

# TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2011 - 2015



*Oahu* MPO

**FINAL DRAFT**



# TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 - 2022

July 2018



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The City and County of Honolulu is using the OahuMPO TIP public involvement process, as outlined in the Federal Highway Administration/Federal Transit Administration metropolitan transportation planning regulations (23 CFR 450/49 CFR 613), to satisfy the public hearing requirements for the Federal Transit Administration's Urbanized Area Formula Program (49 U.S.C. Section 5307) program-of-projects.

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# 1 ABBREVIATIONS

## 1.1 OVERALL INITIALISMS AND ACRONYMS

3-C	Continuing, Cooperative, Comprehensive	MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century [P.L. 112-141, 2012]
ADA	Americans with Disabilities Act	MOA	Memorandum of Agreement
APE	Area of Potential Effects	NEPA	National Environmental Policy Act
CAC	Citizen Advisory Committee	NHPA	National Historic Preservation Act
CATEX	Categorical Exclusion	NTD	National Transit Database
CFR	Code of Federal Regulations	OahuMPO	Oahu Metropolitan Planning Organization
CCTV	Closed-circuit television	ORTP	Oahu Regional Transportation Plan
CMP	Congestion Management Process	OWP	Overall Work Plan
DTS	City and County of Honolulu Department of Transportation Services	PB	Policy Board (formerly Committee)
EJ	Environmental Justice	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users [P.L. 109-59, 2005]
FAST	Fixing America’s Surface Transportation Act [P.L. 114-96, 2015]	SMP	Special Maintenance Program
FMCSA	USDOT Federal Motor Carrier Safety Administration	SOGR	State of Good Repair
FHWA	USDOT Federal Highway Administration	STIC	Small Transit Intensive Cities
FTA	USDOT Federal Transit Administration	STIP	Statewide Transportation Improvement Program
FFY	Federal Fiscal Year (October 1-September 30)	TAC	Technical Advisory Committee
HART	Honolulu Authority for Rapid Transportation	TIP	Transportation Improvement Program
HDOT	Hawaii Department of Transportation	T6	Title VI of the Civil Rights Act of 1964
HR	House Report	U.S.C.	United States Code
ITS	Intelligent Transportation System	UZA	Urbanized Areas

## 1.2 PROJECT LISTING ABBREVIATIONS

### ***FHWA Funding Categories***

Bridge Off	Bridge Off-System
Bridge On	Bridge On-System
CMAQ	Congestion Mitigation and Air Quality Program
Discret	Discretionary Funds
Enhance	Transportation Enhancement Program
IM	Interstate Maintenance
NHPP	National Highway Performance Program
NHS	National Highway System
HSIP	Highway Safety Improvement Program
RTP	Recreational Trails Program
STP (Flex)	Surface Transportation Program (Flexible)
TAP	Transportation Alternatives Program
TAP-U	Transportation Alternatives Program for Urbanized Areas

### ***FTA Funding Categories***

§5307	Urbanized Area Formula
§5309 FGM	Fixed Guideway Modernization
§5309 NS	New Starts
§5310	Enhanced Mobility
§5329	Public Transit Safety Program
§5337	State of Good Repair
§5339	Bus and Bus Facilities
§5340	Growing States and High-Density States Formula

### ***Local Funding Category***

Local Only	Locally Funded
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### ***Project Phases (Chronological Order)***

PLN	Planning
PE1	Preliminary Engineering, including NEPA
DES	Design
PE2	Final Design
EQP	Equipment
PREROW	Pre-Right-of-Way
ROW	Right-of-Way
ADVCON	Advance Construction Reimbursement
REL	Utility Relocation
CON	Construction
OPR	Operations
INSP	Inspection

## 2 INTRODUCTION

The *Transportation Improvement Program – Federal Fiscal Years 2019 - 2022 (TIP)* was prepared in accordance with the requirements of 23 U.S.C. 134 and 23 CFR 450 Part 300. This legal framework describes and prioritizes the surface transportation programs and projects that the Oahu Metropolitan Planning Organization (OahuMPO) Policy Board has selected for implementation during the program period. OahuMPO’s TIP is the adopted, short-term program of public transit, highway, bicycle, and pedestrian projects that will receive federal transportation funds here on Oahu. The TIP needs to be financially constrained; that is, there must be a reasonable expectation that projects that are identified will have the necessary federal and local funding.

The FFYs 2019-2022 TIP covers a period of four years (FFYs 2019-2022) and contains two additional years (FFYs 2023 and 2024) for informational purposes (“information only”). The TIP will be updated at least every four years, and revised as needed. Once approved by the Policy Board and Governor (or Governor’s designee), the TIP becomes the Oahu element of the Statewide TIP (STIP).

The following types of projects are included in the TIP:

- Surface transportation projects that are proposed to be funded with federal funds;<sup>1</sup>
- Regionally significant projects that require action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), regardless of if these projects are federally funded; and
- Regionally significant projects that are proposed to be funded with non-federal funds or with federal funds other than those administered by the FHWA or the FTA, such as congressional earmarks. These projects are included in the TIP for informational purposes.

The TIP identifies transportation programs and projects totaling approximately \$3.6 billion to be implemented during the four-year program period. The projects include those eligible for federal funding assistance, as well as regionally significant locally-funded projects.

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<sup>1</sup> Under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements, Federal Lands Highway Program projects, safety projects included in the State’s Strategic Highway Safety Plan, trails projects, pedestrian walkways, and bicycle facilities).

# 3 DEVELOPMENT PROCESS

Many of the projects in the TIP are programmed over several years. For example, a highway improvement project consists of right-of-way acquisition, planning, design, and construction phases. Each of these phases may last one or more years. In addition to new projects, the TIP includes many projects that were programmed in previous years.

The TIP development process spans over a year. The process is illustrated in Figure 1 and described below.

## 3.1 DEVELOPMENT OF FINANCIAL ESTIMATES

OahuMPO, HDOT, DTS and HART cooperatively formulate estimates of FHWA and FTA funds that are reasonably expected to be available for projects on the island of Oahu. These estimates are usually based on historic data.

## 3.2 CALL FOR PROJECTS

OahuMPO formally calls for projects from the implementing agencies. In response, the HDOT, DTS and HART submit projects to be considered for inclusion in the TIP.

## 3.3 PUBLIC OUTREACH

### 3.3.1 Visualization

For visualization purposes, project location maps are developed for each project in the draft TIP, as applicable. Additional interactive project location maps are posted onto the OahuMPO website that allow the user to display layers that compare how each proposed project interacts with other plans and programs (e.g., conservation, natural resources, etc.).

### 3.3.2 Interested Parties

Opportunities are provided for interested parties to review and comment on the draft TIP project listing and financial plan. The draft TIP, as well as the interactive project location maps, are posted on the OahuMPO website during the public comment period. Information on the draft TIP is also distributed to the public via email or direct mail.

### **3.4.3 Agency Consultations**

Details on the draft TIP are also circulated under OahuMPO's intergovernmental review process. A goal of the TIP process is to promote stakeholder relationships that foster cooperative efforts to achieve common transportation goals. Agencies responsible for planning activities that may be affected by the proposed transportation project are consulted for their perspectives on planning issues, needs, and priorities. Stakeholder agencies are provided with details on each TIP project, as well as the interactive project location maps, and are consulted with to ensure compatibility with their respective plans, maps, inventories, and planning documents.

### **3.4.4 Responses to Comments Received**

All comments received, as well as responses to the comments, are provided to the Policy Board for their consideration when selecting projects for the final TIP. All comments made are provided in the comments disposition section (Appendix C).

## **3.5 TECHNICAL PROJECT EVALUATIONS**

Various technical project evaluations are performed on the draft TIP for the purposes of assisting the Policy Board in selecting projects. These technical evaluations include the following:

- Compliance with federal planning factors;
- Detailed project evaluations, including consistency with relevant management system priorities;

- Consistency with the Oahu Regional Transportation Plan (ORTP);
- Consistency with the Oahu Regional Intelligent Transportation System (ITS) Architecture;
- Title VI (T6) and Environmental Justice (EJ) compliance; and
- Congestion Management Process (CMP) analyses.

The Technical Advisory Committee reviews the results of the technical evaluations prior to making a recommendation to the Policy Board.

## **3.6 PROJECT SELECTION**

After reviewing the results of the agency consultations and the technical analyses, the Technical Advisory Committee makes a recommendation to the Policy Board regarding endorsement of the TIP. The Policy Board decides whether to endorse the TIP after considering and discussing the early project recommendations, public comments on the draft TIP, the results of the technical analyses, and the Technical Advisory Committee's recommendation. Following endorsement by the Policy Board, the TIP is also sent to the Governor's designee for approval. On June 17, 2015, Governor David Y. Ige re-designated the HDOT Director as the official responsible for approving the TIP and its amendments.

### **3.7 INCORPORATION OF THE TIP INTO THE STIP**

Upon approval by the Policy Board and the Governor's designee, the TIP is incorporated, without change, as the Oahu element of the STIP.

### **3.8 FHWA AND FTA ACTION ON THE STIP**

The TIP is jointly approved by FHWA and FTA as part of the STIP. The decision-making is dependent on the thoroughness and completion of the statewide transportation planning process used in developing the STIP, as required by federal code and regulation.

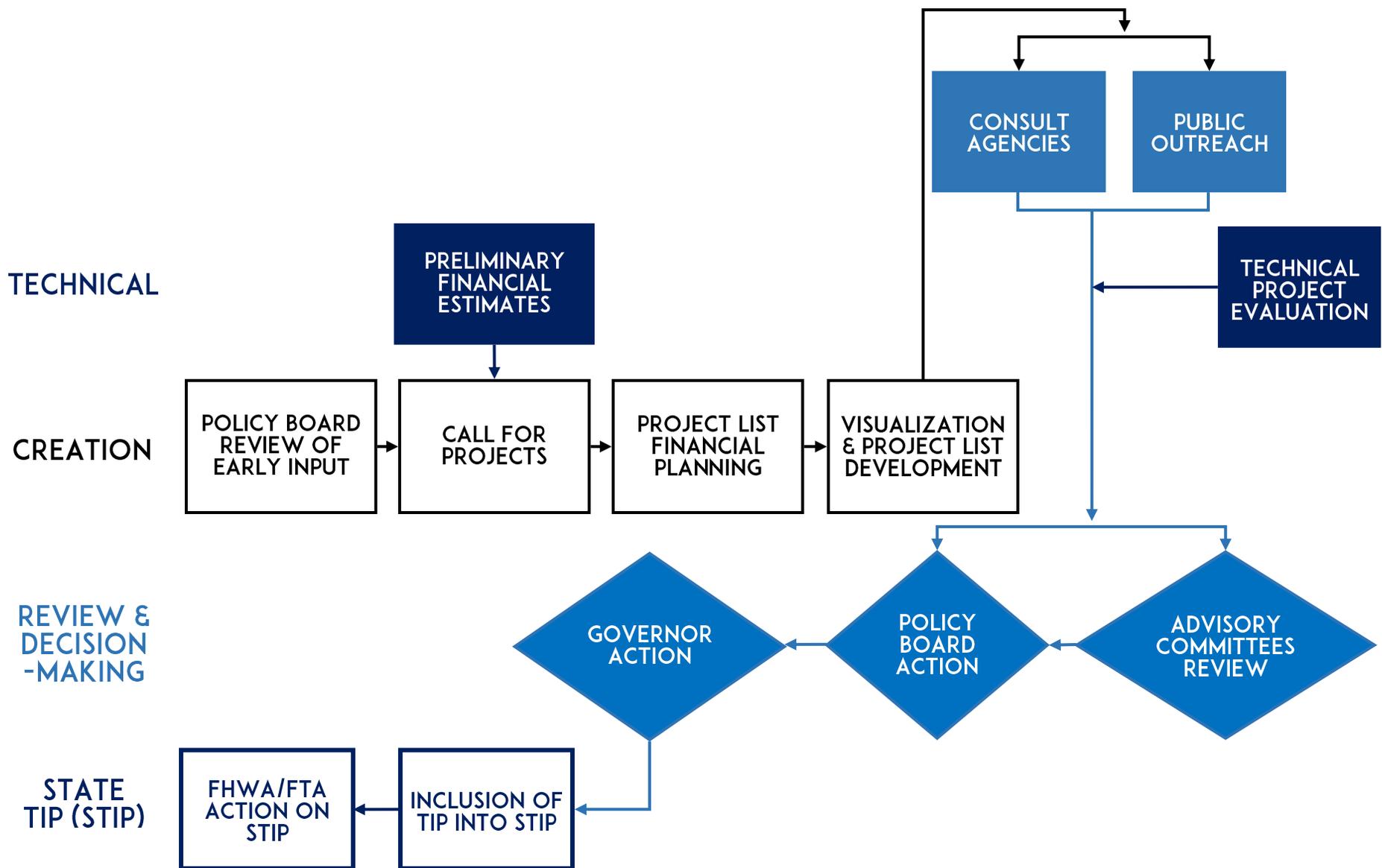


Figure 1. TIP Process.



# 4 REVISIONS

The TIP covers a period of no more than four years , and a new TIP will be adopted every four years. The TIP is frequently revised to reflect changes in project delivery schedules, changes in cost estimates and/or in scope, and changes in management systems and administrative priorities. These revisions are required to assure the efficient use of the annually-apportioned federal funds.

The following administrative provisions have been established to promote timely implementation and oversight of the TIP. A revision refers to a change to the TIP that occurs between triennial updates. A minor revision is an “administrative modification,” while a major revision is an “amendment.”

## 4.1 ADMINISTRATIVE MODIFICATIONS

Administrative modifications are minor revisions to the TIP. The Policy Board has identified two types of administrative modifications: pre-approved and expedited. These revisions do not require solicitation of public comment or re-demonstration of financial constraint. However, the following must be true:

- The administrative modifications must not affect the financial constraint of the TIP;
- The administrative modifications must not result in the addition or deletion of another project, including the deferral of a project to a year that is outside of the four-year TIP; and
- The affected project’s implementing agency must concur with the actions.

### 4.1.1 Pre-approved Administrative Modifications

To prevent TIP procedures from becoming overly burdensome, federal regulations allow procedures for administrative modifications to be commensurate with its perceived impact. Recognizing the need to streamline the process for these minor changes, the Policy Board has pre-approved certain administrative modifications under the following circumstances:

- The sum of regular formula FHWA funds programmed for Oahu is not reduced; and
- The administrative modification does not change the design concept or scope of the project, or the prescribed environmental determination under the National Environmental Policy Act (NEPA) process.

The Policy Board is provided with copies of pre-approved administrative modifications.

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<sup>2</sup> As defined in 23 CFR 450.104.

#### **4.1.2 Expedited Administrative Modifications**

Requests for expedited approval of administrative modifications are submitted directly to the Policy Board without prior review by the Technical Advisory Committee or solicitation of public comment.

### **4.2 AMENDMENTS**

Amendments are revisions to the TIP that involve a major change to a project in the TIP. TIP amendments are submitted to the Technical Advisory Committee, the Policy Board, and the Governor's designee for action. Financial constraint is re-demonstrated, and the technical project evaluations are reevaluated. Public comments are also solicited based on the strategies and procedures outlined in the *OahuMPO Participation Plan*.

### **4.3 REVISION EXAMPLES**

Table 1 (Pages 16-17) provides examples of administrative modifications and amendments.

**Table 1. Examples of Administrative Modifications and Amendments.**

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

Revision	A. Pre-Approved Administrative Modification	B. Expedited Administrative Modification	C. Amendment
Project Phase***	7. Deleting or deferring a project phase to a year that is outside of the four-year TIP, as long as another phase of the project remains in the TIP and the project's scope is not modified.	4. 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.	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 TIP, when there are no other project phases in the TIP and the project's scope is modified.
Funding Source	8. 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). 9. Changing a project's funding from federal to local or state funding. 10. Adding additional federal funding, such as congressional earmarks or discretionary funds, to a project currently included in the TIP.	5. Changing a project's funding from local or state funds to federal funds.	7. Switching from FTA to FHWA funds (and vice versa).
Cost Estimates	11. 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 2, C.8.	6. Reducing the sum of regular formula FHWA funds programmed for Oahu.	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 b. The amount programmed for the federal portion of the project cost is increased by more than 50%; and c. The total estimated project cost is increased by more than \$3 million.

**FOOTNOTES**

\* Amendments include revisions that are not listed as administrative modifications.

\*\* Projects must be "ready-to-go" in the year that they are programmed to be funded, as defined in 23 CFR 450.220(e). 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.

\*\*\* For example, design or right-of-way, as defined in 23 CFR 450.324(e). Refer to Section 1.2.4 for a list of project phases.

# 5 PREVIOUS TIP

The FFYs 2015-2018 TIP was endorsed by the Policy Board in August 2014.

## 5.1 REVISION HISTORY

The revision documents are on the OahuMPO TIP webpage: <http://www.oahumpo.org/plans-and-programs/transportation-improvement-program-tip/>

The FFYs 2015-2018 TIP was revised twenty-two times through May 2018. Table 2 describes the Revisions for the reader's understanding.

**Table 2. Revisions as of May 2018**

Revision Number	Description
<b><i>Pre-Approved Administrative Modifications</i></b>	
1	January 2015: Deferred projects, refined project phasing, revised cost estimates.
4	May 2015: Deferred projects, revised cost estimates, revised funding categories.
7	February 2016: Deferred projects.
10	May 2016: Deferred projects, revised cost estimates, added funds, renamed phases.
13	January 2017: Redistributed funds, deferred projects, deleted one phase, raised cost estimates.
16	June 2017: Deferred projects, revised cost estimates, deleted project phase.
18	January 2018: Deferred projects, raised cost estimates, revised cost conversions/programming, renamed phases, extended/restructured phases, deleted one phase, withdrew one phase, enhanced one phase, revised project costs.
22	May 2018: Deferred projects, increased cost estimates, decreased cost estimates, refined a project's limits, revision for illustrative purposes, changed project's funding from federal to local, deferred/inflated funding, revised source of federal funds, projects added to the TIP for consistency with the STIP.

Revision Number	Description
<b><i>Expedited Administrative Modifications</i></b>	
2	February 2015: Deferred projects, revised funding categories, and revised cost estimates.
5	July 2015: Deleted projects, added projects, revised cost estimates, and removed federal funds for projects.
8	February 2016: Deferred projects, deleted phases, and changed local funds to federal funds.
11	July 2016: Added ADVCON funding for illustrative years, decreased funding for two projects, renamed phases, added federal funds to one project.
14	January 2017: Redistributed funds, deferred projects, deleted one phase, raised cost estimates.
19	January 2018: Renamed phase, revised programming amount, and switched one project from local to federal funds.

Revision Number	Description
<b><i>Amendments</i></b>	
3	February 2015: Change of scope, new projects, deferred projects, added phasing.
6	July 2015: Added and deleted phases, revised cost estimates, deleted one existing project, added new projects.
9	February 2016: Added and deleted projects, expanded project scope spatially, deferred projects.
15	July 2016: Added ADVCON funding for illustrative years, decreased funding for two projects, renamed phases, added federal funds to one project.
17	February 2016: Deferred projects and funding, increased project costs, deleted one project, created one project, and changed scope.
20	January 2018: Changed project scope, deferred and inflated funding, deleted one projects.
21	February 2018: One project added, seven deferred and deleted projects, and two project scope/design changed.

# **6 PROJECT LISTING**

# 6 PROJECT LISTING

## 6.1 LIST OF PROJECTS

PROJECT NUMBER	Project Name (Sorted by Project name)	TOTAL AMOUNT PROGRAMMED (x1000)						Total Programmed
		2019	2020	2021	2022	FOR INFORMATION ONLY		
						2023	2024	
FHWA - Funding Projects								
State of Hawaii - Sponsored Projects								
OS1	Bridge and Pavement Improvement Program, Oahu	35,400	35,400	35,400	35,400	35,400	35,400	212,400
OS76	Bridge Rehabilitation Program, Various Locations	0	0	1,120	14,000	10,500	16,300	41,920
OS77	Bridge Replacement Program, Various Locations	0	0	720	12,950	22,850	30,535	67,055
OS78	Bridge Seismic Retrofit Program, Various Locations	0	0	240	360	3,210	1,051	4,861
OS12	Destination Sign, Upgrade and Replacement	0	7,000	550	1,100	10,450	0	19,100
OS2	Farrington Highway (Route 93), Bridge Rehabilitation, Ulehawa Stream Bridge	603	8,490	0	0	0	0	9,093
OS4	Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	0	22,200	0	0	0	0	22,200
OS69	Farrington Highway (Route 93), Safety Improvements, H-1 Freeway to Pohakunui Avenue	0	2,250	0	0	0	0	2,250
OS5	Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 and 78)	0	740	11,102	1,200	200	20,300	33,542
OS57	Freeway Management System, Joint Traffic Management Center Operations (State)	350	350	350	350	350	350	2,100
OS9	Freeway Service Patrol	3,500	3,500	3,500	3,500	3,500	3,500	21,000
OS10	Guardrail and Shoulder Improvements, Various Locations	177	100	2,170	100	2,000	0	4,547

PROJECT NUMBER	Project Name (Sorted by Project name)	TOTAL AMOUNT PROGRAMMED (x1000)						Total Programmed
		2019	2020	2021	2022	FOR INFORMATION ONLY		
						2023	2024	
FHWA - Funding Projects								
State of Hawaii - Sponsored Projects								
OS11	ITS Operation and Maintenance	285	285	285	285	285	285	1,710
OS59	Interstate Route H-1, Eastbound Improvements, Waiawa Interchange to Halawa Interchange	0	1,500	0	500	0	0	2,000
OS14	Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue	11,500	0	0	0	0	0	11,500
OS16	Interstate Route H-1, Highway Lighting Improvements, Kaimakani Overpass to Middle Street, Phase 1	0	0	0	0	0	0	0
OS67	Interstate Route H-1, Reconstruction and Repair, Eastbound, Waimalu Interchange to Halawa	0	0	0	0	0	0	0
OS20	Interstate Route H-1 Safety Improvement, Beginning of H-1 (Palailai Interchange) to Waiawa Overpass	0	0	0	0	0	0	0
OS74	Interstate Route H-1, Seismic Retrofit, McCully Street Separation	0	0	0	286	429	2,440	3,155
OS70	Interstate Route H-1, Seismic Retrofit, Waialae Viaduct	0	0	664	1,000	6,100	0	7,764
OS22	Interstate Route H-3, Seismic Retrofit, Kuou Bridge and Halekou Interchange, Structures 1, 2 and 3	1,200	0	6,500	0	0	0	7,700
OS26	Kalaniana'ole Highway (Route 72) Resurfacing, Poalima Street to Huli Street	7,000	0	0	0	0	0	7,000
OS28	Kamehameha Highway (Route 83), Bridge Replacement, Kaipapau Stream Bridge	0	17,800	0	0	0	0	17,800
OS29	Kamehameha Highway (Route 83), Bridge Replacement, Kaluanui Stream Bridge	9,200	0	0	0	0	0	9,200
OS31	Kamehameha Highway (Route 83), Bridge Replacement, Laieloa Stream Bridge	0	9,800	0	0	0	0	9,800
OS71	Kamehameha Highway (Route 83), Bridge Rehabilitation, Paumalu Bridge	0	0	1,000	400	560	10,000	11,960
OS32	Kamehameha Highway (Route 83), Bridge Replacement, South Kahana Stream	35,000	0	0	0	0	0	35,000
OS34	Kamehameha Highway (Route 83), Bridge Replacement, Waiahole Bridge	585	15,000	0	0	0	0	15,585
OS72	Kamehameha Highway (Route 83), Bridge Replacement, Waimanana Bridge	0	0	650	930	740	9,200	11,520

PROJECT NUMBER	Project Name (Sorted by Project name)	TOTAL AMOUNT PROGRAMMED (x1000)						Total Programmed
		2019	2020	2021	2022	FOR INFORMATION ONLY		
						2023	2024	
<b>FHWA - Funding Projects</b>								
<b>State of Hawaii - Sponsored Projects</b>								
OS36	Kamehameha Highway (Route 83), Bridge Replacement, Waipilopilo Stream Bridge	1,030	0	9,700	0	0	0	10,730
OS61	Kamehameha Highway (Route 83), Realignment, Vicinity of Kawaiiloa Beach	0	50	0	1,000	0	0	1,050
OS75	Kamehameha Highway (Route 83) Rockfall Protection, Waimea Bay	0	900	50	10,500	0	8,000	19,450
OS41	Kamehameha Highway (Route 83) Wetland Enhancement, Vicinity of Ukoa Pond	6,600	0	0	0	0	0	6,600
OS43	Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street	0	0	0	0	0	0	0
OS73	Likelike Highway (Route 63), Safety Improvements, Emmeline Place to Kahekili Highway	0	0	2,700	0	0	0	2,700
OS46	Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa to H-3 Freeway Overpass	0	0	0	0	0	0	0
OS45	Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa Heights Off-Ramp to Middle Street Overpass	0	0	0	0	0	0	0
OS44	Moanalua Freeway (Route 78) and Interstate Route H-2, Guardrail and Shoulder Improvements, Phase 2	0	10,000	0	0	0	0	10,000
OS62	Pali Highway (Route 61) Resurfacing & Lighting Improvements, Vineyard Blvd (Route 98) to Kamehameha Highway (Route 83)	18,000	0	0	0	0	0	18,000
OS49	Recreational Trails Program - Oahu	359	359	359	359	359	359	2,154
OS52	Sand Island Access Rd (Route 64), Truck Weigh Station, Kapalama Container Terminal	5,200	0	0	0	0	0	5,200
OS79	Shoreline Protection/Mitigation Program	0	2,500	2,000	6,500	2,000	15,000	28,000
OS63	Traffic Counting Stations, Various Locations	0	2,575	0	0	0	0	2,575
<b>State of Hawaii - FHWA Total</b>		<b>135,989</b>	<b>140,799</b>	<b>79,060</b>	<b>90,720</b>	<b>98,933</b>	<b>152,720</b>	<b>698,221</b>

