,290	50,101	35,631	14,470	
COUNTY OF HAWAII		2,888	1,618	1,270	2,977	1,668	1,309	3,067	1,722	1,345	3,160	1,774	1,386	0	0	0	0	0	0	
COUNTY OF MAUI		4,926	3,627	1,299	5,007	3,683	1,324	5,158	3,794	1,364	5,314	3,909	1,405	5,473	4,026	1,447	5,638	4,148	1,490	
COUNTY OF KAUAI		2,888	1,618	1,270	2,977	1,668	1,309	3,067	1,722	1,345	3,160	1,774	1,386	0	0	0	0	0	0	
FTA TOTAL		**920,877**	**317,993**	**602,884**	**889,115**	**292,945**	**596,170**	**541,768**	**187,402**	**354,366**	**62,686**	**44,023**	**18,663**	**57,035**	**40,914**	**16,121**	**57,720**	**41,364**	**16,356**	

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FHWA SUMMARY																				
STATEWIDE		**51,985**	**20,545**	**31,440**	**49,755**	**18,821**	**30,934**	**47,935**	**20,285**	**27,650**	**51,640**	**20,350**	**31,290**	**42,435**	**14,425**	**28,010**	**44,585**	**12,105**	**32,480**	
Oahu - State		135,989	79,531	56,458	140,799	79,401	61,398	79,060	79,537	(477)	90,720	78,025	12,695	98,933	78,268	20,665	152,720	82,263	70,457	
City and County of Honolulu		27,596	17,186	10,410	83,102	21,851	61,251	72,249	17,000	55,249	35,131	7,300	27,831	65,749	10,160	55,589	26,566	6,050	20,516	
ISLAND OF OAHU		**163,585**	**96,717**	**66,868**	**223,901**	**101,252**	**122,649**	**151,309**	**96,537**	**54,772**	**125,851**	**85,325**	**40,526**	**164,682**	**88,428**	**76,254**	**179,286**	**88,313**	**90,973**	
Hawaii - State		26,314	5,487	20,827	26,284	11,757	14,527	23,924	14,539	9,385	52,074	26,259	25,815	37,974	25,619	12,355	48,774	22,419	26,355	
County of Hawaii		4,375	6,500	(2,125)	8,125	6,500	1,625	8,125	6,500	1,625	8,125	6,500	1,625	8,125	6,500	1,625	8,125	6,500	1,625	
ISLAND OF HAWAII		**30,689**	**11,987**	**18,702**	**34,409**	**18,257**	**16,152**	**32,049**	**21,039**	**11,010**	**60,199**	**32,759**	**27,440**	**46,099**	**32,119**	**13,980**	**56,899**	**28,919**	**27,980**	
Maui - State		29,214	9,021	20,193	29,713	12,530	17,183	29,249	13,559	15,690	30,049	12,379	17,670	37,079	10,759	26,320	76,249	9,959	66,290	
County of Maui		19,782	12,722	7,060	20,003	14,463	5,540	21,253	12,162	9,091	34,484	12,905	21,579	6,563	22,010	(15,447)	5,101	4,081	1,020	
ISLAND OF MAUI		**48,996**	**21,743**	**27,253**	**49,716**	**26,993**	**22,723**	**50,502**	**25,721**	**24,781**	**64,533**	**25,284**	**39,249**	**43,642**	**32,769**	**10,873**	**81,350**	**14,040**	**67,310**	
Kauai - State		56,864	26,351	30,513	28,819	14,555	14,264	26,939	16,751	10,188	14,314	16,751	(2,437)	29,014	25,411	3,603	40,314	25,451	14,863	
County of Kauai		12,519	8,532	3,987	9,528	10,363	(835)	15,000	7,820	7,180	8,793	8,152	641	25,316	26,873	(1,557)	21,625	18,200	3,425	
ISLAND OF KAUAI		**69,383**	**34,883**	**34,500**	**38,347**	**24,918**	**13,429**	**41,939**	**24,571**	**17,368**	**23,107**	**24,903**	**(1,796)**	**54,330**	**52,284**	**2,046**	**61,939**	**43,651**	**18,288**	
FHWA TOTAL		**364,638**	**185,875**	**178,763**	**396,128**	**190,241**	**205,887**	**323,734**	**188,153**	**135,581**	**325,330**	**188,621**	**136,709**	**351,188**	**220,025**	**131,163**	**424,059**	**187,028**	**237,031**	