PROJECT NUMBER Project Name (Sorted by Project name)	TOTAL AMOUNT PROGRAMMED (x1000)						Total Programmed	
	2019	2020	2021	2022	FOR INFORMATION ONLY			
					2023	2024		
<b>FHWA - Funding Projects</b>								
<b>City and County of Honolulu - Sponsored Projects</b>								
OC1	Alapai Transportation Management Center	2,750	750	463	475	488	875	5,801
OC2	Bikeway Improvements Program	602	1,551	425	0	0	0	2,578
OC3	Bridge Inspection, Inventory, and Appraisal	1,000	1,000	1,000	1,000	1,000	1,000	6,000
OC4	Computerized Traffic Control System	500	4,215	4,215	190	3,900	0	13,020
OC8	Traffic Improvements at Various Locations	2,461	3,150	525	3,025	2,500	1,250	12,911
OC10	Traffic Signals at Various Locations	4,251	5,013	4,316	4,441	4,491	4,441	26,953
OC23	Salt Lake Boulevard Widening, Phase 3	110	44,165	43,805	0	0	0	88,080
OC25	Transportation Alternatives Program (MPO) at Various Locations	11,189	1,000	0	0	0	0	12,189
OC26	Transportation Alternatives Program (State) at Various Locations	0	200	1,500	0	0	0	1,700
OC27	Farrington Highway (Routes 7100 and 9107) Improvements	4,000	16,000	16,000	26,000	53,000	19,000	134,000
OC28	Safe Routes to School (SRTS) Program	0	25	0	0	370	0	395
OC29	Federal Access Lands Program (FLAP) - Pearl Harbor Multimodal Connection Alternatives	733	6,033	0	0	0	0	6,766
<b>City and County of Honolulu - FHWA Total</b>		<b>27,596</b>	<b>83,102</b>	<b>72,249</b>	<b>35,131</b>	<b>65,749</b>	<b>26,566</b>	<b>310,393</b>
<b>FHWA Total</b>		<b>163,585</b>	<b>223,901</b>	<b>151,309</b>	<b>125,851</b>	<b>164,682</b>	<b>179,286</b>	<b>1,008,614</b>

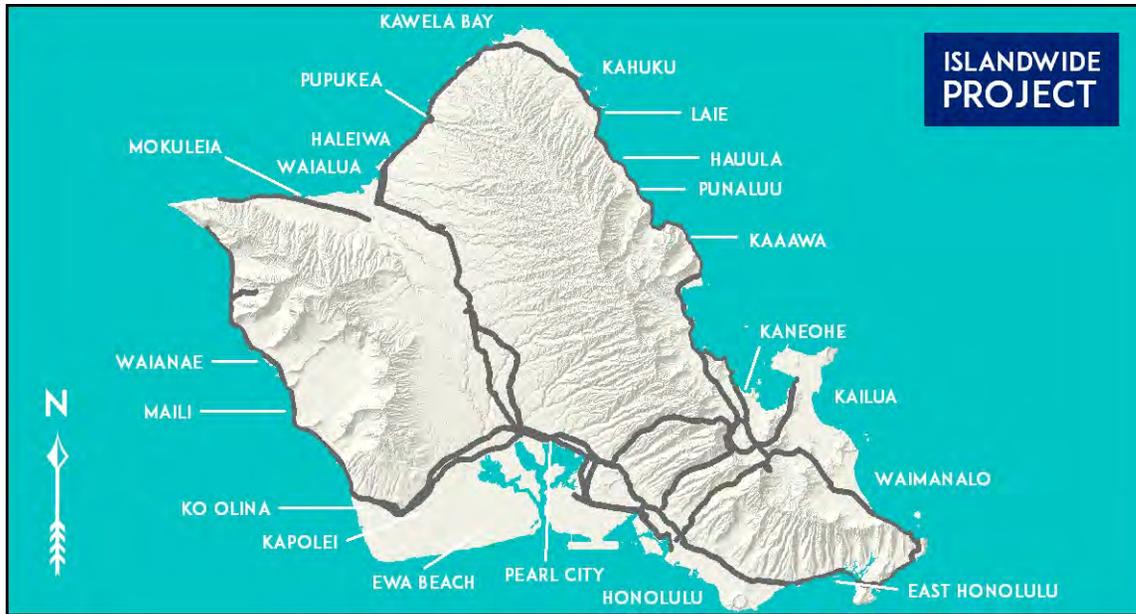
PROJECT NUMBER	Project Name (Sorted by Project name)	TOTAL AMOUNT PROGRAMMED (x1000)					FOR INFORMATION ONLY		Total Programmed
		2019	2020	2021	2022	2023	2024		
<b>FTA - Funding Projects</b>									
<b>State of Hawaii - Sponsored Projects</b>									
OS50	Transportation Assistance for Elderly and Disabled	544	560	576	594	613	632	3,519	
OS68	State Safety Oversight Program	290	299	307	316	326	336	1,874	
<b>State of Hawaii - FTA Total</b>		<b>834</b>	<b>859</b>	<b>883</b>	<b>910</b>	<b>939</b>	<b>968</b>	<b>5,393</b>	
<b>FTA - Funding Projects</b>									
<b>City and County of Honolulu - Sponsored Projects</b>									
OC13	Bus and Handi-Van Acquisition Program	42,164	15,959	21,667	22,528	22,979	23,436	148,733	
OC20	Preventive Maintenance	26,250	26,250	26,250	26,250	26,250	26,250	157,500	
OC21	Transit Safety and Security Projects	358	367	373	380	381	385	2,244	
OC24	Capital Training	26	28	28	29	30	30	171	
OC16	Honolulu Rail Transit Project	839,908	834,033	480,035	0	0	0	2,153,976	
<b>City and County of Honolulu - FTA Total</b>		<b>908,706</b>	<b>876,637</b>	<b>528,353</b>	<b>49,187</b>	<b>49,640</b>	<b>50,101</b>	<b>2,462,624</b>	
<b>FTA Total</b>		<b>909,540</b>	<b>877,496</b>	<b>529,236</b>	<b>50,097</b>	<b>50,579</b>	<b>51,069</b>	<b>2,468,017</b>	

# **6.2 Project Information Sheets**

## **6.2.1 Oahu State (OS) Projects**

### **6.2.1.1 FHWA-Funded Oahu State Projects**

# OS1 Bridge and Pavement Improvement Program, Oahu



## Project Description:

This is an ongoing islandwide program for the system maintenance of highway bridges and pavement. The Special Maintenance Program (SMP) is a program that funds individual repair or maintenance projects that do not normally occur annually. SMP funds have funded resurfacing, pavement, and bridge preservation projects (System Preservation). Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation, and/or preservation. Yearly lump sum amounts represent total SMP State funding levels anticipated for the Oahu program.

**Mile Post/s:** Not applicable

## Complete Streets (CS):

**Project will implement:** No information available. However, CS principles will be considered in all Highway projects.

**Existing Feature/s:** No information available.

**Project Website:** <http://hidot.hawaii.gov/highways/other/other-related-links/stip>

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$212,400,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

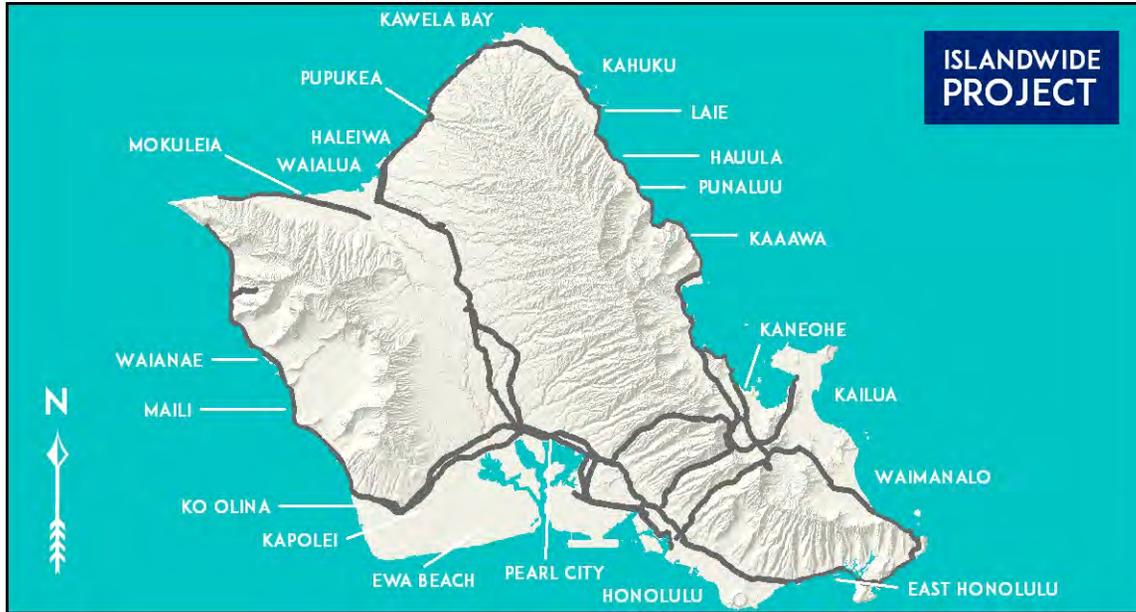
Hawaii Department of Transportation

# OS1 Bridge and Pavement Improvement Program, Oahu

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
<i>Bridge and Pavement Improvement Program, Oahu</i>																			
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 Only
<i>Kalihi Street (Route 63) Resurfacing: Nimitz Highway to School Street (MP 0 - 1.15)</i>																			
ADVCON	0	2,000	(2,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>35,400</b>	<b>2,000</b>	<b>33,400</b>	<b>35,400</b>	<b>0</b>	<b>35,400</b>													

# OS76 Bridge Rehabilitation Program, Various Locations



### Project Description:

This program will fund projects generated from the priorities identified in the Bridge Management System (BRM).

**Mile Post/s:** Not applicable

### Complete Streets (CS):

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$41,920,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

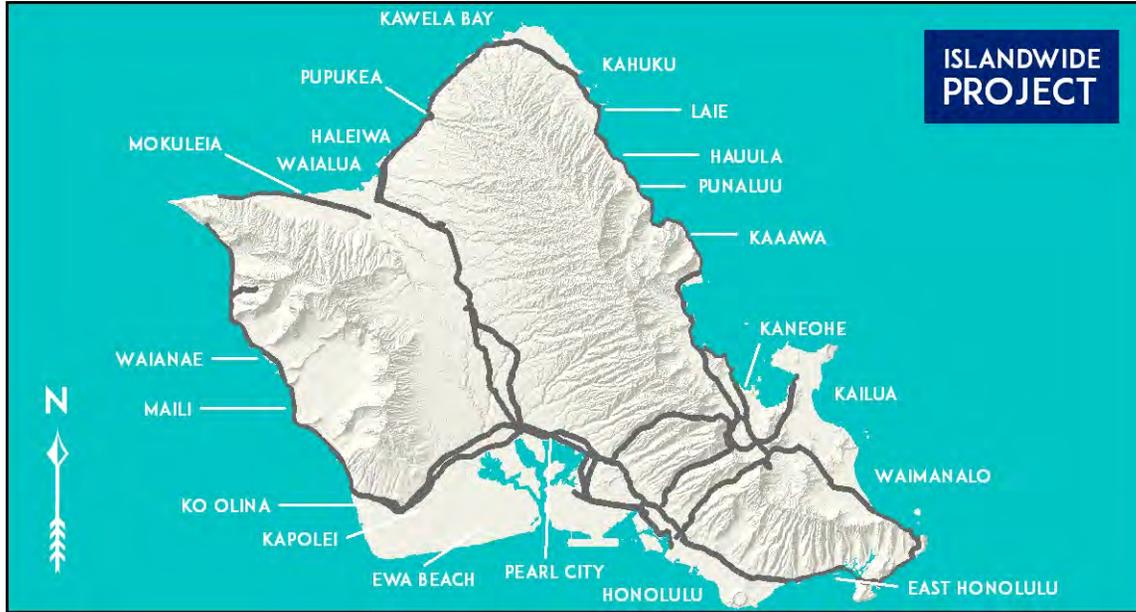
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
<i>Various Locations TBD by BRM</i>																			
PE1	0	0	0	0	0	0	1,120	896	224	300	240	60	1,000	800	200	1,300	1,040	260	NHPP
PE2	0	0	0	0	0	0	0	0	0	1,700	1,360	340	1,000	800	200	1,000	800	200	NHPP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	1,000	800	200	300	240	60	NHPP
CON	0	0	0	0	0	0	0	0	0	12,000	2,600	9,400	7,500	6,000	1,500	13,700	10,960	2,740	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000	(7,000)	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,120</b>	<b>896</b>	<b>224</b>	<b>14,000</b>	<b>4,200</b>	<b>9,800</b>	<b>10,500</b>	<b>15,400</b>	<b>(4,900)</b>	<b>16,300</b>	<b>13,040</b>	<b>3,260</b>	

# OS77 Bridge Replacement Program, Various Locations



**Project Description:**

This program will fund projects based on priorities generated from the Bridge Management System (BRM).

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$67,055,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

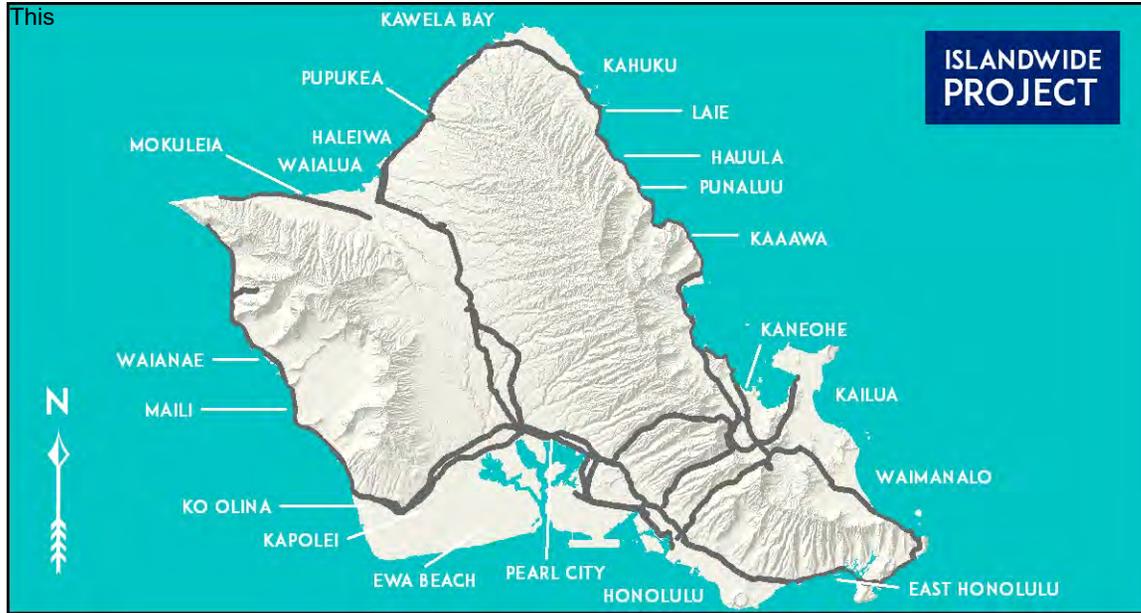
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
<i>Various Locations TBD by BRM</i>																			
PE1	0	0	0	0	0	0	720	576	144	1,300	1,040	260	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	1,100	880	220	2,300	1,840	460	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	550	440	110	550	440	110	1,535	1,228	307	NHPP
CON	0	0	0	0	0	0	0	0	0	10,000	4,000	6,000	20,000	16,000	4,000	29,000	23,200	5,800	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	4,000	(4,000)	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>720</b>	<b>576</b>	<b>144</b>	<b>12,950</b>	<b>6,360</b>	<b>6,590</b>	<b>22,850</b>	<b>22,280</b>	<b>570</b>	<b>30,535</b>	<b>24,428</b>	<b>6,107</b>	

# OS78 Bridge Seismic Retrofit Program, Various Locations



**Project Description:**

This program will fund projects based on priorities generated from the the Seismic Retrofit program.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$4,861,000  
*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
 Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
<i>Various Locations TBD by Seismic Retrofit Management Program</i>																			
PE1	0	0	0	0	0	0	240	192	48	0	0	0	210	168	42	736	589	147	NHPP
PE2	0	0	0	0	0	0	0	0	0	360	288	72	0	0	0	315	252	63	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	3,000	2,400	600	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>240</b>	<b>192</b>	<b>48</b>	<b>360</b>	<b>288</b>	<b>72</b>	<b>3,210</b>	<b>2,568</b>	<b>642</b>	<b>1,051</b>	<b>841</b>	<b>210</b>	

# OS12 Destination Sign Upgrade and Replacement



**Project Description:**

Replace and/or upgrade the existing destination signs and sign support structures on Interstate Routes H-1, H-2, H-201, and Pali Highway.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$29,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
<i>Phase II</i>																				
ADVCON	0	1,000	(1,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<i>Phase III</i>																				
CON	0	0	0	7,000	5,600	1,400	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

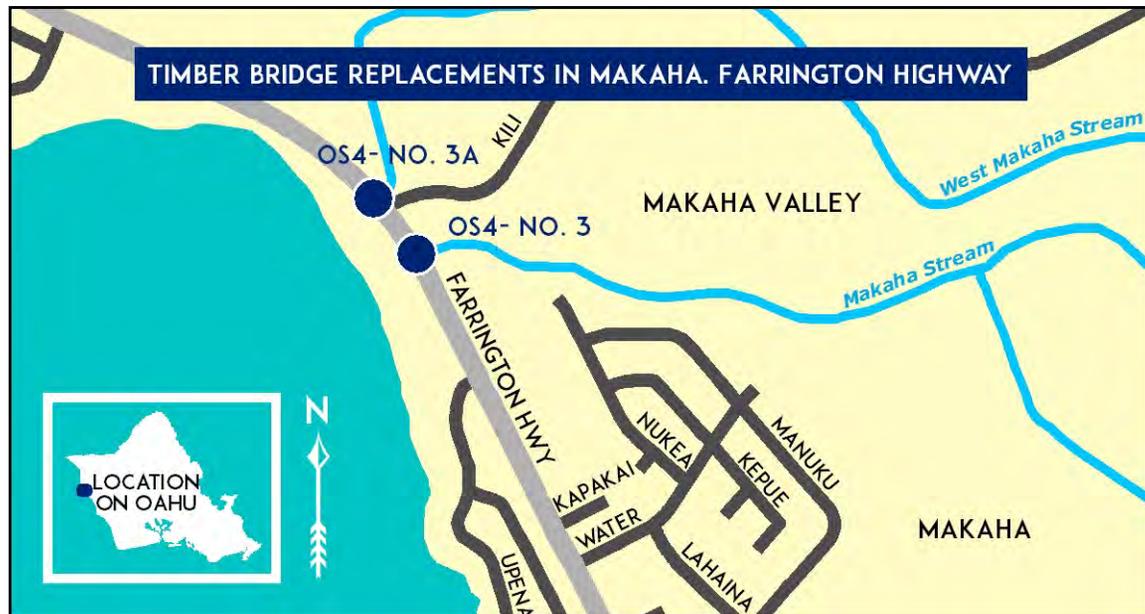
# OS12 Destination Sign Upgrade and Replacement

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local		
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)
<i>Phase IV</i>																				
PE1	0	0	0	0	0	0	550	440	110	0	0	0	0	0	0	0	0	0	NHPP	
PE2	0	0	0	0	0	0	0	0	0	800	640	160	0	0	0	0	0	0	NHPP	
CON	0	0	0	0	0	0	0	0	0	0	0	0	10,000	6,000	4,000	0	0	0	NHPP	
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000	(2,000)	NHPP	
<i>Phase V</i>																				
PE1	0	0	0	0	0	0	0	0	0	300	270	30	0	0	0	0	0	0	NHPP	
PE2	0	0	0	0	0	0	0	0	0	0	0	0	450	405	45	0	0	0	NHPP	
<b>TOTAL</b>	0	1,000	(1,000)	7,000	5,600	1,400	550	440	110	1,100	910	190	10,450	6,405	4,045	0	2,000	(2,000)		



# OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A



**Project Description:**

Replace two timber bridges in the vicinity of Makaha Beach Park. For both bridges, the scope includes 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.

**Mile Post/s:** MP 14.20 to MP 14.10

**Complete Streets (CS):**

**Project will implement:** Shared-use paths of 10 feet or greater width

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Waianae Coast

**Estimated Total Project Cost:** \$25,200,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
CON	0	0	0	22,200	760	21,440	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	5,000	(5,000)	0	12,000	(12,000)	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,200</b>	<b>760</b>	<b>21,440</b>	<b>0</b>	<b>5,000</b>	<b>(5,000)</b>	<b>0</b>	<b>12,000</b>	<b>(12,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS69 Farrington Highway (Route 93), Safety Improvements, H-1 Freeway to Pohakunui Avenue



### Project Description:

Scope includes, but is not limited to, the installation of milled rumble strips or rumble edge stripes on shoulders/median; installation of milled rumble strips on centerline; widening shoulders where possible; installation of speed feedback sign; installation of concrete median barrier at U-turn; and installation of pavement markings and signage.

**Mile Post/s:** MP 0 to MP 4.4

### Complete Streets (CS):

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Waianae Coast

**Estimated Total Project Cost:** \$2,500,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
CON	0	0	0	2,250	25	2,225	0	0	0	0	0	0	0	0	0	0	0	0	0	HSIP
ADVCON	0	0	0	0	0	0	0	2,000	(2,000)	0	0	0	0	0	0	0	0	0	0	HSIP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,250</b>	<b>25</b>	<b>2,225</b>	<b>0</b>	<b>2,000</b>	<b>(2,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## OS5 Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 & 78)



### Project Description:

The project consists of the installation of closed-circuit television (CCTV) cameras, vehicle detectors, cabinets, and communication equipment on the Interstate H-1, H-2, and Moanalua Freeway (Routes 201 and 78). Minor interior modifications of the Interstate Route H-3 Control Center will also be done to accommodate system improvements. This project will be implemented in phases.

The Freeway Management System's System Manager will assist the State with managing and guiding the Intelligent Transportation System (ITS) program. This includes software development, equipment procurement assistance, acceptance testing, performance monitoring, and strategic planning.

**Mile Post/s:** Queen Liliuokalani Freeway: MP 0.00 to MP 27.16,  
Veterans Memorial Freeway: MP 0.00 to MP 8.33,  
John A. Burns Freeway: MP 0.00 to MP 15.32

### Complete Streets (CS):

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$200,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

# OS5 Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Routes H-201 & 78)

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
<i>Phase 2A</i>																			
ADVCON	0	4,960	(4,960)	0	3,000	(3,000)	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<i>Phase 3</i>																			
PE2	0	0	0	740	592	148	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	10,302	4,000	6,302	0	0	0	0	0	0	0	0	0	
ADVCON	0	0	0	0	0	0	0	0	0	0	1,242	(1,242)	0	3,000	(3,000)	0	0	0	NHPP
<i>Phase 4</i>																			
PE1	0	0	0	0	0	0	800	640	160	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	1,200	960	240	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000	8,000	12,000	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<i>Phase 5</i>																			
PE1	0	0	0	0	0	0	0	0	0	0	0	0	200	180	20	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	270	30	NHPP
<b>TOTAL</b>	<b>0</b>	<b>4,960</b>	<b>(4,960)</b>	<b>740</b>	<b>3,592</b>	<b>(2,852)</b>	<b>11,102</b>	<b>4,640</b>	<b>6,462</b>	<b>1,200</b>	<b>2,202</b>	<b>(1,002)</b>	<b>200</b>	<b>3,180</b>	<b>(2,980)</b>	<b>20,300</b>	<b>8,270</b>	<b>12,030</b>	

# OS57 Freeway Management System, Joint Traffic Management Center Operations (State)



### Project Description:

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.

### Mile Post/s:

### Complete Streets (CS):

**Project will implement: Not applicable**

**Existing Feature/s: Not applicable**

**Project Website:** <http://www.honolulu.gov/jtmc>

**Neighborhood(s):** Ala Moana-Kakaako

**Estimated Total Project Cost:** \$2,100,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
OPR	350	280	70	350	280	70	350	280	70	350	280	70	350	280	70	350	280	70	NHPP

# OS9 Freeway Service Patrol



**Project Description:**  
 Operate roving service patrols along the Interstate H-1, Moanalua Freeway, and Interstate H-2. Services include towing of disabled vehicles; removing debris; providing basic fire extinguisher use; deploying traffic control devices; assisting the Honolulu Police Department, Honolulu Fire Department, and Emergency Medical Services at crash scenes and other incidents; assisting sick or injured motorists with basic first aid; and notifying 911 of incidents.

**Mile Post/s:** Queen Liliuokalani Freeway: MP 5.37 to MP 27.16,  
 Veterans Memorial Freeway: MP 0.00 to MP 2.46,  
 Moanalua Freeway: MP 0.00 to MP 4.09

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** <http://www.fsphawaii.com>

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$21,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

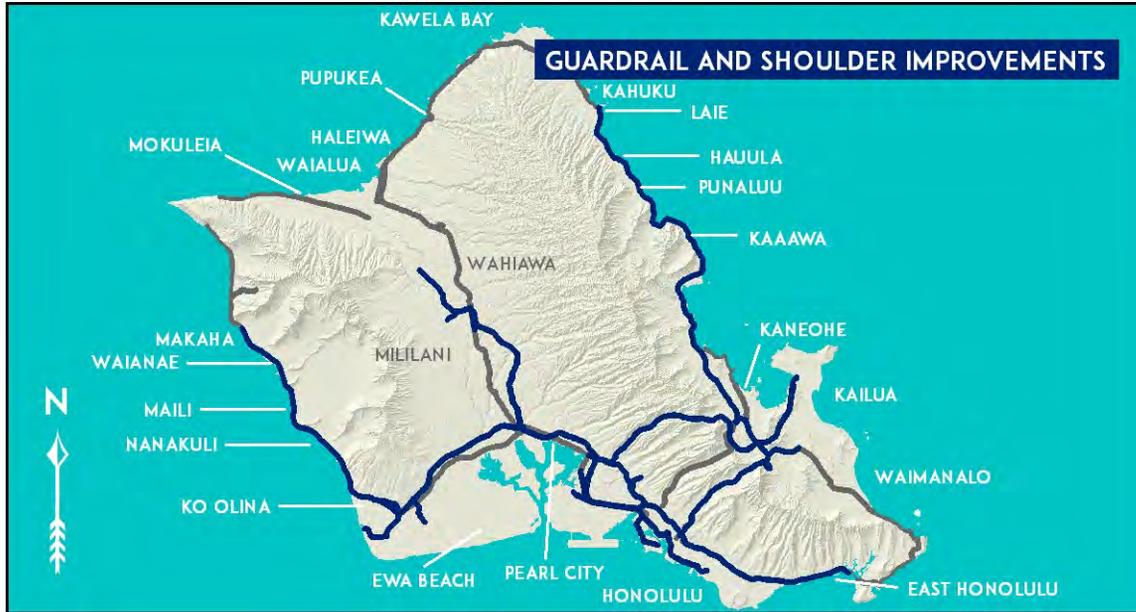
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
 Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
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

# OS10 Guardrail and Shoulder Improvements, Various Locations



**Project Description:**

Install and upgrade guardrails to bridge end post connections, bridge railing, guardrail end terminals, crash attenuators, miscellaneous drainage, and other appurtenant improvements.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** Install various safety features including guardrails and crash attenuators

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$4,547,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

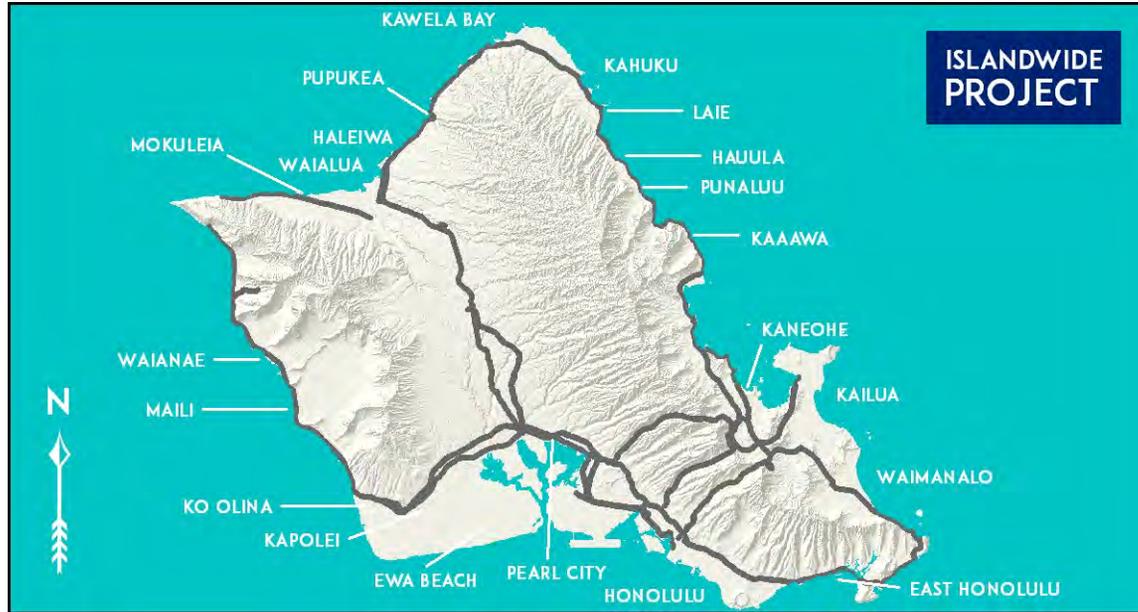
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category		
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024					
	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)			
<i>Phase 2</i>																					
PE1	177	0	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	HSIP	
PE2	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	HSIP
CON	0	0	0	0	0	0	2,000	1,600	400	0	0	0	0	0	0	0	0	0	0	0	HSIP
<i>Phase 3</i>																					
PE1	0	0	0	0	0	0	170	0	170	0	0	0	0	0	0	0	0	0	0	0	HSIP
PE2	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	HSIP
CON	0	0	0	0	0	0	0	0	0	0	0	0	2,000	1,600	400	0	0	0	0	0	HSIP
<b>TOTAL</b>	<b>177</b>	<b>0</b>	<b>177</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>2,170</b>	<b>1,600</b>	<b>570</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>2,000</b>	<b>1,600</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

# OS11 ITS Operation and Maintenance



## Project Description:

Annual costs to operate and maintain the ongoing and existing ITS program. This includes costs for the operation and maintenance of CCTVs and vehicle detection equipment. This also includes costs for telecommunication and server hosting services.

**Mile Post/s:** Queen Liliuokalani Freeway: MP 0.00 to MP 27.16,  
Veterans Memorial Freeway: MP 0.00 to MP 8.33,  
John A. Burns Freeway: MP 0.00 to MP 15.32

## Complete Streets (CS):

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$1,710,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

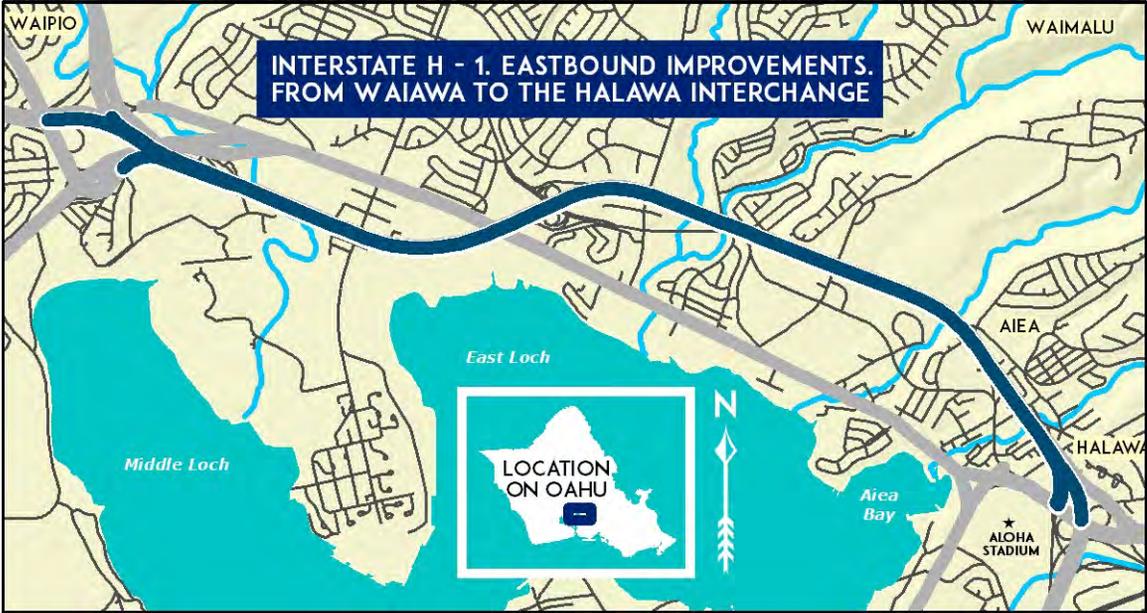
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
OPR	285	255	30	285	255	30	285	255	30	285	255	30	285	255	30	285	255	30	NHPP

# OS59 Interstate Route H-1, Eastbound Improvements, Waiawa Interchange to Halawa Interchange



**Project Description:**  
Capacity/congestion improvements through the most well-travelled section of the primary urban corridor. Improvements could include adding a through lane and/or improving ramps, shoulders, and geometrics.

**Mile Post/s:** MP 8.68 to MP 13.03

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** H-1 Travel Corridor

**Estimated Total Project Cost:** \$90,000,000  
*(May include project costs outside of the 4-year TIP and 2 informational years.)*

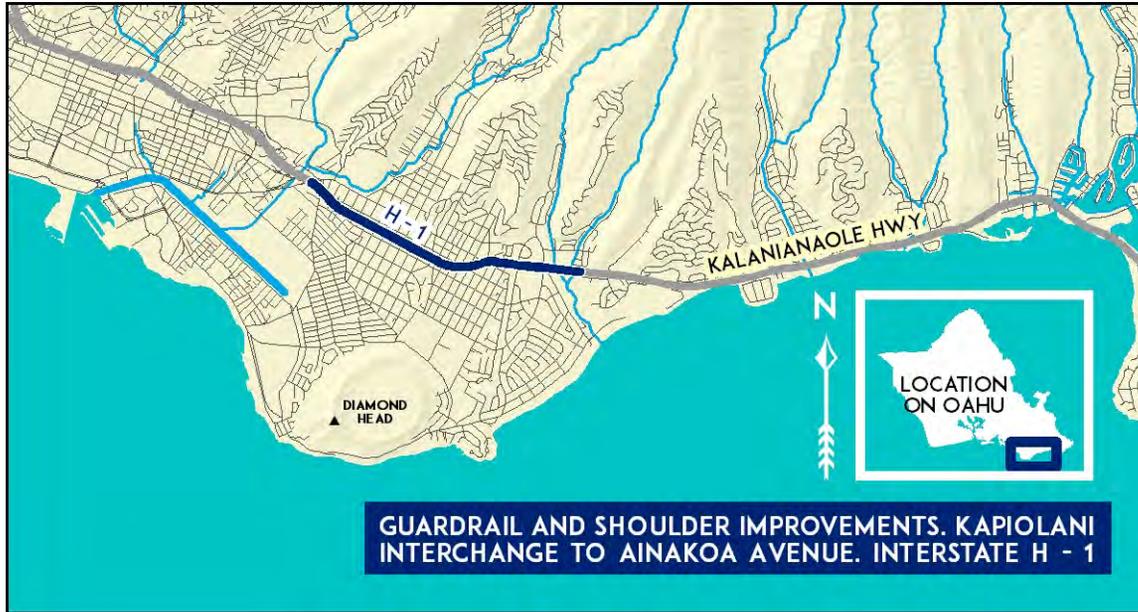
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
PE2	0	0	0	1,500	1,200	300	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	500	400	100	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>1,200</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>400</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS14 Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue



**Project Description:**

Install and/or upgrade existing guardrails, crash cushions, concrete barriers to meet current standards. Upgrade lighting.

On Westbound Kalaniana'ole Highway, just before the Ainakoa Intersection, the shoulder and bike lane tapers off until it disappears at Ainakoa. To the west on H-1, and on the off-ramp to below the viaduct towards Kahala Mall, a shoulder and bike lane reappears. The project will close that gap in the bike lane, by taking space from the median on H-1.

**Mile Post/s:** MP 25.24 to MP 27.16

**Complete Streets (CS):**

**Project will implement:** Close gap in bike lane.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Diamond Head-Kapahulu-St. Louis Heights, Kaimuki, McCully-Moiliili, Waialae-Kahala

**Estimated Total Project Cost:** \$12,500,000  
*(May include project costs outside of the 4-year TIP and 2 informational years.)*

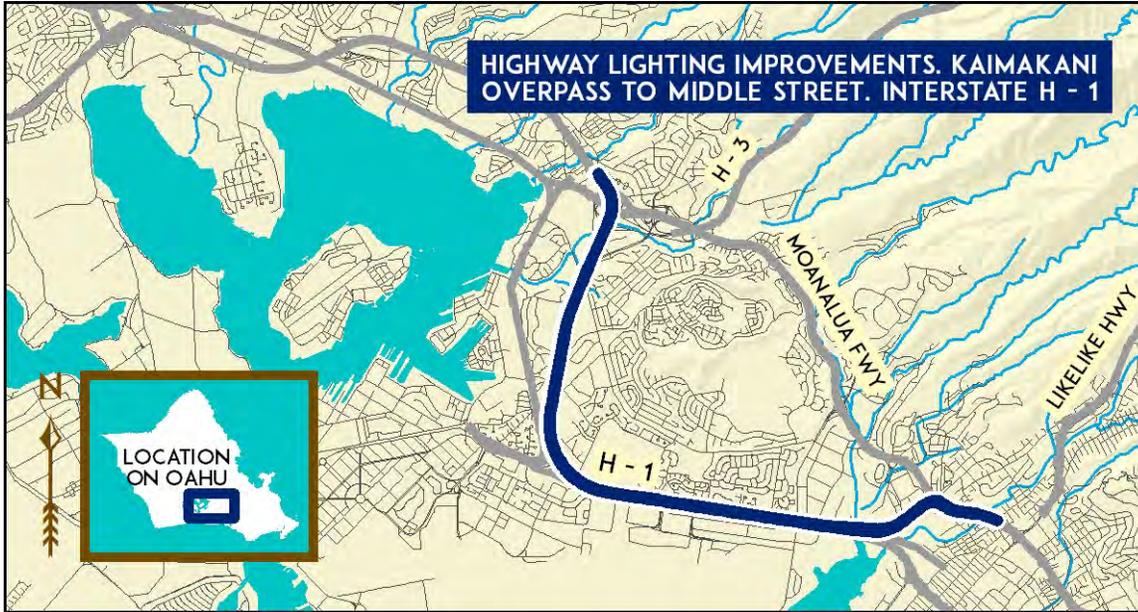
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
 Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
CON	11,500	500	11,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	3,700	(3,700)	0	5,000	(5,000)	0	0	0	0	0	0	0	0	0	NHPP

# OS16 Interstate Route H-1, Highway Lighting Improvements, Kaimakani Overpass to Middle Street, Phase I



**Project Description:**

Upgrade/replace existing freeway lighting. Phase 1 will cover improvements from Kaimakani Overpass (milepost 12.83) to the Airport Interchange (milepost 16.00), approximately. A future Phase 2 will cover improvements for the remainder of the limits from approximately the Airport Interchange (milepost 16.00) to Middle Street.

**Mile Post/s:** MP 12.83 to MP 16.00

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Aiea, Airport, Kalihi-Palama, Aliamanu-Salt Lake-Foster Village

**Estimated Total Project Cost:** \$15,000,000  
(May include project costs outside of the 4-year TIP and 2 informational years.)

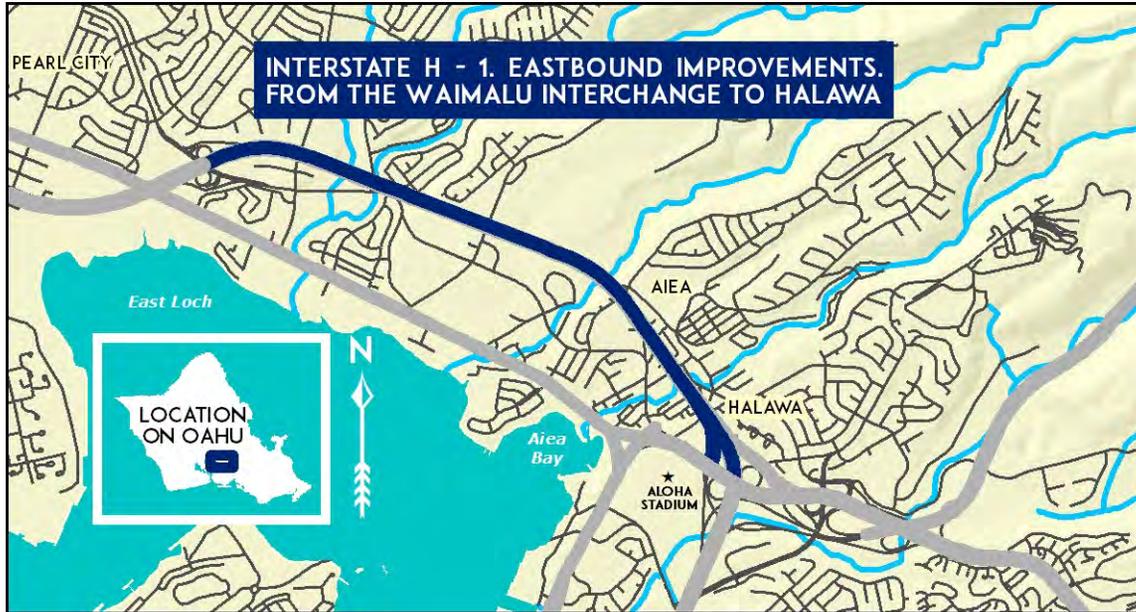
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
ADVCON	0	2,857	(2,857)	0	3,000	(3,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

# OS67 Interstate Route H-1, Reconstruction and Repair, Eastbound, Waimalu Interchange to Halawa



**Project Description:**

Rehabilitate or reconstruct Portland concrete pavement. Widen to improve shoulders and travelway.

**Mile Post/s:**

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Pearl City, Aiea

**Estimated Total Project Cost:** \$93,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

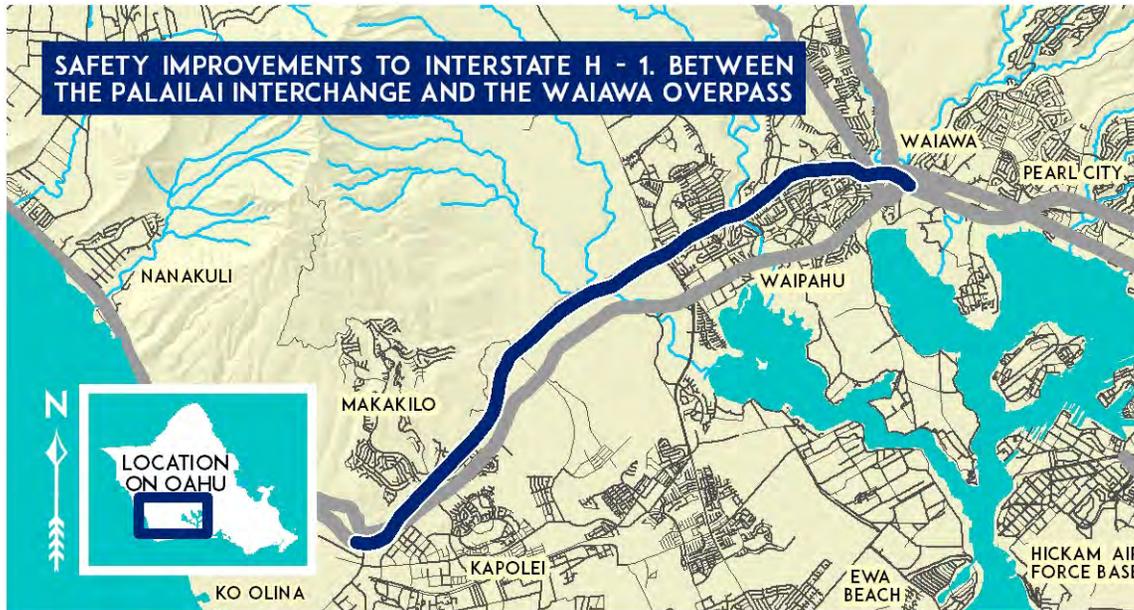
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local		
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)		
ADVCON	0	24,000	(24,000)	0	12,000	(12,000)	0	9,000	(9,000)	0	0	0	0	0	0	0	0	0	0	NHPP

# OS20 Interstate Route H-1 Safety Improvement, Beginning of H-1 (Palailai Interchange) to Waiawa Overpass



**Project Description:**

Scope includes, but is not limited to: Installation of milled rumble strips on shoulders; reconstruction of paved shoulders; pavement markings; and signing.

**Mile Post/s:** Queen Liliuokalani Freeway: MP 0.00 to MP 9.00

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Makakilo-Kapolei-Honokai Hale, Ewa, Waipahu

**Estimated Total Project Cost:** \$9,500,000  
(May include project costs outside of the 4-year TIP and 2 informational years.)

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local		
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)		
ADVCON	0	3,000	(3,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	HSIP

# OS74 Interstate Route H-1, Seismic Retrofit, McCully Street Separation



**Project Description:**

Retrofit interchange structures to meet current seismic standards.

**Mile Post/s:** MP 23.50

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** McCully-Moiliili

**Estimated Total Project Cost:** \$3,155,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

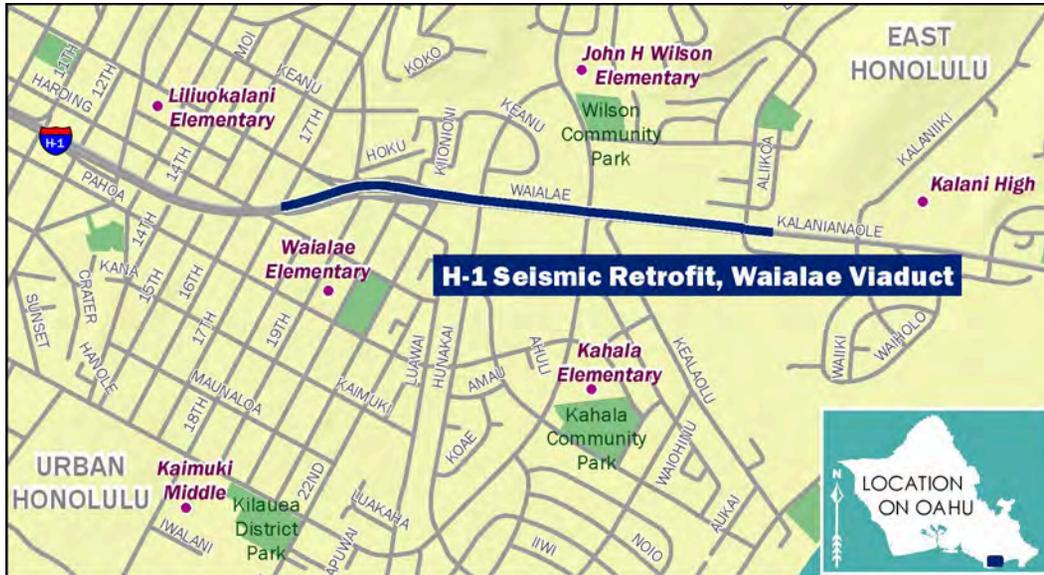
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
PE1	0	0	0	0	0	0	0	0	0	286	229	57	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	429	343	86	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,440	1,952	488	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>286</b>	<b>229</b>	<b>57</b>	<b>429</b>	<b>343</b>	<b>86</b>	<b>2,440</b>	<b>1,952</b>	<b>488</b>	

# OS70 Interstate Route H-1, Seismic Retrofit, Waialae Viaduct



**Project Description:**

Retrofit interchange structures to meet current seismic standards.

**Mile Post/s:** MP 26.50 to MP 26.90

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Waialae-Kahala, Kaimuki

**Estimated Total Project Cost:** \$7,764,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

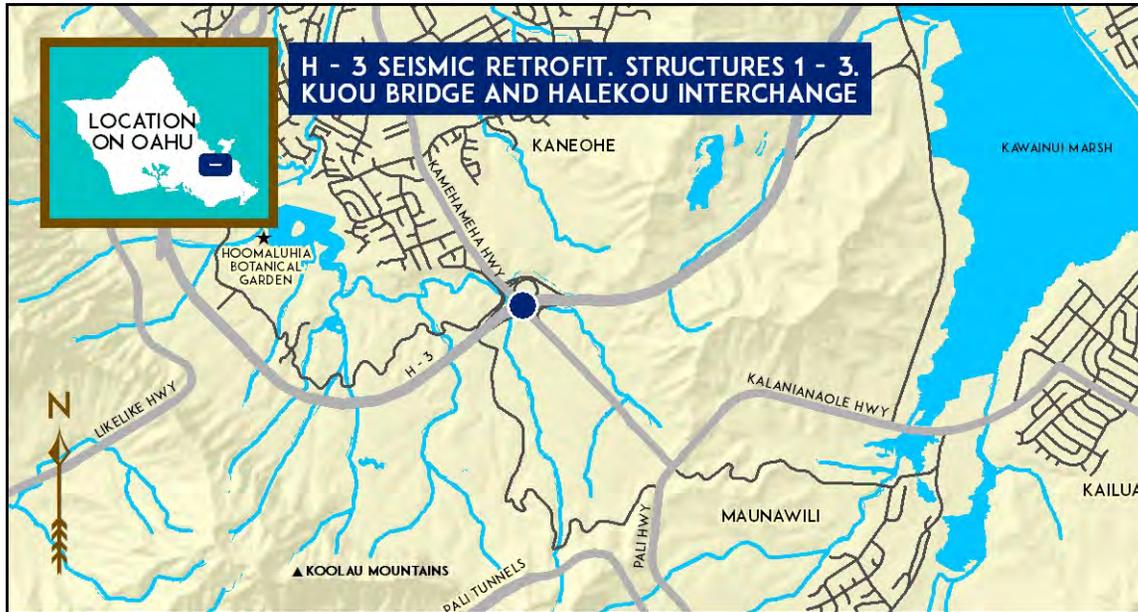
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
PE1	0	0	0	0	0	0	664	531	133	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	1,000	800	200	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	6,100	1,880	4,220	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000	(3,000)	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>664</b>	<b>531</b>	<b>133</b>	<b>1,000</b>	<b>800</b>	<b>200</b>	<b>6,100</b>	<b>1,880</b>	<b>4,220</b>	<b>0</b>	<b>3,000</b>	<b>(3,000)</b>	

# OS22 Interstate Route H-3, Seismic Retrofit, Kuou Bridge and Halekou Interchange, Structures 1, 2, and 3



**Project Description:**

Retrofit interchange structures to meet current seismic standards.

**Mile Post/s:** H-3 Freeway and the John A. Burns Freeway: MP 10.75

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):**

**Estimated Total Project Cost:** \$7,320,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

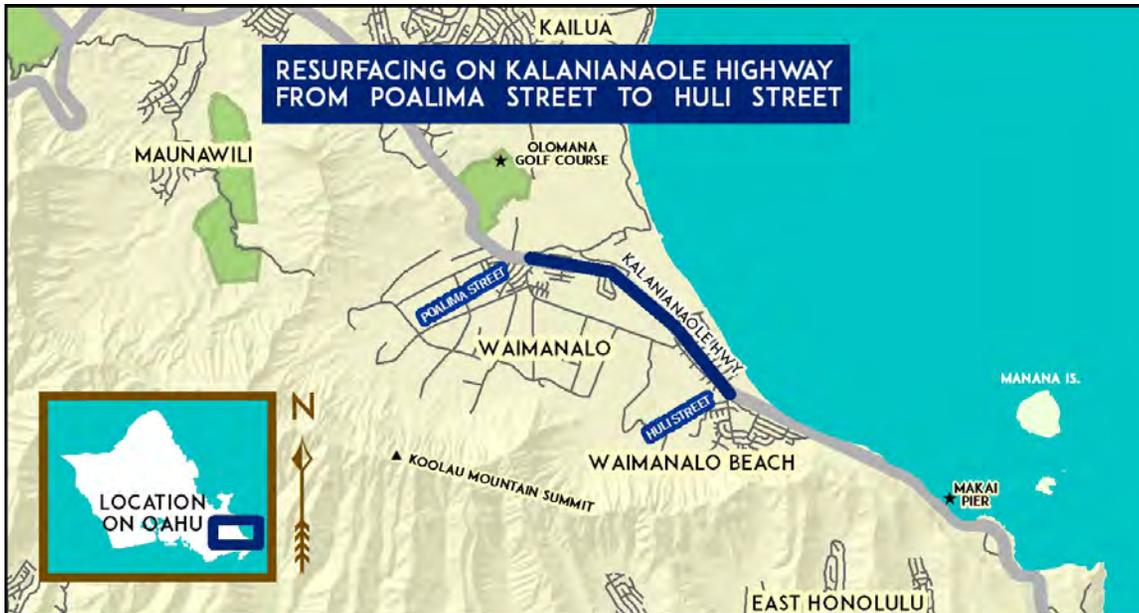
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
PE1	600	480	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
PE2	600	480	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	6,500	200	6,300	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	3,000	(3,000)	0	2,000	(2,000)	0	0	0	NHPP
<b>TOTAL</b>	<b>1,200</b>	<b>960</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,500</b>	<b>200</b>	<b>6,300</b>	<b>0</b>	<b>3,000</b>	<b>(3,000)</b>	<b>0</b>	<b>2,000</b>	<b>(2,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS26 Kalanianaʻole Highway (Route 72) Resurfacing, Poalima Street to Huli Street



**Project Description:**

Roadway resurfacing of Kalanianaʻole Highway from Poalima Street to Huli Street.