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FHWA FUNDING CATEGORY SUMMARY - ENTIRE STIP																				
NHPP (National Highway Performance Program)			86,404			110,980			106,860			126,298			103,301			107,376		
BRIDGE OFF-SYSTEM			800			800			800			800			800			800		
STP ENHANCEMENT/TAP			10,599			7,331			1,840			3,528			14,942			6,340		
STP FLEXIBLE / STBG (Surface Transportation Block Grant)			75,906			58,593			66,272			48,939			94,461			65,081		
SECTION 1404 - (Safe Routes to School)			1,035			1,225			340			745			710			340		
HSIP (Highway Safety Improvement Program)			6,884			5,025			10,580			6,850			4,350			5,630		
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		
FLAP (Federal Lands Access Program)			586			4,826			0			0			0			0		
EARMARK - HIGH PRIORITY			2,200			0			0			0			0			0		
EARMARK - RE-PURPOSED EARMARKS			0			0			0			0			0			0		
STSFA GRANTS			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 (TIGER 2015)			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		185,875			190,241			188,153			188,621			220,025			187,028		
LESS DISCRETIONARY, DEMO ...ETC. PROJECTS			(3,051)			(5,091)			(265)			(265)			(265)			(265)		
LESS FTA TRANSFER FUNDS			0			0			0			0			0			0		
REGULAR FORMULA AUTHORITY	TOTAL		182,824			185,150			187,888			188,356			219,760			186,763		

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 2019-2022 (+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 2019-2022 (+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 2040 (April 2016)
- 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) 2040.

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 2040 plan to a 2045 plan. Should the update of these plans include inconsistencies with the proposed 2019-2022 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. It also identified goals/objectives that HDOT wants to meet. For the 2019-2022 STIP, considering project readiness and needs, the ratio that was programmed is 23/77. This reflects a scenario where the focus is currently on system preservation. 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 ten (10) planning factors emphasized in FAST. These planning factors were analyzed and addressed during the development of the 2019-2022 (+2) STIP. The following analysis describes these factors (as defined by 23 USC Section 135(d)(1) and Section 134(h)(1)) and how each was considered through the programming of projects in the STIP.

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

- The highway systems being developed and maintained though STIP funding provide a means of transporting goods, services and the work force; all of which are important for maintaining productivity and efficiency and promoting economic vitality.

- Bus and other transit improvements also enhance the transportation of the work force, in turn, further enhancing economic vitality.

- Similarly, congestion relief projects will further enhance economic vitality

- The focus on system preservation projects in this STIP will help to ensure use of our transportation assets.

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 improve some aspect of safety.

- All highway projects must consider pedestrian and bikeway improvements, and furthermore, projects must consider the feasibility of implementing complete streets. These improvements should be implemented, if feasible.

- Second Access and bypass projects can increase the safety of people in the area during times of emergency. Though the priority of added capacity is minimal in this STIP, with the focus of the current program being system preservation.

- 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.

- 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

- ITS projects/programs, such as the Freeway Management System and the Freeway Service Patrol, will allow us to monitor and respond to incidents and maintain security on the transportation system.

- 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. There is also a focus on routes frequented by freight users.

- A number of projects also include bikeway and pedestrian improvements, which promotes non-motorized travel, thus increasing accessibility and mobility.

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. The main example is the City's rail transit project, which will provide integration between roadway users, bicyclists and pedestrians.

- 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.

- Maintenance and improvement of our routes that provide freight access are among the priorities of this STIP.

Factor 7: Promotes efficient system management and operation.

- The STIP includes Highway and Transit projects that are designed to complement each other

- The system preservation projects programmed in the STIP contribute towards maintaining a dependable transportation system.

- 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 has occurred. 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.

Factor 9: Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

- The system preservation projects programmed in the STIP contribute towards maintaining a dependable transportation system.

- A program to address bridge scour is being funded in this STIP.

Factor 10: Enhance travel and tourism.

- A destination sign upgrade and improvement program is funded in this STIP and can help assist tourists in finding their way on our roadway system.

- System preservation projects contribute toward a reliable and predictable transportation system, that is beneficial for travelers who are unfamiliar with the routes.