**Mile Post/s:** MP 3.35 to MP 5.65

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Waimanalo

**Estimated Total Project Cost:** \$7,500,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

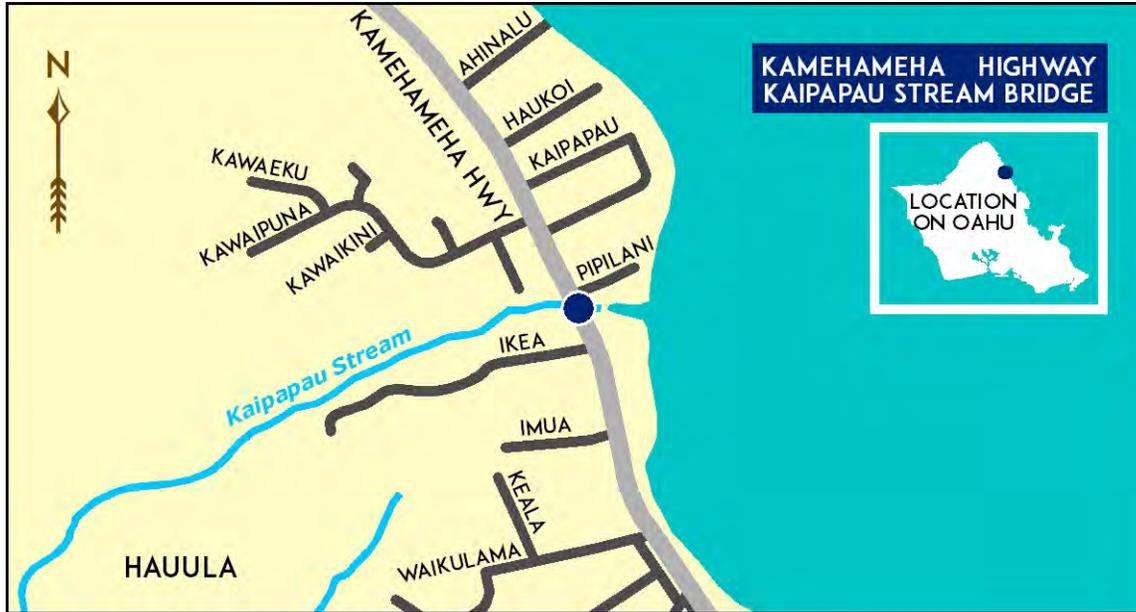
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category		
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024					
	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)			
CON	4,250	1,400	2,850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP	
CON	2,750	2,200	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EARMARK -HP	
ADVCON	0	0	0	0	2,000	(2,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>7,000</b>	<b>3,600</b>	<b>3,400</b>	<b>0</b>	<b>2,000</b>	<b>(2,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>										

# OS28 Kamehameha Highway (Route 83), Bridge Replacement, Kaipapau Stream Bridge



**Project Description:**

Replace the existing bridge on Kamehameha Highway.

**Mile Post/s:** Kamehameha Highway: MP 20.78 to MP 20.85

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Koolauloa

**Estimated Total Project Cost:** \$21,600,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

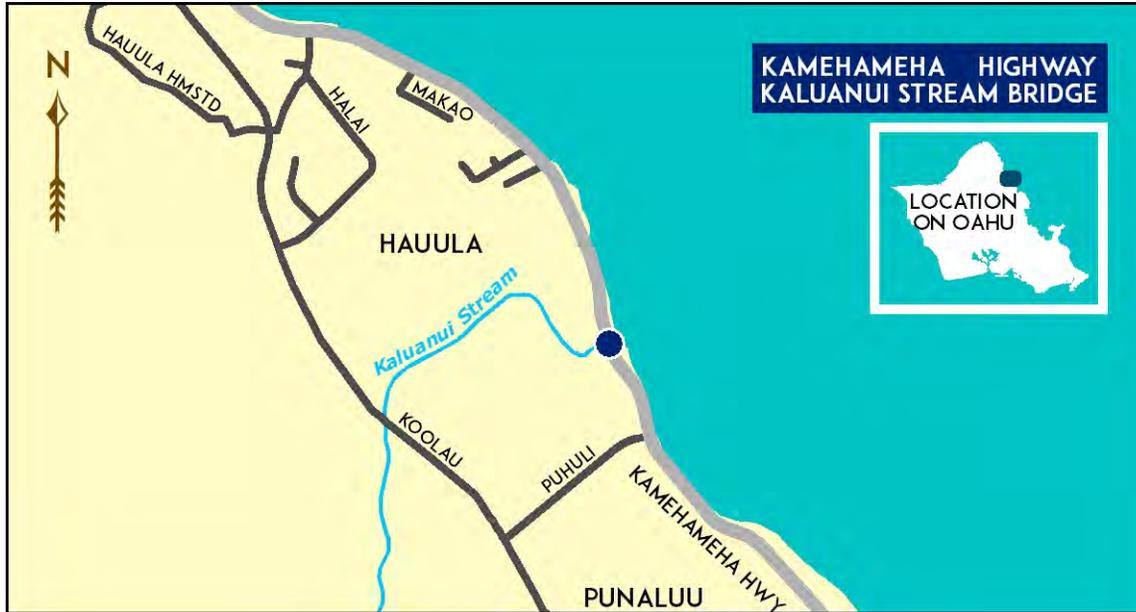
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
CON	0	0	0	17,800	2,000	15,800	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	4,240	(4,240)	0	3,000	(3,000)	0	5,000	(5,000)	0	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,800</b>	<b>2,000</b>	<b>15,800</b>	<b>0</b>	<b>4,240</b>	<b>(4,240)</b>	<b>0</b>	<b>3,000</b>	<b>(3,000)</b>	<b>0</b>	<b>5,000</b>	<b>(5,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS29 Kamehameha Highway (Route 83), Bridge Replacement, Kaluanui Stream Bridge



**Project Description:**

Replace the existing bridge on Kamehameha Highway.

**Mile Post/s:** Kamehameha Highway: MP 22.50 to 22.70

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Koolauloa

**Estimated Total Project Cost:** \$11,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
CON	9,200	360	8,840	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	2,000	(2,000)	0	5,000	(5,000)	0	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>9,200</b>	<b>360</b>	<b>8,840</b>	<b>0</b>	<b>2,000</b>	<b>(2,000)</b>	<b>0</b>	<b>5,000</b>	<b>(5,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS31 Kamehameha Highway (Route 83), Bridge Replacement, Laieloa Stream Bridge



**Project Description:**

Replace the existing concrete slab bridge on Kamehameha Highway in the vicinity of Laie.

**Mile Post/s:** Kamehameha Highway: MP 18.31

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Koolauloa

**Estimated Total Project Cost:** \$11,000,000  
*(May include project costs outside of the 4-year TIP and 2 informational years.)*

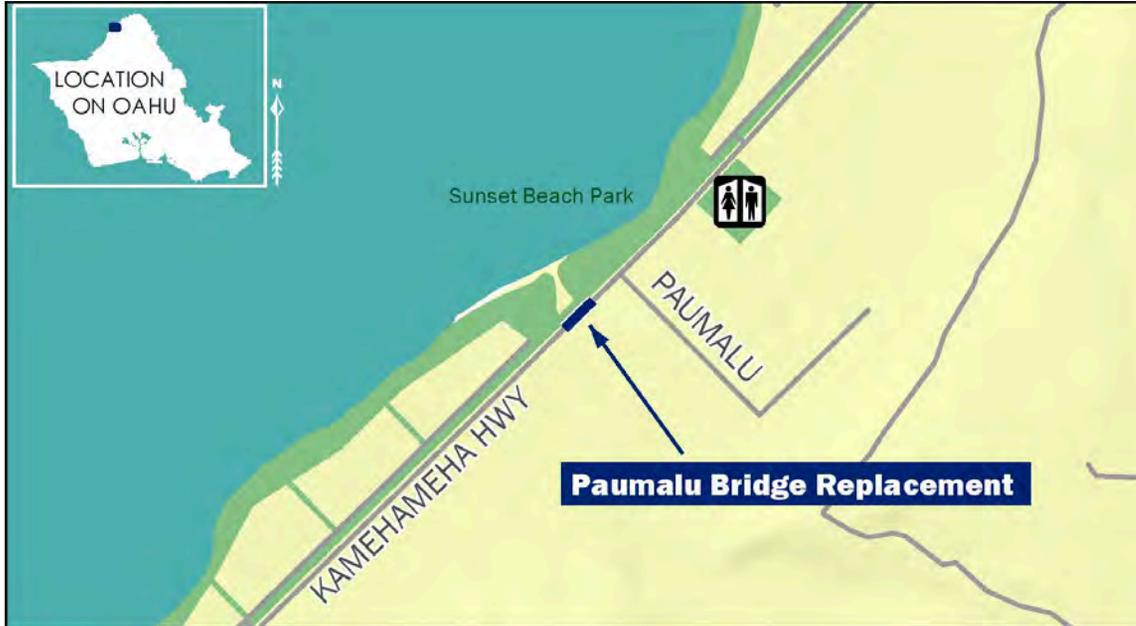
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
 Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
CON	0	0	0	9,800	840	8,960	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	1,000	(1,000)	0	3,000	(3,000)	0	3,000	(3,000)	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,800</b>	<b>840</b>	<b>8,960</b>	<b>0</b>	<b>1,000</b>	<b>(1,000)</b>	<b>0</b>	<b>3,000</b>	<b>(3,000)</b>	<b>0</b>	<b>3,000</b>	<b>(3,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS71 Kamehameha Highway (Route 83), Bridge Rehabilitation, Paumalu Bridge



**Project Description:**

Rehabilitate the existing bridge on Kamehameha Highway.

**Mile Post/s:** MP 8.52 to MP 8.53

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** North Shore

**Estimated Total Project Cost:** \$11,960,000  
(May include project costs outside of the 4-year TIP and 2 informational)

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
PE1	0	0	0	0	0	0	1,000	800	200	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	400	320	80	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	560	448	112	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000	4,000	6,000	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>800</b>	<b>200</b>	<b>400</b>	<b>320</b>	<b>80</b>	<b>560</b>	<b>448</b>	<b>112</b>	<b>10,000</b>	<b>4,000</b>	<b>6,000</b>	

# OS32 Kamehameha Highway (Route 83), Bridge Replacement, South Kahana Stream Bridge



**Project Description:**

Replace the existing bridge on Kamehameha Highway.

**Mile Post/s:** Kamehameha Highway: MP 26.44

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Koolauloa

**Estimated Total Project Cost:** \$37,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

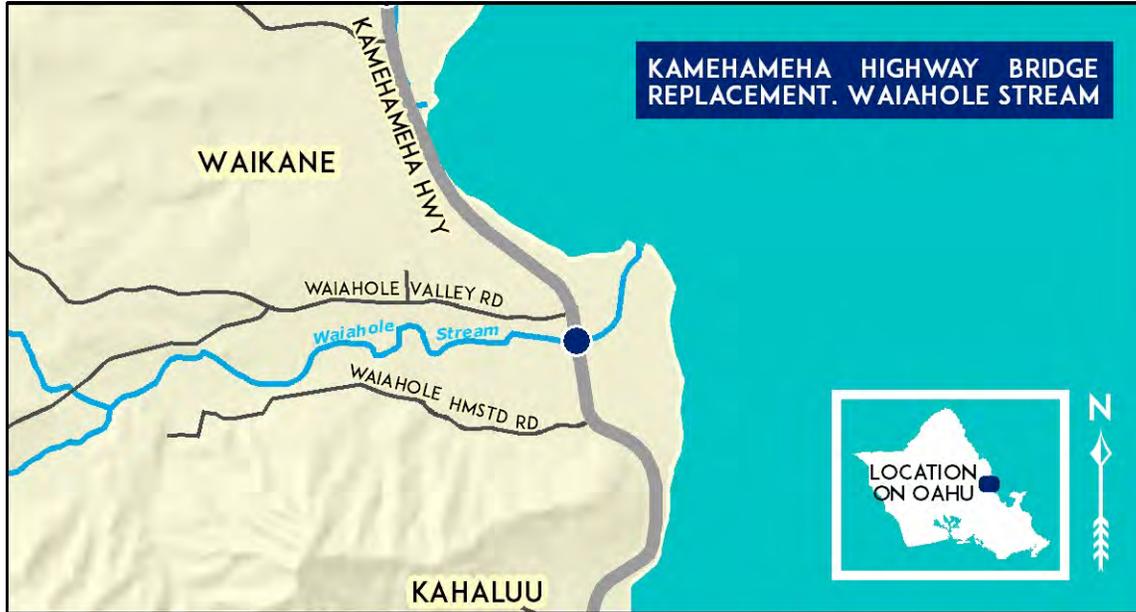
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category		
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024					
	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)			
CON	35,000	600	34,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP	
ADVCON	0	0	0	0	10,000	(10,000)	0	5,600	(5,600)	0	11,800	(11,800)	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>35,000</b>	<b>600</b>	<b>34,400</b>	<b>0</b>	<b>10,000</b>	<b>(10,000)</b>	<b>0</b>	<b>5,600</b>	<b>(5,600)</b>	<b>0</b>	<b>11,800</b>	<b>(11,800)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS34 Kamehameha Highway (Route 83), Bridge Replacement, Waiahole Bridge



**Project Description:**

Replace the existing concrete structure on Kamehameha Highway.

Bicycle and pedestrian facilities will be included when feasible.

**Mile Post/s:** Kamehameha Highway: MP 34.31 to MP 34.51

**Complete Streets (CS):**

**Project will implement:**

Bicycle and pedestrian facilities will be included when feasible.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Kahaluu

**Estimated Total Project Cost:** \$17,300,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

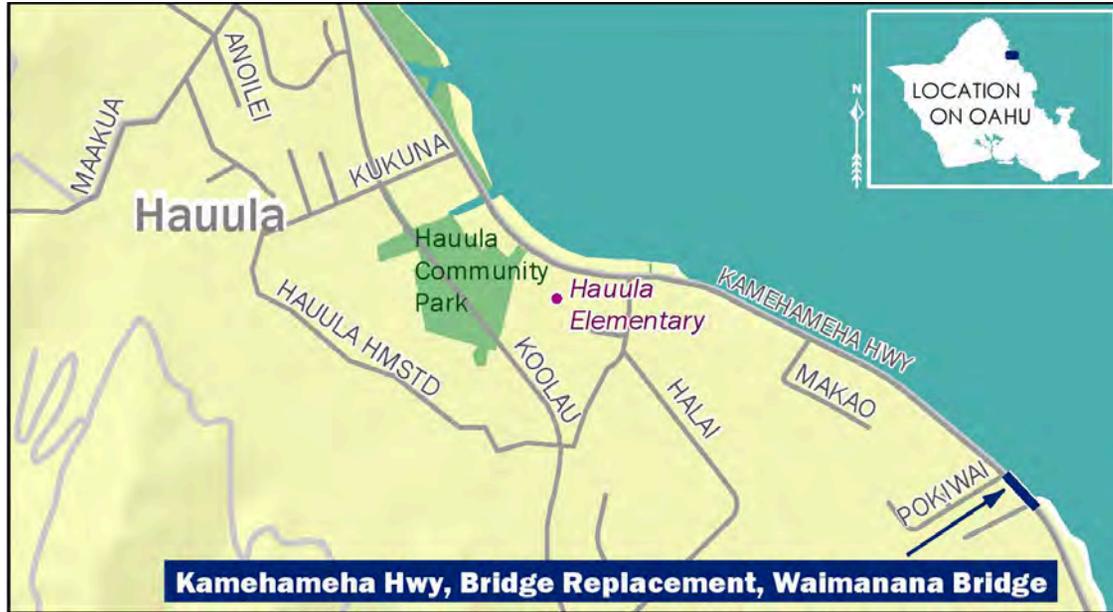
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
ROW	585	468	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	15,000	1,000	14,000	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	6,500	(6,500)	0	4,500	(4,500)	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>585</b>	<b>468</b>	<b>117</b>	<b>15,000</b>	<b>1,000</b>	<b>14,000</b>	<b>0</b>	<b>6,500</b>	<b>(6,500)</b>	<b>0</b>	<b>4,500</b>	<b>(4,500)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS72 Kamehameha Highway (Route 83), Bridge Replacement, Waimanana Bridge



**Project Description:**

Replace the existing bridge on Kamehameha Highway.

**Mile Post/s:** MP 22.21 to MP 22.22

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Koolauloa

**Estimated Total Project Cost:** \$11,520,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
PE1	0	0	0	0	0	0	650	520	130	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	930	744	186	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	740	592	148	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,200	7,360	1,840	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650</b>	<b>520</b>	<b>130</b>	<b>930</b>	<b>744</b>	<b>186</b>	<b>740</b>	<b>592</b>	<b>148</b>	<b>9,200</b>	<b>7,360</b>	<b>1,840</b>	

# OS36 Kamehameha Highway (Route 83), Bridge Replacement, Waipilopilo Stream Bridge



**Project Description:**

Replace the existing concrete T-bridge on Kamehameha Highway in the vicinity of Hauula.

**Mile Post/s:** Kamehameha Highway: MP 21.12

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Koolauloa

**Estimated Total Project Cost:** \$11,300,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
ROW	1,030	824	206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP	
CON	0	0	0	0	0	0	9,700	760	8,940	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	5,000	(5,000)	0	2,000	(2,000)	0	0	0	0	NHPP
<b>TOTAL</b>	<b>1,030</b>	<b>824</b>	<b>206</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,700</b>	<b>760</b>	<b>8,940</b>	<b>0</b>	<b>5,000</b>	<b>(5,000)</b>	<b>0</b>	<b>2,000</b>	<b>(2,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>		

# OS61 Kamehameha Highway (Route 83), Realignment, Vicinity of Kawaiola Beach



### Project Description:

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.

### Mile Post/s:

### Complete Streets (CS):

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** North Shore

**Estimated Total Project Cost:** \$39,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category		
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024					
	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)			
ADVCON	0	220	(220)	0	2,000	(2,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP	
PREROW	0	0	0	50	40	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	1,000	800	200	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>220</b>	<b>(220)</b>	<b>50</b>	<b>2,040</b>	<b>(1,990)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>800</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS75 Kamehameha Highway (Route 83), Rockfall Protection, Waimea Bay



**Project Description:**

Initiate rockfall mitigation measures along Kamehameha Highway at Waimea Bay.

**Mile Post/s:** MP 5.40 to MP 5.52

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** North Shore

**Estimated Total Project Cost:** \$19,450,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

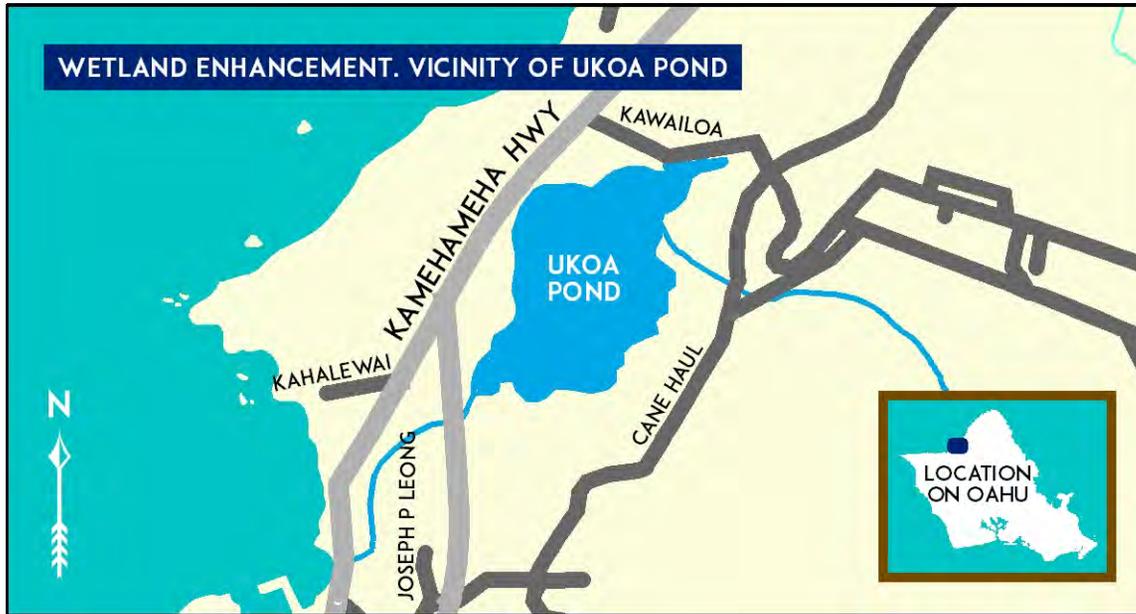
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
<i>Waimea Bay</i>																				
PE2	0	0	0	900	720	180	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
PREROW	0	0	0	0	0	0	50	40	10	0	0	0	0	0	0	0	0	0	0	NHPP
ROW	0	0	0	0	0	0	0	0	0	500	400	100	0	0	0	0	0	0	0	NHPP
<i>Haleiwa</i>																				
CON	0	0	0	0	0	0	0	0	0	10,000	2,000	8,000	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	6,000	(6,000)	0	0	0	0	NHPP
<i>Sunset Beach</i>																				
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,000	6,400	1,600	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>900</b>	<b>720</b>	<b>180</b>	<b>50</b>	<b>40</b>	<b>10</b>	<b>10,500</b>	<b>2,400</b>	<b>8,100</b>	<b>0</b>	<b>6,000</b>	<b>(6,000)</b>	<b>8,000</b>	<b>6,400</b>	<b>1,600</b>		

# OS41 Kamehameha Highway (Route 83) Wetland Enhancement, Vicinity of Ukoa Pond



**Project Description:**

Enhance wetlands along Kamehameha Highway (Route 83) 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.

**Mile Post/s:** Joseph P. Leong Highway: MP 1.67 to 1.79

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** North Shore

**Estimated Total Project Cost:** \$7,700,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

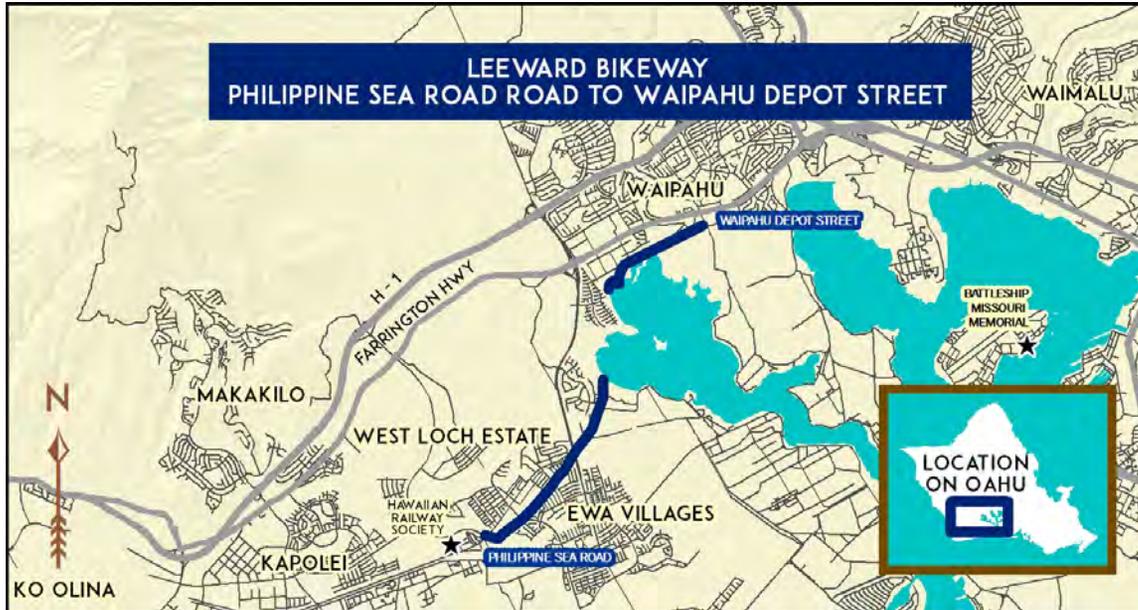
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category		
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024					
	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)			
CON	6,600	280	6,320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP	
ADVCON	0	0	0	0	4,000	(4,000)	0	1,000	(1,000)	0	0	0	0	0	0	0	0	0	0	0	NHPP

# OS43 Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street



### Project Description:

Improve/build bikeway/bike path from Philippine Sea Road to Waipahu Depot Street.

**Mile Post/s:** Not applicable

### Complete Streets (CS):

**Project will implement:** Bicycling facilities.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Ewa, Makakilo-Kapolei-Honokai Hale, Waipahu

**Estimated Total Project Cost:** \$11,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local		
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)		
ADVCON	0	5,388	(5,388)	0	2,000	(2,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	ENHANCE

# OS73 Likelike Highway (Route 63), Safety Improvements, Emmeline Place to Kahekili Highway



**Project Description:**

Includes, but is not limited to the 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, and signing.

**Mile Post/s:** MP 2.70 to MP 2.83

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** Kalihi Valley, Kaneohe

**Estimated Total Project Cost:** \$3,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

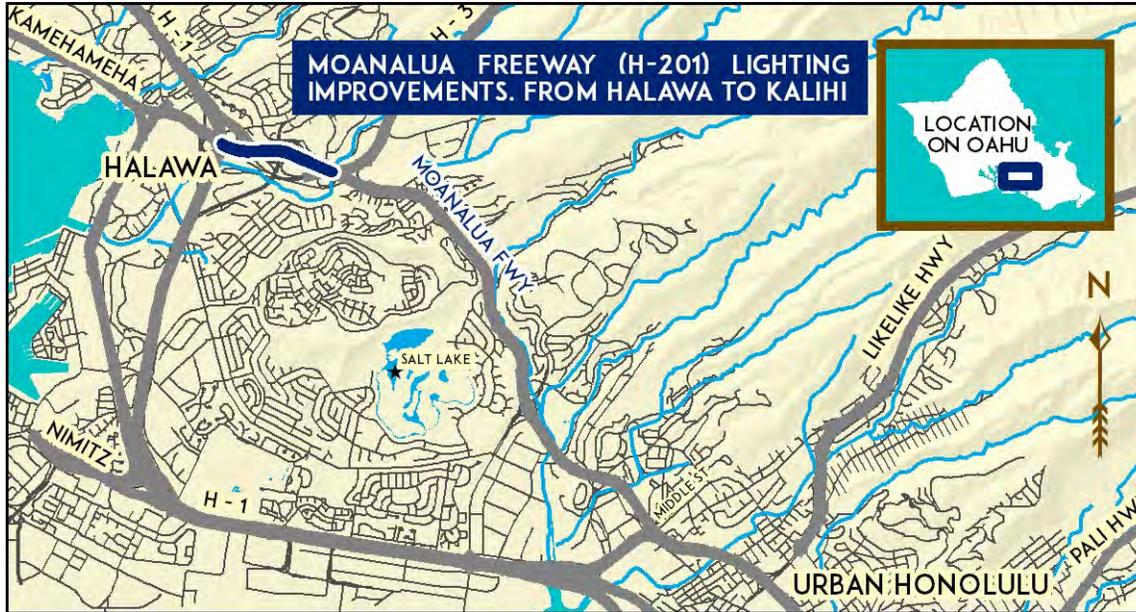
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
CON	0	0	0	0	0	0	2,700	430	2,270	0	0	0	0	0	0	0	0	0	HSIP
ADVCON	0	0	0	0	0	0	0	0	0	0	2,000	(2,000)	0	0	0	0	0	0	HSIP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,700</b>	<b>430</b>	<b>2,270</b>	<b>0</b>	<b>2,000</b>	<b>(2,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS46 Moanalua Freeway (Route H-201), Highway Lighting Improvements, Halawa to H-3 Freeway Overpass



**Project Description:**

Upgrade/replace existing freeway lighting on Moanalua Freeway (H-201) from the Ewa end of the Moanalua Freeway (milepost 0) to the H-3 Freeway overpass (milepost 0.73).

**Mile Post/s:** MP 0.00 to MP 0.73

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Aiea

**Estimated Total Project Cost:** \$2,700,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

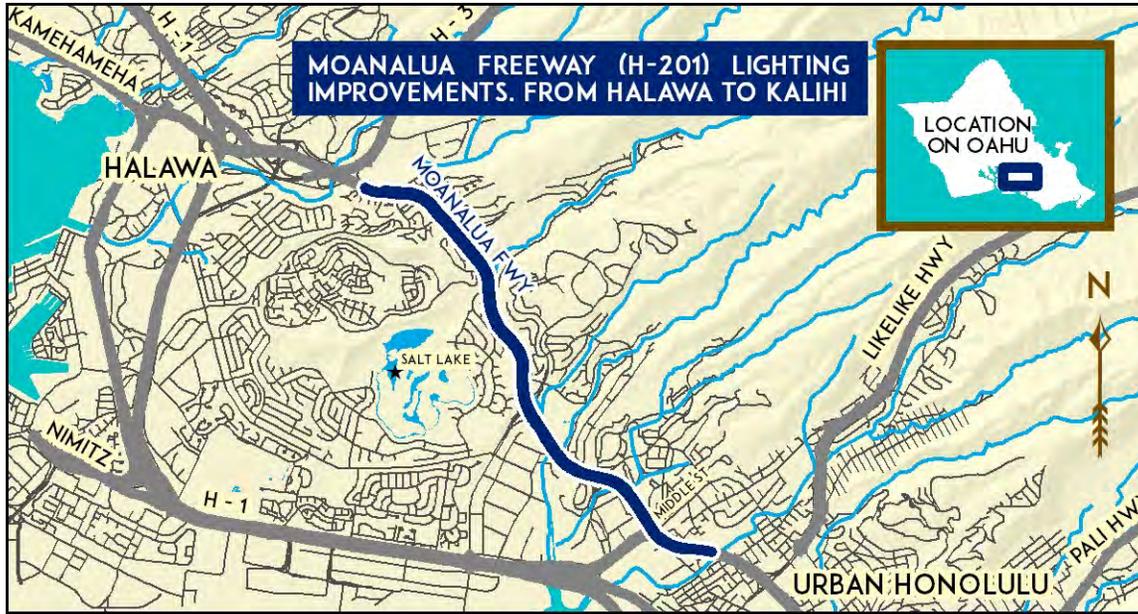
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
ADVCON	0	2,000	(2,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	0	2,000	(2,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# OS45 Moanalua Freeway (route H-201), Highway Lighting Improvements, Halawa Heights Off-Ramp to Middle Street Overpass



**Project Description:**

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).

**Mile Post/s:** Moanalua Freeway: MP 1.12 to MP 4.09

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$13,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

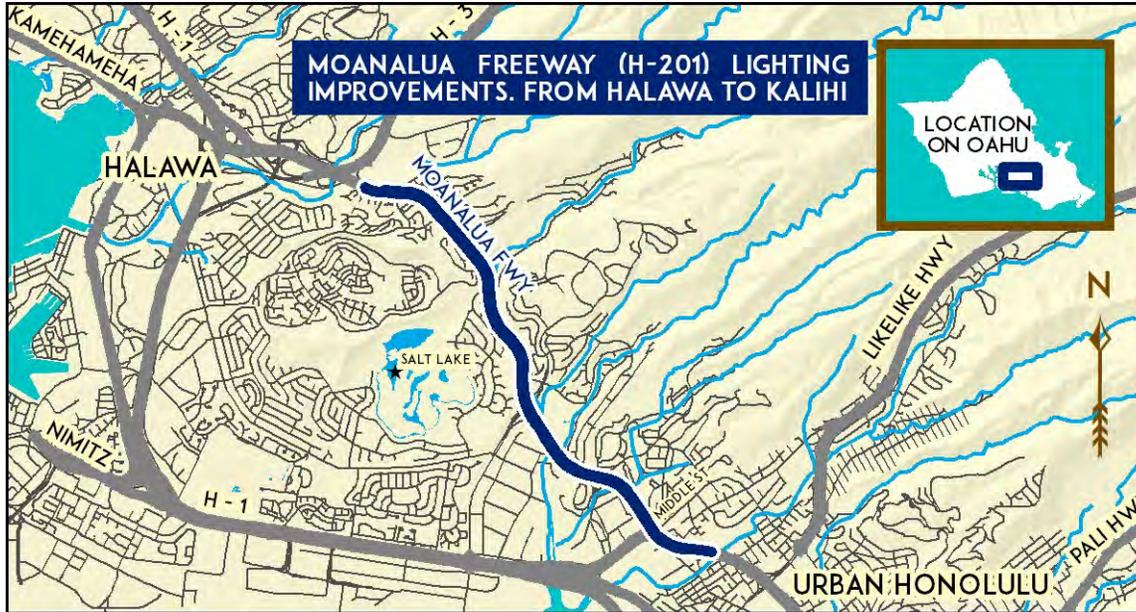
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local		
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)		
ADVCON	0	5,500	(5,500)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

# OS44 Moanalua Freeway (Route 78) and Interstate Route H-2, Guardrail and Shoulder Improvements, Phase 2



**Project Description:**

Install and/or upgrade the existing guardrails. Reconstruct and pave road shoulders.

**Mile Post/s:** Moanalua Freeway: MP 0.00 to MP 0.74 and H-2: MP 0.00 to MP 8.33

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$11,000,000  
(May include project costs outside of the 4-year TIP and 2 informational years.)

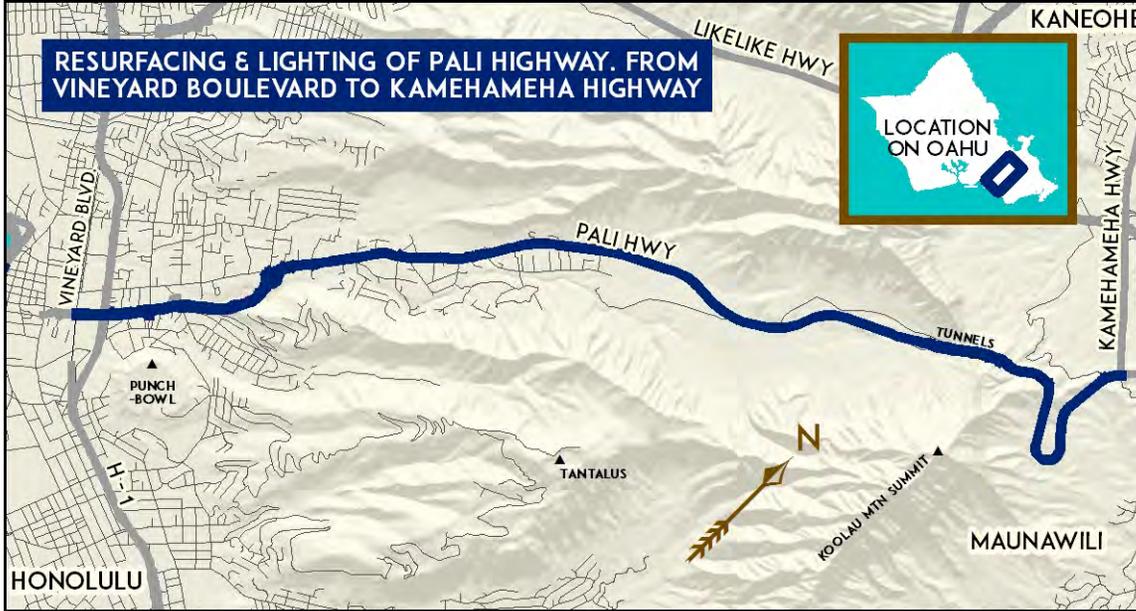
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local		
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)		
CON	0	0	0	10,000	100	9,900	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	4,000	(4,000)	0	3,900	(3,900)	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>	<b>100</b>	<b>9,900</b>	<b>0</b>	<b>4,000</b>	<b>(4,000)</b>	<b>0</b>	<b>3,900</b>	<b>(3,900)</b>	<b>0</b>							

# OS62 Pali Highway (Route 61) Resurfacing & Lighting Improvements, Vineyard Boulevard (Route 98) to Kamehameha Highway (Route 83)



**Project Description:**

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.

**Mile Post/s:**

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Nuuanu-Punchbowl

**Estimated Total Project Cost:** \$96,000,000  
*(May include project costs outside of the 4-year TIP and 2 informational years.)*

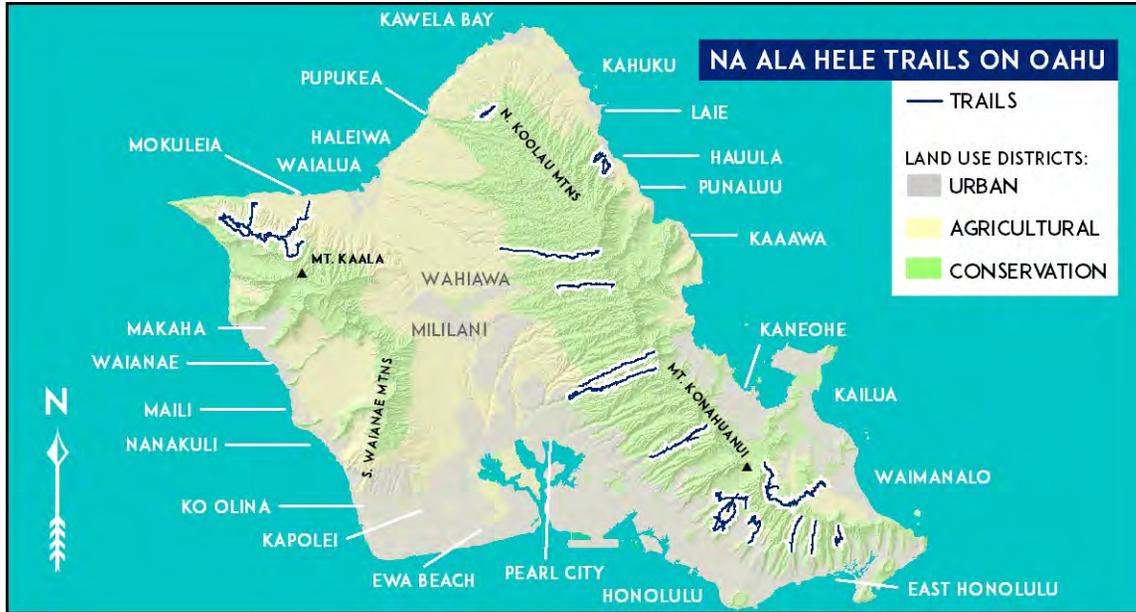
**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
 Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
<i>Phase 1 - Lighting Vineyard Boulevard to Kamehameha Highway &amp; Resurfacing Waokanaka Street to Kamehameha Highway</i>																				
ADVCON	0	11,000	(11,000)	0	10,000	(10,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
<i>Phase 2 - Resurfacing, Vineyard Boulevard to Waokanaka Street</i>																				
CON	18,000	1,400	16,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	6,000	(6,000)	0	7,000	(7,000)	0	0	0	0	0	0	0	0	0	0	NHPP
<b>TOTAL</b>	<b>18,000</b>	<b>12,400</b>	<b>5,600</b>	<b>0</b>	<b>16,000</b>	<b>(16,000)</b>	<b>0</b>	<b>7,000</b>	<b>(7,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OS49 Recreational Trails Program - Oahu



**Project Description:**

A Federal-aid assistance program to help the State provide and maintain recreational trails for both motorized and non-motorized recreational use.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$2,154,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

Department of Land and Natural Resources

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
CON	359	287	72	359	287	72	359	287	72	359	287	72	359	287	72	359	287	72	NATL REC TRAILS

# OS52 Sand Island Access Road (Route 64), Truck Weigh Station, Kapalama Container Terminal



**Project Description:**

Design, construct, and operate a truck weigh station to perform truck inspections and driver credential checks at the egress of the container terminal on Sand Island Access Road. The work includes auxiliary lanes to accommodate truck vehicles, traffic controls, truck weighing infrastructure and computer hardware/software, operator kiosk/office.

**Mile Post/s:**

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Kalihi-Palama

**Estimated Total Project Cost:** \$9,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FHWA Funded)

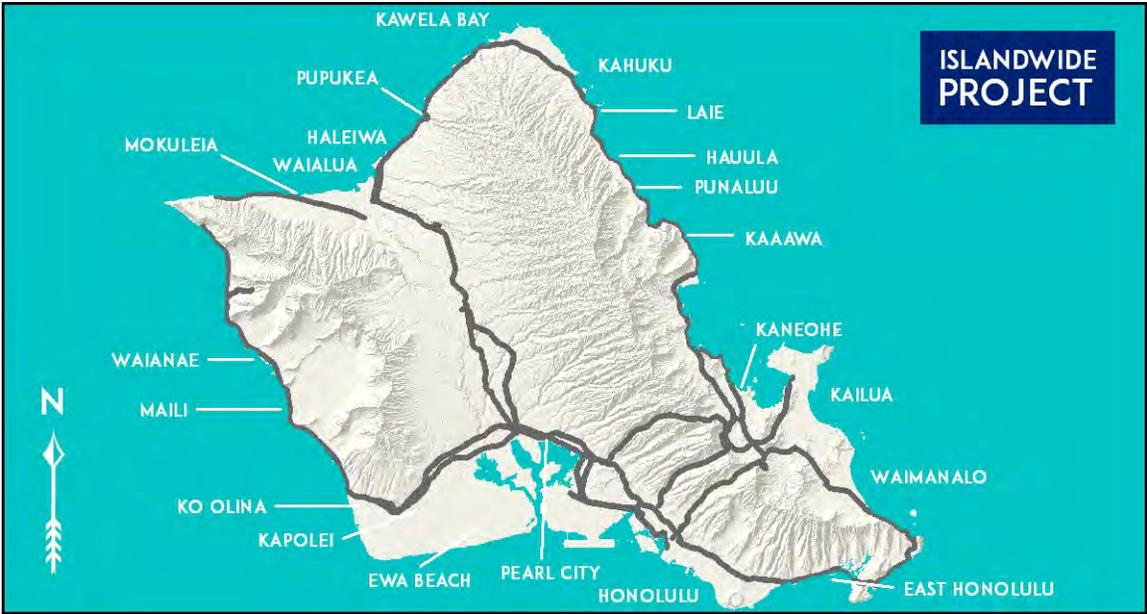
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
CON	5,200	4,160	1,040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

# OS79 Shoreline Protection/Mitigation Program



**Project Description:**  
 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.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**  
**Project will implement:** Not applicable  
**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$28,000,000  
 (May include project costs outside of the 4-year TIP and 2 informational years.)

**Project Sponsor:** State of Hawaii (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
 Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

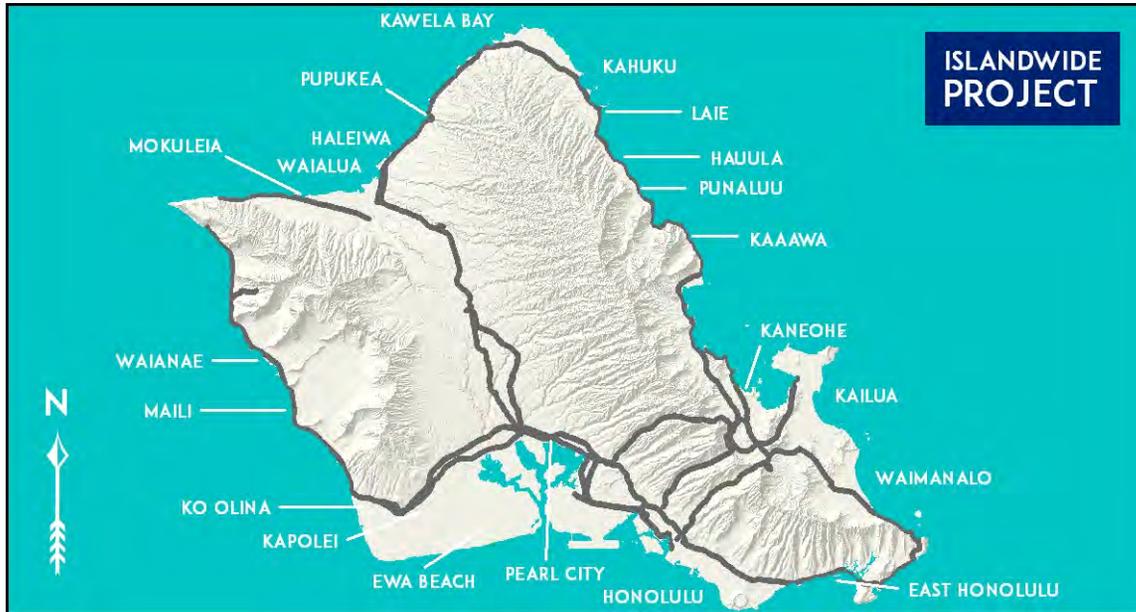
Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	Total (X\$1000)	Federal (X\$1000)	Local (X\$1000)	Total (X\$1000)	Federal (X\$1000)	Local (X\$1000)	Total (X\$1000)	Federal (X\$1000)	Local (X\$1000)	Total (X\$1000)	Federal (X\$1000)	Local (X\$1000)	Total (X\$1000)	Federal (X\$1000)	Local (X\$1000)	Total (X\$1000)	Federal (X\$1000)	Local (X\$1000)		
<i>Tier 1 - (Short-Term) Locations</i>																				
ROW	0	0	0	500	400	100	0	0	0	500	400	100	0	0	0	0	0	0	NHPP	
CON	0	0	0	2,000	1,600	400	0	0	0	2,000	1,600	400	0	0	0	0	0	0	NHPP	
<i>Tier 2 - (Mid/Long-Term) Locations</i>																				
PE1	0	0	0	0	0	0	2,000	600	1,400	0	0	0	0	0	0	0	0	0	NHPP	
ADVCON (PE)	0	0	0	0	0	0	0	0	0	0	1,000	(1,000)	0	0	0	0	0	0	NHPP	
PE2	0	0	0	0	0	0	0	0	0	4,000	3,200	800	0	0	0	0	0	0	NHPP	
ROW	0	0	0	0	0	0	0	0	0	0	0	0	2,000	1,600	400	0	0	0	NHPP	
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,000	7,000	8,000	NHPP	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500</b>	<b>2,000</b>	<b>500</b>	<b>2,000</b>	<b>600</b>	<b>1,400</b>	<b>6,500</b>	<b>6,200</b>	<b>300</b>	<b>2,000</b>	<b>1,600</b>	<b>400</b>	<b>15,000</b>	<b>7,000</b>	<b>8,000</b>		



## **6.2.1 Oahu State (OS) Projects**

### **6.2.1.2 FTA-Funded Oahu State Projects**

# OS50 Transportation Assistance for Elderly and Disabled



**Project Description:**

Funds from the program will be utilized for the purchase of buses for paratransit services for seniors and individuals with disabilities.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$3,519,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** State of Hawaii (FTA Funded)

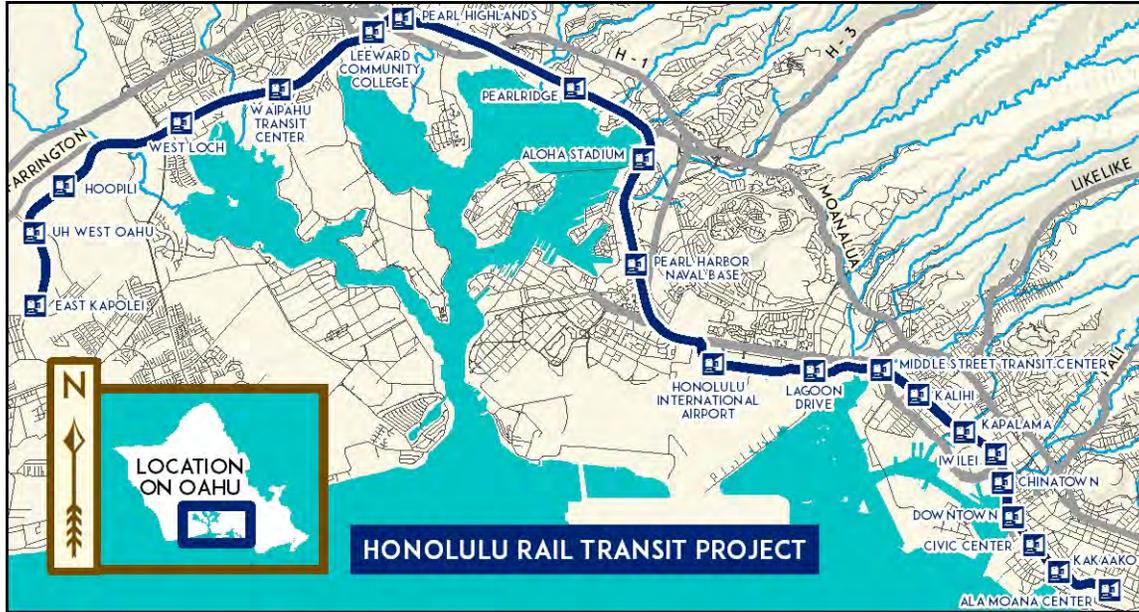
**Agency Responsible for Carrying Out Project/Phase:**

Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
EQP	544	435	109	560	448	112	576	461	115	594	475	119	613	490	123	632	505	127	\$5310

# OS68 State Safety Oversight Program



**Project Description:**

Provide operational resources for the State Safety Oversight Program administered by the HDOT Rail Transit Safety Office and will Implement 49 CFR Part 674 State Safety Oversight Final Rule.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Islandwide

**Estimated Total Project Cost:** \$1,874,000

*(May include project costs outside of the 4-year TIP and 2 information years.)*

**Project Sponsor:** State of Hawaii (FTA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
Hawaii Department of Transportation

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
OPR	290	232	58	299	239	60	307	246	61	316	253	63	326	261	65	336	269	67	§5329

## **6.2.2 Oahu City (OC) Projects**

### **6.2.2.1 FHWA-Funded Oahu City Projects**



## OC2 Bikeway Improvements Program



### Project Description:

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 the existing bicycle projects.