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 1% annual inflation rate. The HDOT has developed this process to address the need for consistency in project cost estimation for future years.

Note 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, Highways Division, monitors the status of STIP projects through monthly project status meetings that include all counties via video conference. Furthermore, face to face “over-the-shoulder” reviews are conducted on with each HDOT district and each neighbor island county every six months to get more detailed information 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 managed. The scope of these meetings includes discussions on 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.

Additional funds that may become available in the middle of the federal fiscal year (e.g. August Redistribution) will be applied to those projects in the current plan that are ready to obligate or others that are ready to be federalized. 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 or cutting scope through the STIP revision process.

Revising the STIP

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

Changing project information (scope, schedules and estimates, OR adding and deleting entire projects) in the STIP requires a STIP Revision. Depending on the scope of the Revision, it could be processed as either an Administrative Modification (minor) or an Amendment (major), the latter of which requires more processing time, public involvement and coordination. The following table defines typical changes as Administrative Modifications or Amendments.

Revision	A. Administrative Modification	B. Amendment[1]
Project	1. Advancing a project from its programmed year if it is ready-to-go.[2] 2. Deferring a project to a later year within the current STIP if it is not ready-to-go as originally programmed. 3. Revising, clarifying, or expanding a project's description as long as the project's scope is not modified. 4. Splitting or grouping projects (e.g., guardrail replacement or bridge rehabilitation) as long as the scope remains unchanged, and the funding amounts stay within the guidelines in 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. 5. Revising projects that are included in the STIP for illustrative purposes. 6. Changing the scope of a project to accommodate prescribed actions made under NEPA (National Environmental Policy Act) processes and requirements. 7. Changing the size of revenue rolling stock (e.g., vans, 30' buses, 40' buses, 60' buses) if the change results in a change in the total carrying capacity by 20 percent or less.	9. Adding a project to the STIP. 10. Deleting a project from the STIP, including deferring a project to a year that is outside of the four-year STIP. 11. Modifying the design concept or design scope of a programmed project (e.g., changing the project termini or the number of through traffic lanes). 12. 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: a. Changing from replacement buses to expansion buses (and vice versa); b. Changing the size of revenue rolling stock (e.g., vans, 30' buses, 40' buses, 60' buses) if the change results in a change in the total carrying capacity by more than 20 percent. c. Changing the quantity for revenue rolling stock that exceeds 20 percent (plus or minus) of the original quantity if the change in

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

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

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

Revision	A. Administrative Modification	B. Amendment[1]
	8. Changing the quantity for revenue rolling stock that exceeds 20 percent (plus or minus) of the original quantity if the change in quantity results in a change in the total carrying capacity by 20 percent or less.	quantity results in a change in the total carrying capacity by more than 20 percent.
Project Phase[3]	9. Adding a project phase to an existing project as long as the phase is estimated to be $3 million or less and the project's scope is not modified. 10. Deleting or deferring a project phase to a year that is outside of the four-year STIP as long as another phase of the project remains in the STIP and the project's scope is not modified.	5. Adding a project phase to an existing project if the phase is estimated to be more than $3 million. 6. Deferring a project phase to a year that is outside of the four-year STIP when there are no other project phases in the STIP and the project's scope is modified.
Funding Source	11. Revising the source of federal funds designated for a project to reflect a different funding program administered by the same U.S. DOT operating agency (e.g., NHS to STP). 12. Changing a project's funding from 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

ADMINSTRATIVE MODIFICATIONS

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

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

Approximate processing time: 10-14 work days*

STIP Administrative Modifications will become effective once a letter from HDOT, 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 are 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 commonly practiced 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 mid-November timeframe for Oahu and Maui 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 TIPs.

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 and Maui projects and mid-May for all other projects. Typically, this last amendment will be approved in mid-August. Approval could be obtained sooner if there are no major changes on the TIPs.

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, social media, press release 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 and Maui projects, a separate TIP Expedited Modification and/or Amendment process must first be completed before a major change can be amended into the STIP.

Approximate processing time with NO major TIP changes: 6-10 weeks*
Approximate processing time if major TIP changes are needed: 16-18 weeks*

Please see the following website for more information on the TIPs.

Oahu MPO TIP
https://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/

Maui MPO TIP
https://www.mauimpo.org/transportation-improvement-program-tip

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.