### Mile Post/s:

#### Complete Streets (CS):

**Project will implement:** Bikeway improvements; new bikeway projects; and bikeway upgrades.

**Existing Feature/s:** See Oahu Bicycle Master Plan

### Project Website:

[www.honolulu.gov/bicycle/bicyclefacilities/oahu-bike-plan.html](http://www.honolulu.gov/bicycle/bicyclefacilities/oahu-bike-plan.html)

**Neighborhood(s):** Islandwide

**Estimated Total Project Cost:** \$2,578,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

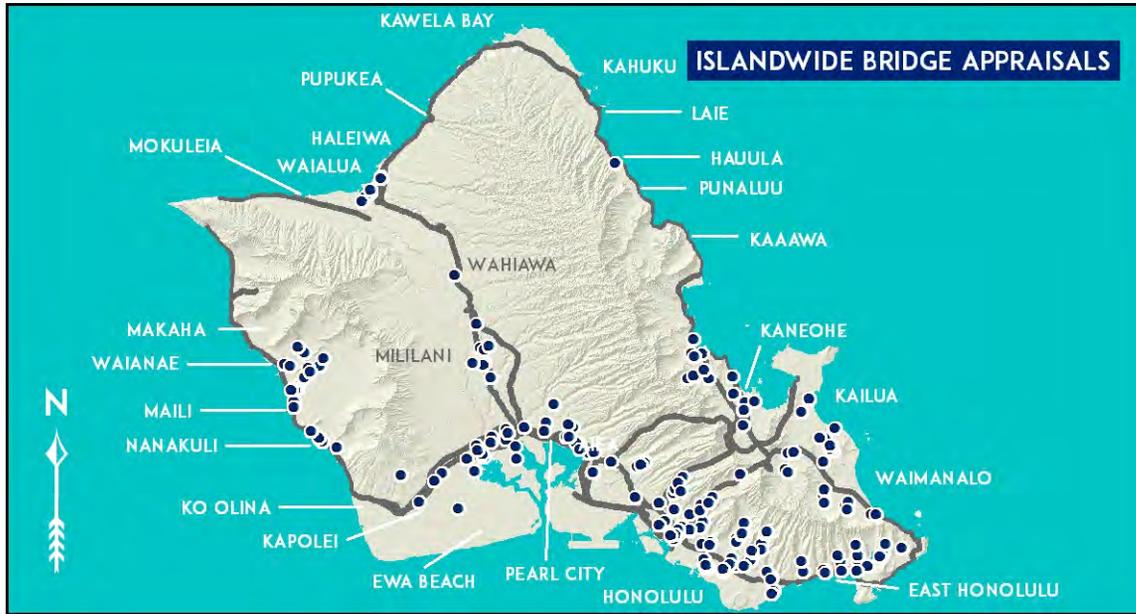
City Department of Transportation Services

# OC2 Bikeway Improvements Program

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category		
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024					
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local			
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	
<i>Kailua-Lanikai Bike Path</i>																					
ROW	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX	
PE1	300	240	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX	
PE2	0	0	0	125	100	25	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX	
<i>Sunset Bike Path Improvements</i>																					
ROW	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX	
PE1	300	240	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX	
PE2	0	0	0	125	100	25	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX	
<i>Waipahu Depot Shared Use Path</i>																					
ROW	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX	
CON	0	0	0	1,000	800	200	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX	
<i>TBD - DES 2020</i>																					
PE1	0	0	0	300	240	60	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX	
PE2	0	0	0	0	0	0	125	100	25	0	0	0	0	0	0	0	0	0	0	STP FLEX	
<i>TBD - DES 2021</i>																					
PE1	0	0	0	0	0	0	300	240	60	0	0	0	0	0	0	0	0	0	0	STP FLEX	
<b>TOTAL</b>	<b>602</b>	<b>480</b>	<b>122</b>	<b>1,551</b>	<b>1,240</b>	<b>311</b>	<b>425</b>	<b>340</b>	<b>85</b>	<b>0</b>											

# OC3 Bridge Inspection, Inventory, and Appraisal



**Project Description:**

Inventory, inspect, and appraise City bridges, including underwater inspection and scour survey.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$4,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

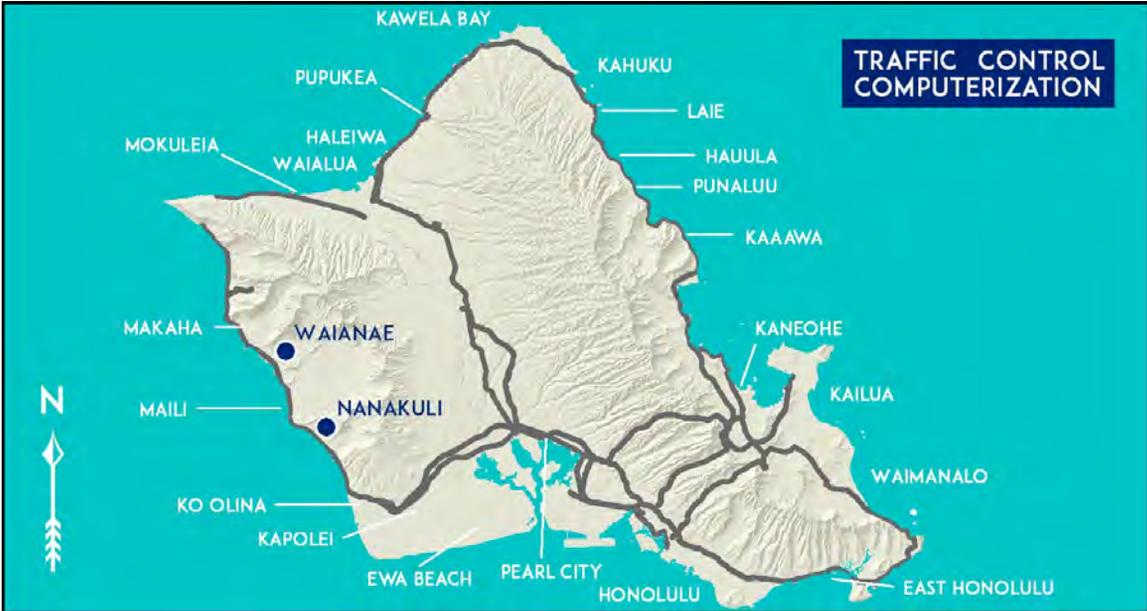
**Agency Responsible for Carrying Out Project/Phase:**

City Department of Design and Construction

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
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	OS BRIDGE

# OC4 Computerized Traffic Control System



**Project Description:**  
 Upgrade and expand fiber optic lines, closed-circuit television (CCTV) cameras, data collection, and signal control in the urban and rural areas for connectivity to the Traffic Control Center.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**  
**Project will implement:** Not applicable  
**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$9,120,000  
*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

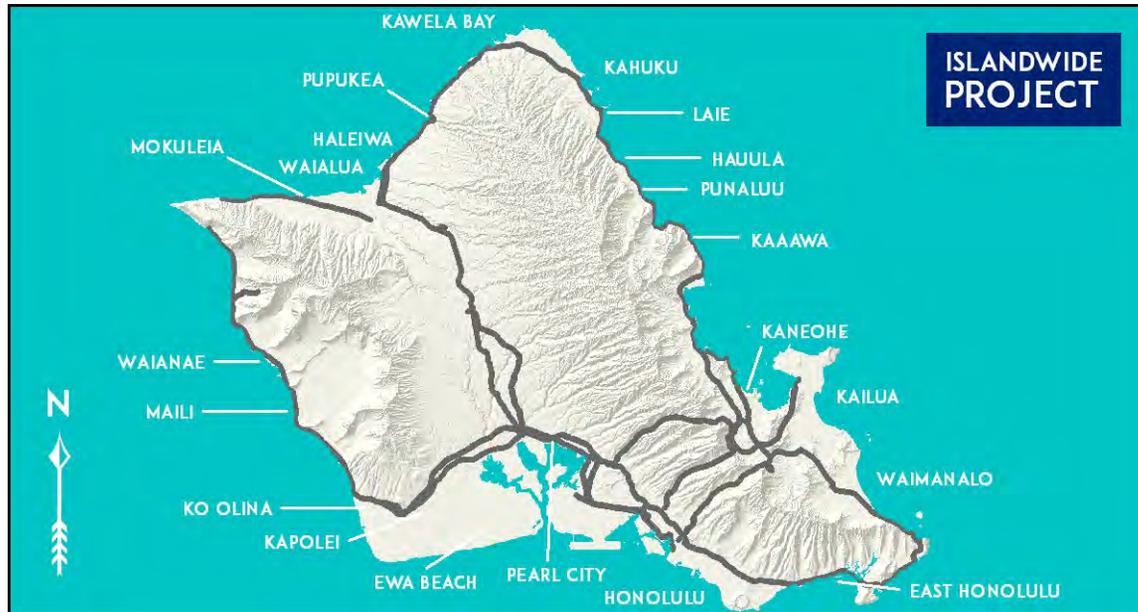
**Agency Responsible for Carrying Out Project/Phase:**  
 City Department of Transportation Services

# OC4 Computerized Traffic Control System

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
<i>Phase 15 - Nanakuli</i>																				
PE2	250	200	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	3,800	3,000	800	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
EQP	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
<i>Phase 16 - Waianae</i>																				
PE1	250	200	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	315	250	65	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	3,800	3,000	800	0	0	0	0	0	0	0	0	0	0	STP FLEX
EQP	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	STP FLEX
<i>Phase 17 - TBD</i>																				
PE1	0	0	0	0	0	0	315	250	65	0	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	0	0	0	0	0	0	190	150	40	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	0	0	0	0	0	0	3,800	3,000	800	0	0	0	0	STP FLEX
EQP	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	STP FLEX
<b>TOTAL</b>	<b>500</b>	<b>400</b>	<b>100</b>	<b>4,215</b>	<b>3,250</b>	<b>965</b>	<b>4,215</b>	<b>3,250</b>	<b>965</b>	<b>190</b>	<b>150</b>	<b>40</b>	<b>3,900</b>	<b>3,000</b>	<b>900</b>	<b>0</b>	<b>0</b>	<b>0</b>		

## OC8 Traffic Improvements at Various Locations



### Project Description:

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/Waanao Road intersection improvements, Kalakaua shared use crossing, and Manager's Drive/Hiapo Street intersection improvements.

**Mile Post/s:** Not applicable

### Complete Streets (CS):

**Project will implement:** Mahoe Street & Waipahu Street, Manager's Drive & Hiapo Street, Kailua Road & Waanao Road: Roundabouts, accessible curbs, and sidewalk improvements. Kalakaua Avenue: Bicycle lanes of 5 feet or greater width, shared-use paths of 10 feet or greater width, accessible curb ramps, and pedestrian underpasses or overpasses.

### Existing Feature/s:

Mahoe/Waipahu, Manager's Drive/Hiapo, Kaillua/Waanao: new or wider sidewalks, planting strips, raised medians or refuge islands, roundabouts or mini-circles, and traffic calming features. Kalakaua Avenue: Shared-use paths of 10 feet or greater width, curb extension, new or wider sidewalks, pedestrian signals, such as audible or vibrotactile indicators, planting strips, raised medians or refuge islands and traffic calming features.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$9,161,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

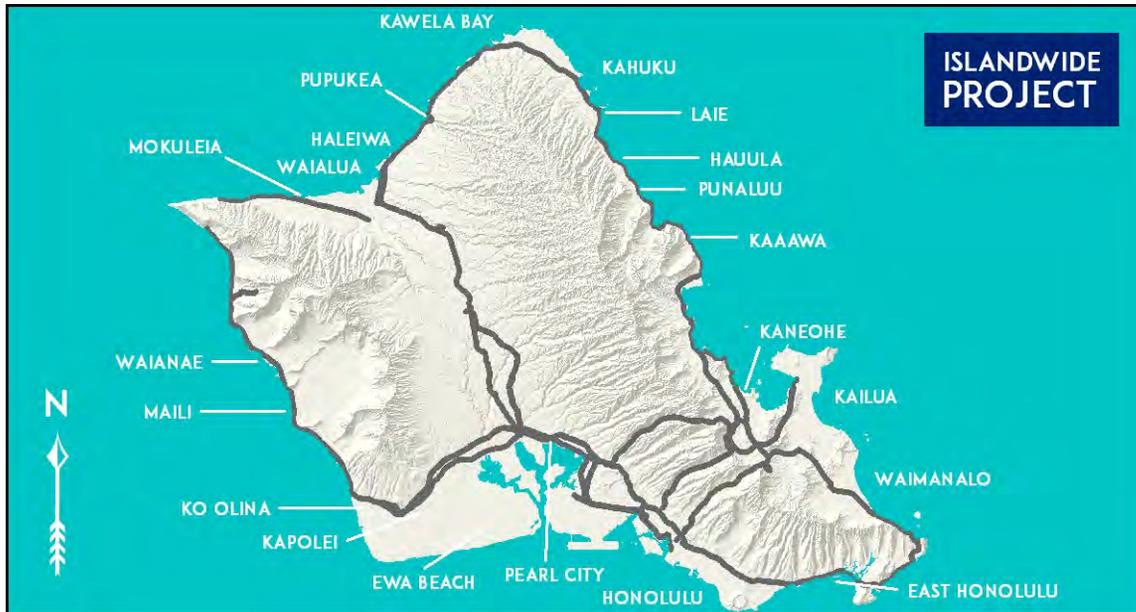
City Department of Transportation Services

# OC8 Traffic Improvements at Various Locations

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
<i>Kalaheo Avenue/Kailua Road</i>																				
ROW	106	85	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
CON	1,590	1,272	318	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
INSP	265	212	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
<i>Mahoe and Waipahu Streets</i>																				
CON	0	0	0	2,500	2,000	500	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
<i>Kailua Road/Wanaao Road Intersection Improvements</i>																				
PE1	300	240	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	125	100	25	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	0	0	0	1,250	1,000	250	0	0	0	0	0	0	0	STP FLEX
<i>Kalakaua Shared Use Crossing</i>																				
PE1	200	160	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	125	100	25	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	0	0	0	1,250	1,000	250	0	0	0	0	0	0	0	STP FLEX
<i>Manager's Drive/Hiapo Street Intersection Improvements</i>																				
PE1	0	0	0	400	320	80	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	0	0	0	125	100	25	0	0	0	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	0	0	0	0	0	0	2,500	2,000	500	0	0	0	0	STP FLEX
<i>TBD - DES 2021</i>																				
PE1	0	0	0	0	0	0	400	320	80	0	0	0	0	0	0	0	0	0	0	STP FLEX
PE2	0	0	0	0	0	0	0	0	0	125	100	25	0	0	0	0	0	0	0	STP FLEX
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,250	1,000	250	0	STP FLEX
<i>TBD - DES 2022</i>																				
PE1	0	0	0	0	0	0	0	0	0	400	320	80	0	0	0	0	0	0	0	STP FLEX
<b>TOTAL</b>	<b>2,461</b>	<b>1,969</b>	<b>492</b>	<b>3,150</b>	<b>2,520</b>	<b>630</b>	<b>525</b>	<b>420</b>	<b>105</b>	<b>3,025</b>	<b>2,420</b>	<b>605</b>	<b>2,500</b>	<b>2,000</b>	<b>500</b>	<b>1,250</b>	<b>1,000</b>	<b>250</b>		

## OC10 Traffic Signals at Various Locations



### Project Description:

Install and upgrade traffic signals islandwide including ADA improvements, signs and markings, and interties.

**Mile Post/s:** Not applicable

### Complete Streets (CS):

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$18,021,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

City Department of Transportation Services

# OC10 Traffic Signals at Various Locations

All values are in thousands of U.S. dollars (x1000)

																			<b>FOR INFORMATION ONLY</b>		
<b>FFY 2019</b>			<b>FFY 2020</b>			<b>FFY 2021</b>			<b>FFY 2022</b>			<b>FFY 2023</b>			<b>FFY 2024</b>						
Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Funding			
Phase	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	Category														
<i>Phase 18 - Renton Rd/Pahika St, Kapiolani at Pumehana St (Rapid Flashing Beacons), School St/Houghtailing St, Kapiolani Blvd/Atkinson Dr, Kapiolani Blvd/Kalakaua Ave, Moanalua Rd/Hoomalu St</i>																					
CON	3,750	3,000	750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX		
EQP	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX		
<i>Phase 19 - Waialae Avenue at 16th Avenue, Moanalua Road at Ualo Street</i>																					
PE2	250	200	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX		
CON	0	0	0	4,375	3,500	875	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX		
EQP	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX		
<i>Phase 20 - King St/Punahou St, Makuahine/Hala Dr, Hawaii Kai Dr/Kalalea St, Kamehameha Hwy/Waikalua Rd, Ward Ave/Lunalilo, Kapahulu Interconnect</i>																					
PE1	250	200	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX		
PE2	0	0	0	315	250	65	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX		
CON	0	0	0	0	0	0	3,750	3,000	750	0	0	0	0	0	0	0	0	0	STP FLEX		
EQP	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	STP FLEX		
<i>Phase 21 - Meheula Pkwy/Ainamakua Drive (Audio Ped), Kapiolani Blvd/Ward Ave, Kapiolani Blvd/McCully St</i>																					
PE1	0	0	0	319	255	64	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX		
PE2	0	0	0	0	0	0	250	200	50	0	0	0	0	0	0	0	0	0	STP FLEX		
CON	0	0	0	0	0	0	0	0	0	3,750	3,000	750	0	0	0	0	0	0	STP FLEX		
EQP	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	STP FLEX		
<i>Phase 22 - TBD</i>																					
PE1	0	0	0	0	0	0	315	250	65	0	0	0	0	0	0	0	0	0	STP FLEX		
PE2	0	0	0	0	0	0	0	0	0	375	300	75	0	0	0	0	0	0	STP FLEX		
CON	0	0	0	0	0	0	0	0	0	0	0	0	3,750	3,000	750	0	0	0	STP FLEX		
EQP	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	STP FLEX		

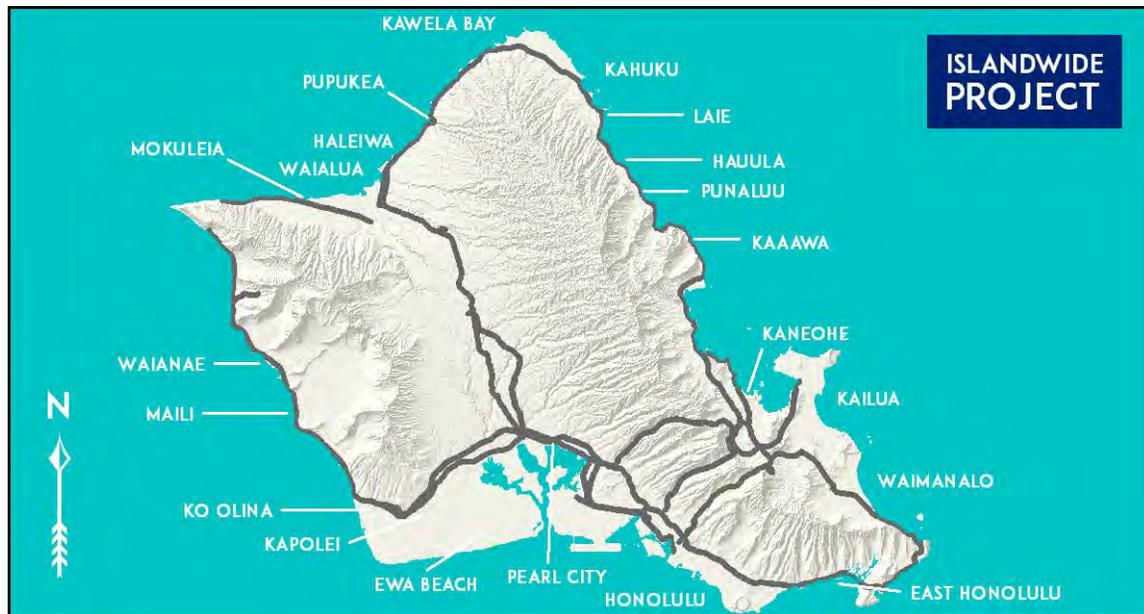
# OC10 Traffic Signals at Various Locations

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
<i>Phase 23 - TBD</i>																				
PE1	0	0	0	0	0	0	0	0	0	315	250	65	0	0	0	0	0	0	STP FLEX	
PE2	0	0	0	0	0	0	0	0	0	0	0	0	425	350	75	0	0	0	STP FLEX	
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,750	3,000	750	STP FLEX	
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	STP FLEX	
<i>Phase 24 - TBD</i>																				
PE1	0	0	0	0	0	0	0	0	0	0	0	0	315	250	65	0	0	0	STP FLEX	
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	375	300	75	STP FLEX	
<i>Phase 25 - TBD</i>																				
PE1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	315	250	65	STP FLEX	
<b>TOTAL</b>	4,251	3,400	851	5,013	4,005	1,008	4,316	3,450	866	4,441	3,550	891	4,491	3,600	891	4,441	3,550	891		



## OC25 Transportation Alternatives Program (MPO) at Various Locations



### Project Description:

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.

### Mile Post/s:

### Complete Streets (CS):

**Project will implement:** No information available. However, CS principles will be considered in all Highway Projects.

**Existing Feature/s:** No information available.

**Project Website:** <http://www.oahumpo.org/resources/publications-and-reports/transportation-alternatives-program-oahu/>

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$12,189,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

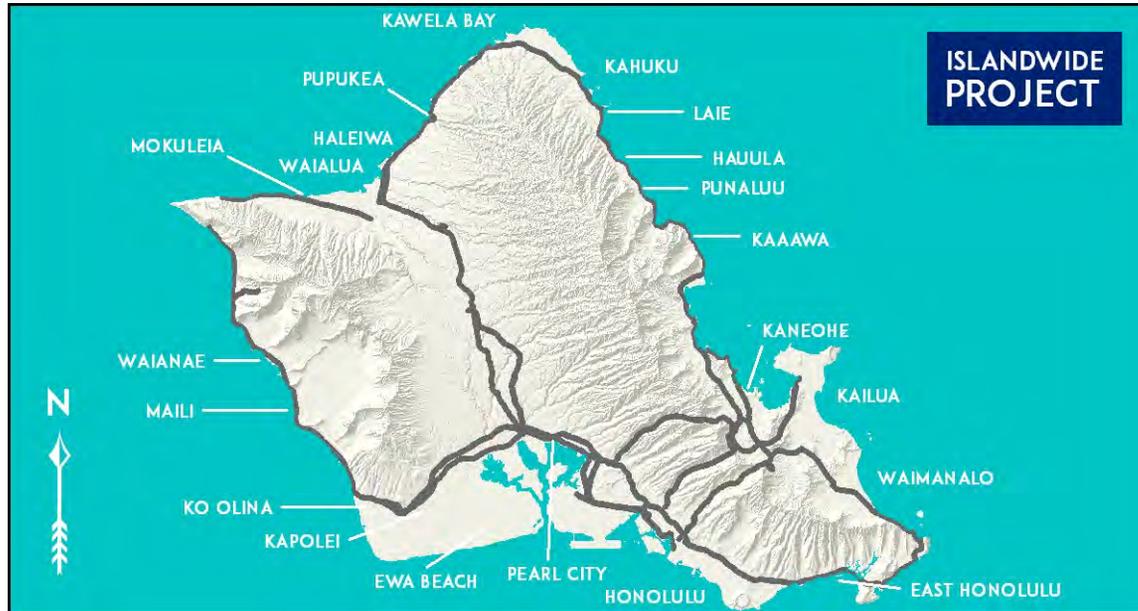
City Department of Transportation Services/HART

# OC25 Transportation Alternatives Program (MPO) at Various Locations

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
<i>Phase 3 - Ala Wai Bridge Project</i>																			
PE1	1,500	1200	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TAP-U
PE2	1,100	880	220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TAP-U
CON	8,589	6,871	1,718	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STP FLEX
<i>Phase 4 - Bikeshare Equipment for Honolulu System Expansion</i>																			
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TAP-U
<i>Phase 5 - East Kapolei Rail Station Multi-Modal Access Improvements</i>																			
PE1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
<i>Phase 6 - TBD</i>																			
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TAP-U
CON	0	0	0	1,000	800	200	0	0	0	0	0	0	0	0	0	0	0	0	TAP-U
<b>TOTAL</b>	<b>11,189</b>	<b>8,951</b>	<b>2,238</b>	<b>1,000</b>	<b>800</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>										

## OC26 Transportation Alternatives Program (State)



### Project Description:

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. HART projects may be flexed from FHWA to FTA.

**Mile Post/s:** Not applicable

### Complete Streets (CS):

**Project will implement:** Not applicable.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Islandwide

**Estimated Total Project Cost:** \$1,950,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

City Department of Transportation Services/HART

# OC26 Transportation Alternatives Program (State)

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
<i>Phase 3 - Haleiwa Road Multi-Use Path</i>																				
PE2	0	0	0	200	160	40	0	0	0	0	0	0	0	0	0	0	0	0	0	TAP
CON	0	0	0	0	0	0	1,000	800	200	0	0	0	0	0	0	0	0	0	0	STP FLEX
INSP	0	0	0	0	0	0	500	400	100	0	0	0	0	0	0	0	0	0	0	STP FLEX
<i>Phase 4 - Bikeshare Hawaii Stations and Bicycle Purchase</i>																				
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TAP
<i>Phase 5 - Department of Planning and Permitting - Transit Oriented Development Wayfinding Master Plan</i>																				
PE1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TAP
<b>TOTAL</b>	0	0	0	200	160	40	1,500	1,200	300	0	0	0	0	0	0	0	0	0	0	



**Project Description:**

Construct improvements to enhance sub-regional roadway connectivity and mobility, increase capacity and accommodate multimodal transportation options, from Kapolei Golf Course Road to west of Fort Weaver Road.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** Not applicable.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Ewa, Waipahu

**Estimated Total Project Cost:** \$150,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

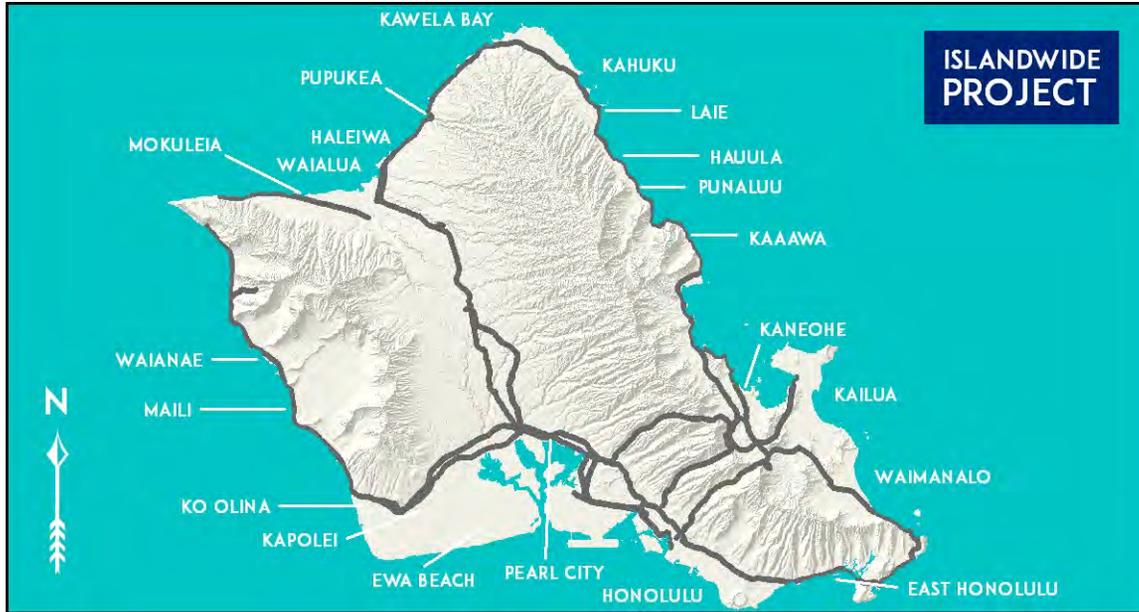
**Agency Responsible for Carrying Out Project/Phase:**

City Department of Transportation Services

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
ROW	0	0	0	15,000	0	15,000	15,000	0	15,000	0	0	0	0	0	0	0	0	0	LOCAL
PE1	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LOCAL
PE2	3,950	0	3,950	1,000	0	1,000	1,000	0	1,000	0	0	0	0	0	0	0	0	0	LOCAL
CON	0	0	0	0	0	0	0	0	0	26,000	0	26,000	53,000	0	53,000	19,000	0	19,000	LOCAL
<b>TOTAL</b>	<b>4,000</b>	<b>0</b>	<b>4,000</b>	<b>16,000</b>	<b>0</b>	<b>16,000</b>	<b>16,000</b>	<b>0</b>	<b>16,000</b>	<b>26,000</b>	<b>0</b>	<b>26,000</b>	<b>53,000</b>	<b>0</b>	<b>53,000</b>	<b>19,000</b>	<b>0</b>	<b>19,000</b>	

## OC28 Safe Routes to School (SRTS) Program



### Project Description:

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.

**Project Website:** <http://hidot.hawaii.gov/highways/srts/>

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$500,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**  
City Department of Transportation Services

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	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)	
<i>Kailua Bike Boulevard</i>																			
PE2	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	SRTS
CON	0	0	0	0	0	0	0	0	0	0	0	0	300	300	0	0	0	0	SRTS
INSP	0	0	0	0	0	0	0	0	0	0	0	0	70	70	0	0	0	0	SRTS
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>370</b>	<b>370</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# OC29 Federal Lands Access Program (FLAP)

SITES TO BE DETERMINED

**Project Description:**

The Federal Lands Access Program (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 sites and economic generators.

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** No information available.

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** TBD

**Estimated Total Project Cost:** \$6,766,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FHWA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

City Department of Transportation Services

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	
Pearl Harbor Multimodal Connection Alternatives: Phase II																			
PE2	733	586	147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FLAP
CON	0	0	0	6,033	4,826	1,207	0	0	0	0	0	0	0	0	0	0	0	0	FLAP
<b>TOTAL</b>	<b>733</b>	<b>586</b>	<b>147</b>	<b>6,033</b>	<b>4,826</b>	<b>1,207</b>	<b>0</b>												

## **6.2.2 Oahu City (OC) Projects**

### **6.2.2.2 FTA-Funded Oahu City Projects**

## OC13 Bus and Handi-Van Acquisition Program



### Project Description:

Purchase replacement transit buses and Handi-Van vehicles.

### By FFY:

2019: 30 < 30' buses + 18 - 40' buses + 28 - 60' buses

2020: 30 < 30' vehicles + 10 - 40' buses + 10 - 60' buses

2021: 30 < 30' buses + 10 - 40' buses + 10 - 60' buses

2022: 30 < 30' buses + 10 - 40' buses + 10 - 60' buses

2023: TBD

2024: TBD

**Mile Post/s:** Not applicable

### Complete Streets (CS):

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** <http://www.thebus.org> and  
<http://www.honolulu.gov/dts>

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$102,318,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FTA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

City Department of Transportation Services

# OC13 Bus and Handi-Van Acquisition Program

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category	
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
	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)		
<i>2019: 30 &lt;30' buses + 18 - 40' buses + 28 - 60' buses</i>																				
EQP	25,718	20,570	5,148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5307/\$5340
EQP	2,539	1,979	560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5337
EQP	12,066	9,217	2,849	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5339
EQP	1,150	920	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5310
INSP	49	39	10	49	39	10	49	39	10	49	39	10	49	39	10	49	39	10	49	\$5307/\$5340
DES	642	513	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5339
<i>2020: 30 &lt;30' buses + 10 - 40' buses + 10 - 60' buses</i>																				
EQP	0	0	0	9,678	7,742	1,936	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5307/\$5340
EQP	0	0	0	3,698	2,958	740	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5339
EQP	0	0	0	392	314	78	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5310
EQP	0	0	0	2,142	1,713	429	0	0	0	0	0	0	0	0	0	0	0	0	0	\$5337
<i>2021: 30 &lt;30' buses + 10 - 40' buses + 10 - 60' buses</i>																				
EQP	0	0	0	0	0	0	15,630	8,232	7,398	0	0	0	0	0	0	0	0	0	0	\$5307/\$5340
EQP	0	0	0	0	0	0	1,814	1,451	363	0	0	0	0	0	0	0	0	0	0	\$5337
EQP	0	0	0	0	0	0	3,772	3,018	754	0	0	0	0	0	0	0	0	0	0	\$5339
EQP	0	0	0	0	0	0	402	321	81	0	0	0	0	0	0	0	0	0	0	\$5310
<i>2022: 30 &lt;30' buses + 10 - 40' buses + 10 - 60' buses</i>																				
EQP	0	0	0	0	0	0	0	0	0	16,364	8,818	7,546	0	0	0	0	0	0	0	\$5307/\$5340
EQP	0	0	0	0	0	0	0	0	0	1,850	1,480	370	0	0	0	0	0	0	0	\$5337
EQP	0	0	0	0	0	0	0	0	0	3,848	3,078	770	0	0	0	0	0	0	0	\$5339
EQP	0	0	0	0	0	0	0	0	0	417	334	83	0	0	0	0	0	0	0	\$5310

# OC13 Bus and Handi-Van Acquisition Program

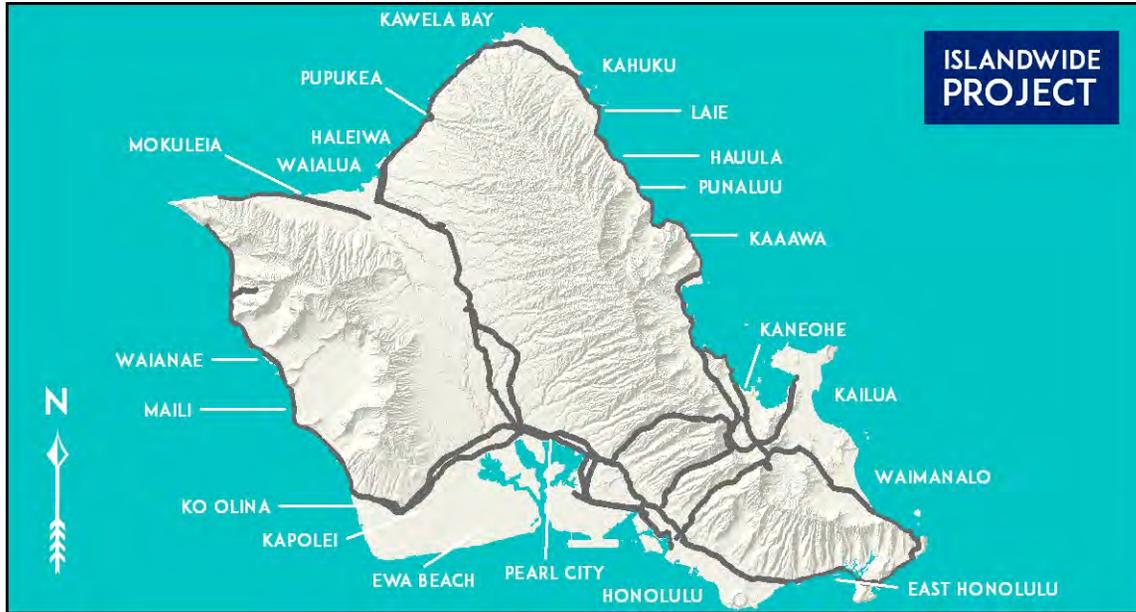
All values are in thousands of U.S. dollars (x1000)

**FOR INFORMATION ONLY**

Phase	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			Funding Category
	Total (X\$1000)	Federal (X\$1000)	Local (X\$1000)																
<i>2023: TBD</i>																			
EQP	0	0	0	0	0	0	0	0	0	0	0	0	16,691	8,994	7,697	0	0	0	\$5307/\$5340
EQP	0	0	0	0	0	0	0	0	0	0	0	0	1,888	1,510	378	0	0	0	\$5337
EQP	0	0	0	0	0	0	0	0	0	0	0	0	3,925	3,140	785	0	0	0	\$5339
EQP	0	0	0	0	0	0	0	0	0	0	0	0	426	341	85	0	0	0	\$5310
<i>2024: TBD</i>																			
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,025	9,174	7,851	\$5307/\$5340
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,925	1,540	385	\$5337
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,003	3,202	801	\$5339
EQP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	434	347	87	\$5310
<b>TOTAL</b>	42,164	33,238	8,926	15,959	12,766	3,193	21,667	13,061	8,606	22,528	13,749	8,779	22,979	14,024	8,955	23,436	14,302	9,134	



# OC21 Transit Safety and Security Projects



## Project Description:

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.

**Mile Post/s:** Not applicable

## Complete Streets (CS):

**Project will implement:** Not applicable

**Existing Feature/s:** No information available.

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$1,478,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

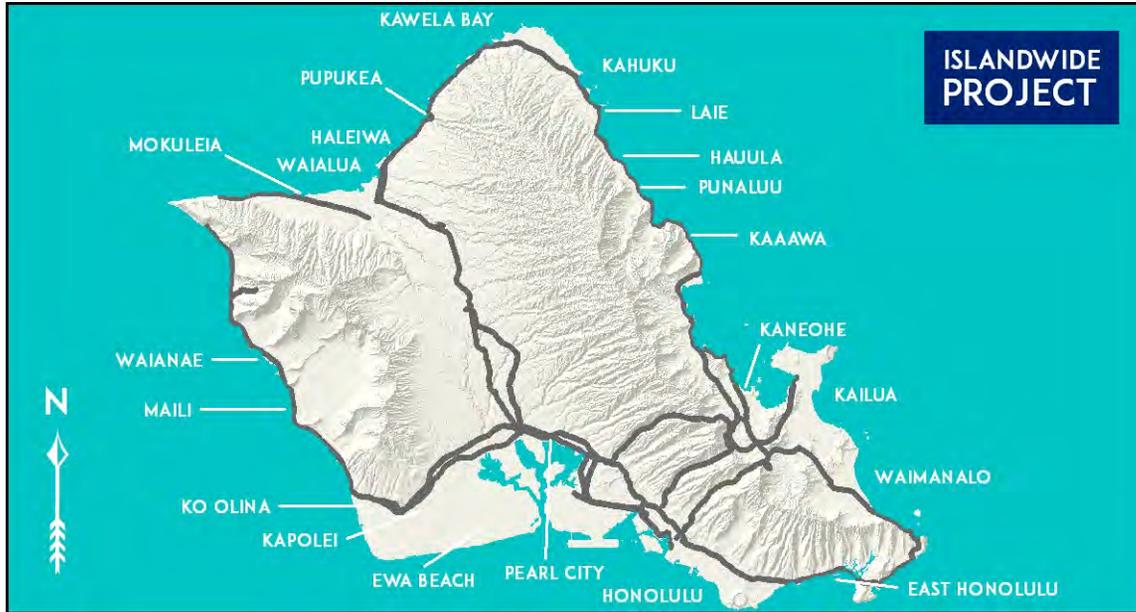
**Project Sponsor:** City and County of Honolulu (FTA Funded)

## Agency Responsible for Carrying Out Project/Phase:

City Department of Transportation Services

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)
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	\$5307/\$5340
<b>TOTAL</b>	<b>358</b>	<b>284</b>	<b>74</b>	<b>367</b>	<b>291</b>	<b>76</b>	<b>373</b>	<b>296</b>	<b>77</b>	<b>380</b>	<b>301</b>	<b>79</b>	<b>381</b>	<b>302</b>	<b>79</b>	<b>385</b>	<b>305</b>	<b>80</b>	



**Project Description:**

Department of Transportation Services staff attendance at training workshops offered by the National Transit Institute.

**Mile Post/s:**

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** None

**Neighborhood(s):** Various Locations

**Estimated Total Project Cost:** \$111,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FTA Funded)

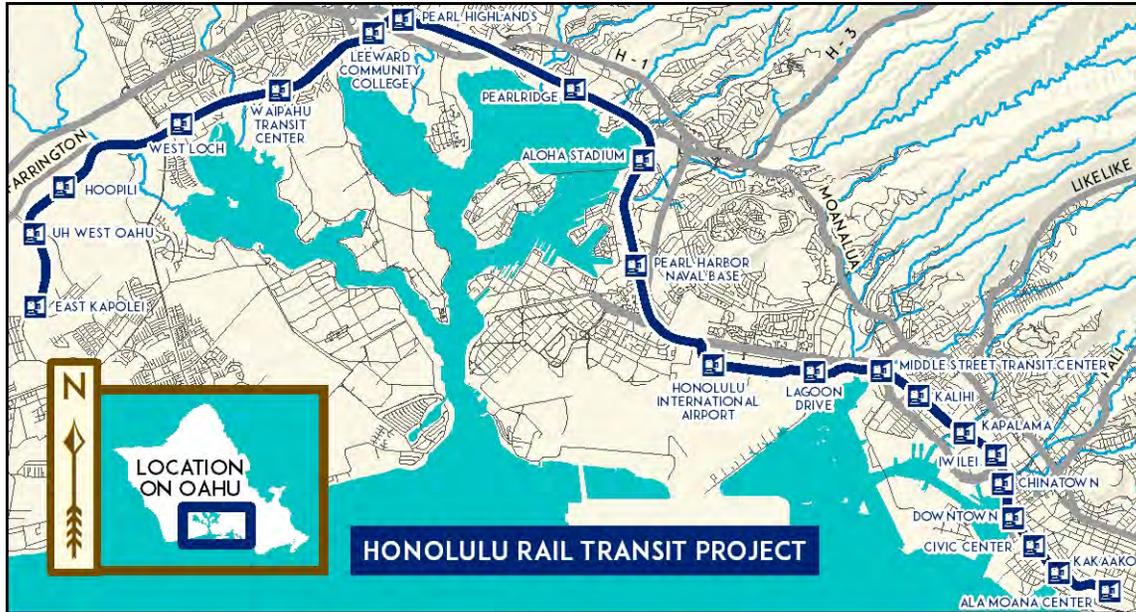
**Agency Responsible for Carrying Out Project/Phase:**

City Department of Transportation Services

All values are in thousands of U.S. dollars (x1000)

Phase	FOR INFORMATION ONLY																		Funding Category
	FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024			
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	
(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)
OPR	26	21	5	28	22	6	28	22	6	29	23	6	30	24	6	30	24	6	\$5307/\$5340

# OC16 Honolulu Rail Transit Project



## Project Description:

Plan, design, and construct a fixed guideway system between East Kapolei and Ala Moana Center. The system includes stations and related appurtenances, park-and-ride facilities, a maintenance and storage facility, light metro vehicles, and associated core systems.

Total estimate project cost: \$8,165,000,000

**Mile Post/s:** Not applicable

**Complete Streets (CS):**

**Project will implement:** Not applicable

**Existing Feature/s:** Not applicable

**Project Website:** <http://www.honolulutrnsit.org>

**Neighborhood(s):** Makakilo-Kapolei-Honokai Hale, Ewa, Waipahu, Pearl City, Airport, Kalihi-Palama, Downtown, Ala Moana-Kakaako

**Estimated Total Project Cost:** \$8,165,000,000

*(May include project costs outside of the 4-year TIP and 2 informational years.)*

**Project Sponsor:** City and County of Honolulu (FTA Funded)

**Agency Responsible for Carrying Out Project/Phase:**

Honolulu Authority for Rapid Transportation

# OC16 Honolulu Rail Transit Project

All values are in thousands of U.S. dollars (x1000)

Phase	FFY 2019						FFY 2020			FFY 2021			FFY 2022			FOR INFORMATION ONLY						Funding Category								
	Total		Federal		Local		Total		Federal		Local	Total		Federal		Local	Total		Federal		Local		Total		Federal		Local			
	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)	(X\$1000)		(X\$1000)															
<i>§5309 New Starts</i>																														
HRTP	833,333	250,000	583,333	833,333	250,000	583,333	480,035	144,010	336,025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5309
<i>FHWA to FTA Flex Funds: HDOT Highway Improvements (OS64)</i>																														
HRTP	6,150	5,000	1,150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
<i>FHWA to FTA Flex Funds: Transportation Alternatives Program (OC25 and OC26)</i>																														
<i>Phase 1 TAP MPO - HART Secure Bike Storage Units</i>																														
CON	0	0	0	500	400	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
<i>Phase 2 TAP MPO - HART Middle Loch Connector</i>																														
CON	375	300	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
<i>Phase 1 TAP State - HART Chinatown Bike Facility (FHWA to FTA Flexed Funds)</i>																														
PE2/CON	50	40	10	200	160	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	§5307/§5340
<b>TOTAL</b>	<b>839,908</b>	<b>255,340</b>	<b>584,568</b>	<b>834,033</b>	<b>250,560</b>	<b>583,473</b>	<b>480,035</b>	<b>144,010</b>	<b>336,025</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								

### 6.3 FUNDING SUMMARY

FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)													ILLUSTRATIVE YEARS FOR INFORMATION ONLY						
FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2024				
TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL		
<b>FHWA - FUNDED PROJECTS</b>	<b>Oahu State (OS)</b>																		
	<i>Total</i>	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
	<b>Oahu City (OC)</b>																		
	<i>Total</i>	27,449	17,186	10,263	83,102	21,851	61,251	72,249	17,000	55,249	35,501	7,670	27,831	65,379	9,790	55,589	26,566	6,050	20,516
<b>TOTAL FHWA</b>																			
	163,438	96,717	66,721	223,901	101,252	122,649	151,309	96,537	54,772	126,221	85,695	40,526	164,312	88,058	76,254	179,286	88,313	90,973	
<b>FTA - FUNDED PROJECTS</b>	<b>Oahu State (OS)</b>																		
	<i>Total</i>	834	667	167	859	687	172	883	707	176	910	728	182	939	751	188	968	774	194
	<b>Oahu City (OC)</b>																		
	<i>Total</i>	908,281	309,543	598,738	875,937	284,079	591,858	528,353	178,389	349,964	49,187	35,073	14,114	49,640	35,350	14,290	50,101	35,631	14,470
	<b>TOTAL FTA</b>																		
	909,115	310,210	598,905	876,796	284,766	592,030	529,236	179,096	350,140	50,097	35,801	14,296	50,579	36,101	14,478	51,069	36,405	14,664	

All values are in thousands of U.S. dollars (x1000).

## 6.4 FHWA REGULAR FORMULA FUNDS PROGRAMMED

	TRANSPORTATION IMPROVEMENT PROGRAM				FOR INFORMATION ONLY	
	FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024
<b>Oahu State (OS)</b>						
National Highway Performance Program	68,656	77,029	73,220	75,738	76,381	81,976
Earmark High Priority	2,200	0	0	0	0	0
Highway Safety Improvement Program	3,000	25	4,030	2,000	1,600	0
Interstate Maintenance Discretionary	0	0	0	0	0	0
Recreational Trails Program	287	287	287	287	287	287
Surface Transportation Program - Flexible	0	60	2,000	0	0	0
Re-Purposed Earmarks	0	0	0	0	0	0
Transportation Enhancement	5,388	2,000	0	0	0	0
<b>State - FHWA Total</b>	<b>79,531</b>	<b>79,401</b>	<b>79,537</b>	<b>78,025</b>	<b>78,268</b>	<b>82,263</b>
<b>Oahu City (OC)</b>						
Bridge Off-System	800	800	800	800	800	800
Surface Transportation Program - Flexible	13,720	15,240	16,200	6,500	8,990	5,250
Transportation Alternatives Program - Urban	2,080	800	0	0	0	0
Transportation Alternatives Program	0	160	0	0	0	0
Safe Routes To School	0	25	0	0	370	0
Federal Lands Highway Discretionary	586	4,826	0	0	0	0
<b>City - FHWA Total</b>	<b>17,186</b>	<b>21,851</b>	<b>17,000</b>	<b>7,300</b>	<b>10,160</b>	<b>6,050</b>
<b>FHWA TOTAL</b>	<b>96,717</b>	<b>101,252</b>	<b>96,537</b>	<b>85,325</b>	<b>88,428</b>	<b>88,313</b>

All values are in thousands of U.S. dollars (x1000).

# 7 FINANCIAL PLANNING

The primary sources of revenue underlying the surface transportation system for Oahu have been, and will continue to be our federal, state, and local governments. Federal funds are provided through the FHWA and the FTA. The FFYs 2015-2018 TIP is financially-constrained; that is, there is a reasonable expectation that projects can be implemented using committed, available, or reasonably available federal and local funding.

An inflation factor was used in the financial assumptions to reflect “year of expenditure” dollars. As of 2017, HDOT sets a compounded inflation rate of 2% for all STIP projects. Therefore, agencies were requested to apply a 2% inflation factor to all project estimates.

## 7.1 FUNDING SOURCES

### 7.1.1 FHWA Program

The FHWA funds are appropriated annually by Congress. The Fixing America’s Surface Transportation (FAST) Act is the authorization bill that governs federal surface

transportation spending. It was signed into law by President Barack Obama on December 4, 2015.

The previous authorization bill for federal surface transportation spending was the Moving Ahead for Progress in the 21st Century (MAP-21) Act. President Barack Obama signed it on July 6, 2012. MAP-21 reformed aspects of the prior authorization bill, SAFETEA-LU. Map-21 consolidated bicycle and pedestrian transportation projects into one program for Transportation Alternatives (TAP).

Prior to Map-21, SAFETEA-LU had been signed into law by President George W. Bush on August 10, 2005, and extended through 2010 by the Continuing Appropriations Resolution, 2010 (Public Law 111-68), as amended.

Currently, FAST has established about \$170-\$190 million in obligation authority, estimated to be available for the entire *State of Hawaii* each fiscal year. Detailed information on the revenues estimated to be available for the State of Hawaii is available in HDOT’s FFYs 2015-2018 STIP. OahuMPO’s TIP focuses on transportation programs and projects for the *island of Oahu* only.

In developing the FFYs 2015-2018 TIP, OahuMPO, HDOT, and DTS cooperatively formulated estimates of FHWA funds that were reasonably expected to be available for projects on the island of Oahu. Statewide funding distribution estimates were developed based on a combination of historic data, vehicle miles travelled (VMT) and public

needs. It was estimated that about \$78 million would be available annually for projects sponsored by the State of Hawaii, and about \$17 million would be available for projects sponsored by the City and County of Honolulu, for a total of about \$95 million for the island of Oahu.

Under FAST Act, HDOT may transfer apportionments from one program to another (with associated repercussions). For example, HDOT may transfer up to 50% of its National Highway System apportionment to the Statewide Transportation Program apportionment. Therefore, the total amount of FHWA funds programmed is key. However, although this provides more immediate flexibility, transferring from one fund type to another reduces the ability to follow through with the intent of the fund and temporarily eliminates the possibility of applying for certain discretionary funds.

FHWA funding sources include:

- Congestion Mitigation Air Quality Improvement Program;
- Discretionary;
- Highway Safety Improvement Program;
- National Highway Performance Program;
- Recreational Trails Program;
- Surface Transportation Program (flexible);
- Transportation Alternatives; and

- Transportation Enhancement Program (residual).

Each of the funding sources is described below.

### **Congestion Mitigation & Air Quality Improvement Program**

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides funding for transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter. Because Oahu is an air quality attainment area, CMAQ funds provide a flexible funding source for transportation projects. The FAST Act emphasizes diesel engine retrofits and alternative fuel infrastructure.

### **Discretionary**

Discretionary funds are additional funds (not formula funds) that the federal government may decide to award to the region. Examples include Corridor Planning, Ferry Boats, System Preservation funding; Public Lands Highways funding; and congressional allocations.

### **Highway Safety Improvement Program**

The purpose of the Highway Safety Improvement Program (HSIP) is to reduce traffic fatalities and serious injuries on all public roads. Projects must be consistent with the State's Safety Highway Safety Program, and must be identified on

the basis of crash experience, potential, rate, and/or other data-driven means.<sup>3</sup>

### **National Highway Performance Program**

The National Highway Performance Program (NHPP) allows for the realization of varied functions including but not limited to support for its maintenance and performance, construction of new facilities, prevention of infrastructure-failure, and performance measure-based, asset management planning by individual state governments.

Residual sources of funding within NHPP include the National Highway System (NHS), which provided funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals, because these roads are important to the nation's economy, defense, and mobility.

Another residual funding source is the Interstate Maintenance Program, which provided funding for resurfacing, restoring, rehabilitating, and reconstructing routes on the Interstate System.

Lastly, the Highway Bridge Program provided funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive

maintenance. Bridge On-System funds were those for use on the Federal-aid highway system. Bridge Off-System funds were those for use not on the Federal-aid highway system.

### **Recreational Trails Program**

The Recreational Trails Program (RTP) provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Nationwide, federal transportation funds benefit recreation uses such as hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

### **Surface Transportation Program**

The Surface Transportation Program (STP) provides flexible funding that may be used for projects on any Federal-aid highway, including the NHPP, bridge projects on any public road, transit capital projects, and public bus terminals and facilities.

### **Transportation Alternatives**

Transportation Alternatives (TA) is funded by set-aside Surface Transportation Block Grants. These include pedestrian and bicycle facilities, recreational trails, safe routes to school projects, historic preservation, vegetation management, and certain environmental mitigation.

<sup>3</sup> 23 U.S.C. 148(c)(2)(B)

## **Transportation Enhancement Program**

The Transportation Enhancement (TE) Program funded activities or projects are those that add community or environmental value to any active or completed transportation project, and are over and above what is required for normal environmental mitigation for transportation improvements. Funding ceased in 2013, but residual funds exist for some states if said funds were remained within their period of eligibility.

### **7.1.2 FTA Program**

For financial constraint purposes, FTA formula apportionments, as estimated for FFYs 2015 and 2016 (<https://www.transit.dot.gov/>), were used. For FFYs 2017 to 2018, the nationwide funding level is assumed to grow at an annual rate of 2.1%, consistent with the Congressional Budget Office forecast of the Highway Trust Fund revenues.

FTA funds include:

- §5307 Urbanized Area Formula;
- §5309 Fixed Guideway Modernization;
- §5309 New Starts;
- §5310 Enhanced Mobility;
- §5329 State Safety Oversight Program;
- §5337 State of Good Repair;
- §5339 Bus and Bus Facilities; and
- §5340 Growing States and High-Density States.

The following sections describe the various funding sources for FTA programs.

### **Urbanized Area Formula Program, 49 U.S.C. §5307**

Section 5307 may be used for federal capital, operating, and planning assistance for transit in Urbanized Areas (UZAs), although operating assistance is generally not an eligible expense for UZAs with populations of 200,000 or more. A UZA is an area with a population of 50,000 or more that has been defined and designated as such in the most recent decennial census by the U.S. Census Bureau.

The City and County of Honolulu (City) is the designated recipient of funds apportioned to the Kailua-Kaneohe and Honolulu UZAs. The funds are apportioned based on legislative formulas, with different formulas applying to UZAs with populations less than 200,000 and UZAs with populations of 200,000 or more. The Kailua-Kaneohe UZA apportionment formula is based on population and population density statistics from the most recent decennial census. The Honolulu UZA apportionment formula is based on a combination of population and population density statistics, and validated mileage and transit service data in FTA's National Transit Database (NTD).

One percent of funds appropriated for Section 5307 is set aside for Small Transit Intensive Cities (STIC). FTA apportions these funds to UZAs under 200,000 in population that operate at a level of service equal to or

above the industry average level of service for all UZAs with a population of at least 200,000, but not more than 999,999, in one or more of six performance categories. FTA also apportions funds to urbanized areas under Section 5340 Growing States and High-Density States formula factors based on State population forecasts for 15 years beyond the most recent Census. Based on language in the SAFETEA-LU conference report, FTA consolidates the Section 5307, STIC, and Section 5340 amounts and identifies a single apportionment amount for each UZA. Section 5307 funds are available during the year of apportionment plus an additional three years, for a total of four years. The allocation of STIC will increase in FY 2019.

Section 5307 funds are programmed for transit vehicles and facilities, and preventive maintenance. FTA allows all maintenance costs as reported to the NTD to be eligible for capital assistance under “preventive maintenance.”

#### **Capital Investment Program, 49 U.S.C. §5309 – Fixed Guideway Modernization**

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. Like the Section 5307 funds, NTD data is used to apportion FGM funds; the funds are available during the year of apportionment plus

an additional three years, for a total of four years. Transit vehicles are the only programmed use for these funds.

#### **Capital Investment Program, 49 U.S.C. §5309 – New Starts**

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.

The financial plan identifies three types of New Starts funds:

- Pre-FFY 2005 allocation that was extended until expended by the Conference Report on House Report 418, Consolidated Appropriations Act, 2005 (H.R. 108-792). These funds can be used for replacement, rehabilitation, and purchase of buses and related equipment and construction of bus-related facilities. The programmed use of these funds is to purchase transit vehicles.
- Post-FFY 2005 allocation for new fixed guideway systems or extensions to existing fixed guideway systems. These funds are programmed for the Honolulu Rail Transit Project.

The Post-FFY 2005 allocation was available during the year of allocation plus two additional years, for a total of three years dependent on availability of local matching funds.

**Capital Investment Program, 49 U.S.C. §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities**

The TIP identifies specific types of transit-human services transportation projects that are statutorily-required, coordinated and public.

Enhanced Mobility is a pilot program which allows states and localities furnishing transit services to be direct recipients of program funds. To qualify, transportation services must link seniors and individuals with disabilities with non-emergency medical services.

**State Safety Oversight Program, 49 U.S.C. §5329**

The State Safety Oversight Program provides monies for the safety compliance of federally-funded public transit projects, and facilitates safety improvements for said projects. This program ensures compliance by separating Safety Oversight from the rail agencies that are being reviewed.

**State of Good Repair Program, 49 U.S.C. §5337**

The State of Good Repair (SOGR) funds exist to upkeep bus and rail transit systems. State of Good Repair currently

funds maintenance of the Bus and Handi-van on Oahu. The FAST Act increased available SOGR funds.

**Bus & Bus-Related Facilities, 49 U.S.C. §5339**

Funds for Bus and Bus-Related Facilities (Bus Capital) funds are discretionary and are allocated for specific uses. Transit vehicles and facilities are programmed with these funds.

The TIP identifies specific types of transit-human services transportation projects that are statutorily-required, coordinated and public.

**Growing States and High-Density States Formula, 49 U.S.C. §5340**

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

***7.1.3 “Flexible” Funds***

The Federal Highway and Transit Laws authorize certain funds to be “flexible.” For example, FHWA Surface Transportation Program funds can be transferred from FHWA to FTA for use in transit projects, while FTA Urbanized Area Formula funds may be available for highway projects to the extent that OahuMPO is able to certify that:

#### **7.1.4 Advance Construction**

Advanced construction is a technique that allows a state to initiate a project using non-federal funds in the absence of sufficient Federal-aid obligation authority for the Federal match of funding<sup>4</sup>. This heightened eligibility means that FHWA has greatedened the ability of transportation agencies to undertake concurrent projects. After an advance construction project is authorized, the State may convert the project to regular federal-aid funding, provided federal funds are made available for the project.

#### **7.1.5 Local Funds**

##### **State of Hawaii Funds**

The State of Hawaii 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. Monies deposited in the State Highway Fund are used for acquisition, planning, design, construction, repair, and maintenance of the State Highway System.

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

- Highway fuel taxes;
- Vehicle registration and licensing fees;
- Vehicle weight tax;
- Motor vehicle rental and tour vehicle surcharge taxes.

Other miscellaneous sources of revenue include interest earnings on monies previously credited to the State Highway 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 year, the Governor submits to the State Legislature 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 improvement projects.

Authorization of the operating and capital improvement budgets by the Legislature, as part of the biennium budget, includes the appropriation of monies from designated sources. These appropriations authorize the funding for the local match for the State's federal-aid projects in the TIP.

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<sup>4</sup> 23 U.S.C. 115

## City and County of Honolulu Funds

Where local funding is identified in the FFYs 2015-2018 TIP for City projects, City funds from existing revenue sources are programmed. The City exercises independent authority under the Hawaii State Constitution to assess, levy, and collect real property taxes. The Hawaii Revised Statutes authorizes the City 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.

Under its Revised Charter, the City enacts balanced operating and capital budgets annually. The City operates on a 12-month fiscal year that begins on July 1<sup>st</sup> and ends on June 30<sup>th</sup> of the succeeding year. Appropriations authorized in the executive capital budget ordinance or any supplementary appropriation is valid for the fiscal year for which appropriation is made and twelve months thereafter; e.g., funds appropriated by the FFY 2017 capital budget ordinance are valid from July 1, 2016 until June 30, 2018 (Federal Fiscal Year 2017, quarter 3).

The City's bus preventive maintenance costs are funded by the City's annual operating budget. The Federal share of preventive maintenance costs are programmed on a reimbursable basis; i.e., funds appropriated for the City's FFY 2017 operating budget paid for preventive maintenance costs, and the Federal reimbursement was applied for and received in FFY 2017.

While it is anticipated that local funding will be available at the levels programmed in this document, enactment of the City's annual budget ordinances are still required.

## Honolulu Authority for Rapid Transportation Funds

The Honolulu Authority for Rapid Transportation (HART) is a semi-autonomous public agency that is building the Honolulu Rail Transit Project. The local share of project costs is currently funded through a dedicated ½-percent surcharge on the-State General Excise and Use Tax (GET) and a 1 percent surcharge on the Transient Accommodation Tax (TAX) until 2030.

## **7.2 ANNUAL FINANCIAL PLANS FOR MAJOR PROJECTS**

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

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

At the FHWA Hawaii Division Administrator's discretion, projects within the State of Hawaii that fall in the range of

\$90-\$100 million may also be required to prepare a Financial Plan.

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

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

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

### 7.3 FINANCIAL CONSTRAINT TABLES

The tables demonstrate the financial constraint of each of the funding sources for each fiscal year.

#### 7.3.1 FHWA Financial Constraint

The FHWA program is financially constrained, as demonstrated in the following financial constraint tables. As discussed earlier, the amount of FHWA funds estimated to be available for projects on Oahu is determined through a cooperative agreement between OahuMPO, HDOT, and DTS. Information on the revenues estimated to be available for the entire State of Hawaii is

**FHWA Financial Constraint – FFY 2019**

<b>FFY 2019</b>	<b>Federal Funds Available for Oahu (x\$1000)</b>	<b>Local Funds (x\$1000)</b>	<b>Total Sources (x\$1000)</b>	<b>Total Funds Programmed (x\$1000)</b>	<b>Funds Balance (x\$1000)</b>
Bridge Off-System	800	200	1,000	1,000	-
Earmark High Priority	2,200	550	2,750	2,750	-
Highway Safety Improvement Program	3,000	(3,000)	-	-	-
Locally Funded	-	35,577	35,577	35,577	-
National Highway Performance Program	68,656	63,856	132,512	132,512	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	13,720	3,433	17,153	17,153	-
STP (TE) Enhancement	5,388	(5,388)	-	-	-
TAP Urban	-	-	-	-	-
TAP	-	-	-	-	-
Safe Routes to School	-	-	-	-	-
Federal Lands Highway Discretionary (FLAP)	586	147	733	733	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	46,886	-	46,886	-	46,886
LESS Off-STIP Obligations	(30,404)	-	(30,404)	-	(30,404)
FFY 2018 Balance					
<b>Total</b>	<b>111,119</b>	<b>95,447</b>	<b>206,566</b>	<b>190,084</b>	<b>16,482</b>

### FHWA Financial Constraint – FFY 2020

FFY 2020	Federal Funds Available for Oahu (x\$1000)	Local Funds (x\$1000)	Total Sources (x\$1000)	Total Funds Programmed (x\$1000)	Funds Balance (x\$1000)
Bridge Off-System	800	200	1,000	1,000	-
Earmark High Priority	-	-	-	-	-
Highway Safety Improvement Program	25	2,225	2,250	2,250	-
Locally Funded	-	35,500	35,500	35,500	-
National Highway Performance Program	77,029	26,786	103,815	103,815	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	15,300	37,119	52,419	52,419	-
STP (TE) Enhancement	2,000	(2,000)	-	-	-
TAP Urban	800	200	1,000	1,000	-
TAP					
Safe Routes to School	25	-	25	25	-
Federal Lands Highway Discretionary (FLAP)	4,826	1,207	6,033	6,033	-
Congestion Mitigation Air Quality (CMAQ)					
De-Obligations	14,800	-	14,800	-	14,800
LESS Off-STIP Obligations	(12,781)	-	(12,781)	-	(12,781)
FFY 2019 Balance	16,482	-	16,482	-	16,482
<b>Total</b>	<b>119,593</b>	<b>101,309</b>	<b>220,902</b>	<b>202,401</b>	<b>18,501</b>

### FHWA Financial Constraint - FFY 2021

FFY 2021	Federal Funds Available for Oahu (x\$1000)	Local Funds (x\$1000)	Total Sources (x\$1000)	Total Funds Programmed (x\$1000)	Funds Balance (x\$1000)
Bridge Off-System	800	200	1,000	1,000	-
Earmark High Priority	-	-	-	-	-
Highway Safety Improvement Program	4,030	840	4,870	4,870	-
Locally Funded	-	35,400	35,400	35,400	-
National Highway Performance Program	73,220	(19,789)	53,431	53,431	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	17,000	36,749	53,749	53,749	-
STP (TE) Enhancement	-	-	-	-	-
TAP Urban	-	-	-	-	-
TAP	1,200	300	1,500	1,500	-
Safe Routes to School	-	-	-	-	-
Federal Lands Highway Discretionary (FLAP)	-	-	-	-	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	13,200	-	13,200	-	13,200
LESS Off-STIP Obligations	(5,917)	-	(5,917)	-	(5,917)
FFY 2020 Balance	18,501	-	18,501	-	18,501
<b>Total</b>	<b>122,321</b>	<b>53,772</b>	<b>176,093</b>	<b>150,309</b>	<b>25,784</b>

### FHWA Financial Constraint - FFY 2022

FFY 2022	Federal Funds Available for Oahu (x\$1000)	Local Funds (x\$1000)	Total Sources (x\$1000)	Total Funds Programmed (x\$1000)	Funds Balance (x\$1000)
Bridge Off-System	800	200	1,000	1,000	-
Earmark High Priority	-	-	-	-	-
Highway Safety Improvement Program	2,000	(2,000)	-	-	-
Locally Funded	-	35,500	35,500	35,500	-
National Highway Performance Program	75,738	(20,877)	54,861	54,861	-
Recreational Trails Program	287	72	359	359	-
STP Flexible	6,500	27,631	34,131	34,131	-
STP (TE) Enhancement	-	-	-	-	-
TAP Urban	-	-	-	-	-
TAP	-	-	-	-	-
Safe Routes to School	370	-	370	370	-
Federal Lands Highway Discretionary (FLAP)	-	-	-	-	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	12,600	-	12,600	-	12,600
LESS Off-STIP Obligations	-	-	-	-	-
FFY 2021 Balance	25,784	-	25,784	-	25,784
<b>Total</b>	<b>124,079</b>	<b>40,526</b>	<b>164,605</b>	<b>126,221</b>	<b>38,384</b>

### FHWA Financial Constraint – FFY 2019-2022

FFY 2019-2022	Federal Funds Available for Oahu (x\$1000)	Local Funds (x\$1000)	Total Sources (x\$1000)	Total Funds Programmed (x\$1000)	Funds Balance (x\$1000)
Bridge Off-System	3,200	800	4,000	4,000	-
Earmark High Priority	4,200	(1,450)	2,750	2,750	-
Highway Safety Improvement Program	9,055	(1,935)	7,120	7,120	-
Locally Funded	-	141,977	141,977	141,977	-
National Highway Performance Program	292,643	51,976	344,619	344,619	-
Recreational Trails Program	1,148	288	1,436	1,436	-
STP Flexible	52,520	104,932	157,452	157,452	-
STP (TE) Enhancement	7,388	(7,388)	-	-	-
TAP Urban	800	200	1,000	1,000	-
TAP	1,200	300	1,500	1,500	-
Safe Routes to School	395	-	395	395	-
Federal Lands Highway Discretionary (FLAP)	5,412	1,354	6,766	6,766	-
Congestion Mitigation Air Quality (CMAQ)	-	-	-	-	-
De-Obligations	87,486	-	87,486	-	87,486
LESS Off-STIP Obligations	(49,102)	-	(49,102)	-	(49,102)
<b>Total</b>	<b>416,345</b>	<b>291,054</b>	<b>707,399</b>	<b>669,015</b>	<b>38,384</b>

### 7.3.2 FTA Financial

The FTA program is likewise financially constrained, as demonstrated in these financial constraint tables. The amount of FTA funds estimated to be available for projects on Oahu is determined through a cooperative agreement between OahuMPO, HDOT, DTS, and HART. Information on the revenues estimated to be available for the entire State of Hawaii is available in the HDOT's FFYs 2019-2022 STIP.

#### **FTA Fiscal Constraint - FFY 2019**

FTA Section Funds	Issue Year	FTA Apportionments and Allocations (x\$000)	FTA Funds Carryover (x\$000)	Total Available FTA Funds (X\$000)	Total Project Costs (x\$000)	Local Match (x\$000)	Total Uses (x\$000)	FTA Carryover (x\$000)
§5307	2019	340	-	340	425	85	340	-
§5307/§5340	2019	33,440	-	33,440	41,700	8,260	33,440	-
	2018	-	13,644	13,644	16,949	3,390	13,559	85
§5309	2019	250	-	250	833	583	250	-
§5310	2019	307	-	307	384	77	307	-
	2018	-	301	301	377	76	301	-
	2017	-	319	319	399	80	319	-
§5337	2019	1,395	-	1,395	1,744	349	1,395	-
	2018	-	874	874	730	146	584	290
§5339	2019	4,350	-	4,350	5,438	1,088	4,350	-
	2018	-	2,843	2,843	3,554	711	2,843	-
	2017	-	2,599	2,599	3,249	650	2,599	-
Local Funds Only		-	-	-	3,848	3,848		
Totals		40,082	20,580	60,662	79,630	19,343	60,287	375

**FTA Fiscal Constraint - FFY 2020**

<b>FTA Section Funds</b>	<b>Issue Year</b>	<b>FTA Apportionments and Allocations (x\$000)</b>	<b>FTA Funds Carryover (x\$000)</b>	<b>Total Available FTA Funds (X\$000)</b>	<b>Total Funds Available (x\$000)</b>	<b>Local Match (x\$000)</b>	<b>Total Uses (x\$000)</b>	<b>FTA Carryover (x\$000)</b>
§5307	2020	560	-	560	700	140	560	-
§5307/§5340	2020	29,009	-	29,009	36,262	7,253	29,009	-
	2018	-	85	85	106	21	85	-
§5309	2020	250	-	250	833	583	250	-
§5310	2020	314	-	314	392	78	314	-
§5337	2020	1,423	-	1,423	1,779	356	1,423	-
	2018	-	290	290	363	73	290	-
§5339	2020	2,958	-	2,958	3,698	740	2,958	-
Local Funds Only					3,925	3,925		
Totals		34,514	375	34,889	48,058	13,169	34,889	-

**FTA Fiscal Constraint - FFY 2021**

<b>FTA Section Funds</b>	<b>Issue Year</b>	<b>FTA Apportionments and Allocations (x\$000)</b>	<b>FTA Funds Carryover (x\$000)</b>	<b>Total Available FTA Funds (X\$000)</b>	<b>Total Funds Available (x\$000)</b>	<b>Local Match (x\$000)</b>	<b>Total Uses (x\$000)</b>	<b>FTA Carryover (x\$000)</b>
§5307/§5340	2021	29,589		29,589	36,987	7,398	29,589	-
§5309	2021	144	-	144	480	336	144	-
§5310	2021	321		321	401	80	321	-
§5337	2021	1,451		1,451	1,814	363	1,451	-
§5339	2021	3,018		3,018	3,772	754	3,018	-
Local Funds Only					4,004	4,004		
<b>Totals</b>		34,523	-	34,523	47,458	12,935	34,523	-

**FTA Fiscal Constraint - FFY 2022**

<b>FTA Section Funds</b>	<b>Issue Year</b>	<b>FTA Apportionments and Allocations (x\$1000)</b>	<b>FTA Funds Carryover (x\$1000)</b>	<b>Total Available FTA Funds (x\$1000)</b>	<b>Total Project Costs (x\$1000)</b>	<b>Local Match (x\$1000)</b>	<b>Total Uses (x\$1000)</b>	<b>FTA Carryover (x\$1000)</b>
§5307/§5340	2022	30,181		30,181	37,727	7,546	30,181	-
§5310	2022	334		334	417	83	334	-
§5337	2022	1,480		1,480	1,850	370	1,480	-
§5339	2022	3,078		3,078	3,848	770	3,078	-
Local Funds Only					4,084	4,084		
Totals		35,073	-	35,073	47,926	12,853	35,073	-

# 8 PERFORMANCE

## 8.1 TRANSPORTATION PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary of Transportation to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement. State DOTs and public transportation providers are required to establish performance targets for these performance measures; MPOs respond to the targets and report progress toward implementing or meeting the targets in their TIPs and long-range planning documents.

### 8.1.1 Safety

The Safety Performance Measures Final Rule added Part 490 to title 23 of the Code of Federal Regulations (23 CFR 490 Subpart B) to implement performance management requirements. The Final Rule established five performance measures as the five-year rolling averages for all public roads for:

1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT), in 100 million VMT, in a calendar year.

3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury (the Safety Final Rule includes a common national definition for serious injury) in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of vehicle miles traveled (VMT), in 100 million VMT, in a calendar year.
5. **Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

The HDOT established safety targets during its recent update to the Hawaii Strategic Highway Safety Plan (HSHSP) 2013-2018. The update of the HSHSP formed the basis for the development of the HDOT safety performance targets for the calendar year 2018.

Table 1. Safety Performance Targets

Performance Measure	Target
Number of Fatalities (persons)	97.6
Fatality Rate (fatalities/100 million VMT)	0.946
Number of Serious Injuries (persons)	517.4
Serious Injury Rate (serious injuries/100 million VMT)	4.978
Number of Non-Motorized Fatalities and Serious Injuries (persons)	119.4

At its November 28th, 2017 meeting, the OahuMPO Policy Board voted to direct OahuMPO staff to "agree to plan and program projects that support and contribute toward the accomplishment of the State's HSIP targets" and integrate the targets into OahuMPO's planning process.

TIP projects that invest in safety improvements are listed below.

**State of Hawaii – FHWA Funded Projects**

Project Number	Project Name	Estimated Total Project Cost
OS10	Shoulder and Guardrail Improvements, Various Locations	\$4,547,000
OS14	Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue	\$12,500,000
OS20	Interstate Route H-1, Safety Improvement, Beginning of H-1 (Palailai Interchange) to Waiawa Overpass	\$9,500,000
OS73	Likelike Highway (Route 63), Safety Improvements, Emmeline Place to Kahekili Highway	\$3,000,000
OS44	Moanalua Freeway (Route 78) and Interstate H-2, Guardrail and Shoulder Improvements	\$11,000,000

**City and County of Honolulu – FHWA Funded Projects**

Project Number	Project Name	Estimated Total Project Cost
OC1	Alapai Transportation Management Center [1]	\$97,813,000
OC8	Traffic Improvements at Various Locations	\$12,911,000

<sup>[1]</sup> The Alapai Transportation Management Center will focus on coordination of emergency services.

**8.1.2 Transit Asset Management**

On July 26, 2016, FTA published the TAM Final Rule. The purpose of the TAM Final Rule is to help achieve and maintain a state of good repair for the nation’s public transportation assets. The following performance measures for State of Good Repair have been established by DTS in support of Transit Asset Management.

Performance Measure	Annual Target
<b>Percentage of revenue vehicles that have met or exceeded their useful life benchmark</b>	<b>20%</b>
Articulated bus	20%
Bus	20%
Cutaway bus	20%
Van	20%

Performance Measure	Annual Target
<b>Percentage of service vehicles that have either met or exceeded their useful life benchmark</b>	<b>30%</b>
Automobiles	25%
Truck and other rubber tire vehicles	40%

Performance Measure	Annual Target
<i>Percentage of passenger and maintenance facilities rated below condition 3 on the condition scale</i>	10%
Passenger facilities	10%
Passenger parking facilities	10%
Maintenance facilities	10%
Administrative facilities	10%

At its November 28th, 2017 meeting, the OahuMPO Policy Board voted to direct OahuMPO staff to respond to the 2018 Transit Asset Management performance target statement to support DTS to “achieve and maintain a state of good repair for Oahu’s public transportation assets” and integrate the targets into OahuMPO’s planning process.

The following TIP projects involve the purchase or rehabilitation of aging transit vehicles, and fund preventative maintenance.

**City and County of Honolulu – FHWA Funded Projects**

Project Number	Project Name	Estimated Total Project Cost
OC13	Bus and Handi-Van Acquisition Program	\$86,244,000
OC20	Preventative Maintenance	\$105,000,000

## 8.2 TITLE VI & ENVIRONMENTAL JUSTICE ANALYSIS

The Title VI and Environmental Justice Analysis will be included in the Final FFYs 2019-2022 Transportation Improvement Program.

### **8.3 CONGESTION MANAGEMENT PROCESS**

The results from the Congestion Management Process will be included in the Final FFYs 2019-2022 Transportation Improvement Program.



# APPENDIX A

## CURRENT PLANNING FACTORS AS STATED IN THE CODE OF FEDERAL REGULATIONS (CFR)

From 23 CFR §450.306(b)

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:



(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;



(2) Increase the safety of the transportation system for motorized and non-motorized users;



(3) Increase the security of the transportation system for motorized and non-motorized users;



(4) Increase accessibility and mobility of people and freight;



(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;



(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;



(7) Promote efficient system management and operation;



(8) Emphasize the preservation of the existing transportation system;



(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and



(10) Enhance travel and tourism.

ACCESSED DECEMBER 16, 2016

# APPENDIX B

## INTERGOVERNMENTAL REVIEW & PUBLIC COMMENT FOR THE DRAFT FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The intergovernmental review and public comment period for the Draft FFYs 2019-2022 Transportation Improvement Program began on June 15, 2018 and concluded on June 29, 2018. The Draft FFYs 2019-2022 TIP document was mailed and emailed to one hundred agencies and organizations for their review.

BRIDGE MAINTENANCE (OS76, OS77, OS78)	
SUMMARY OF COMMENT	RESPONSE
The bridge on Mailiili Road needs maintenance (near the Lualualei Homestead Road).	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
Olomana Bridge needs to be replaced, or at least widened. The bridge only fits one car at a time.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
The Nanakuli Bridge near the beginning of the first beach park, needs widening. At it's current width, the bus cannot turn around here. I witnessed a lot of traffic here, when the bus did need to turn around, and got stuck.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
McCully Bridge needs to updated. It would be great if the bridge also accommodated bicycles (bikelane), as there are a lot of bicyclists using that bridge. It would also be great if the sidewalk was widened to accommodate the large number of pedestrians who use the bridge, especially with so many schools in the area. Pavement also needs to be improved.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
Waimanalo Bridges need to be cleaned.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
The bridge on Kalaniana'ole/Mekia Street needs to be fixed.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.

BRIDGE MAINTENANCE (OS76, OS77, OS78)	
SUMMARY OF COMMENT	RESPONSE
I'm glad the bridge on Kipapa Gulch is being fixed. It really needs to be restored.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
The bridge on Laimi Street (Nuuanu) is too narrow. It is the only way in/out for the community. The bridge should be widened to accommodate two ways of traffic.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
Roosevelt Bridge (Kipapa Gulch) is too narrow, and needs to be widened and better maintained.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
The bridge near Kuakini (by Japanese Consulate) needs inspection, as it is really old.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
The bridge near Wyllie Street/Liliha Street needs bridge inspection, as it is really old.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.

LEEWARD BIKEWAY, PHILIPINE SEA ROAD TO WAIPAHU DEPOT STREET (OS43)	
SUMMARY OF COMMENT	RESPONSE
<b>Chris Pierce:</b> I would like to ensure the Hawaii Railway-society is protected. And is the bike path taking Hawaiian Railway property?	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.

RECREATIONAL TRAILS PROGRAM (OS49)	
SUMMARY OF COMMENT	RESPONSE
Judd Trail could use some maintenance. New ropes are needed, as it is difficult to get down.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
Lanikai Pillbox Trail has a lot of trash, and could use new ropes and more parking.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
Maili Pillbox Trail needs safety improvements.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.
Kokohead Trail needs clearer pathways.	<b>OahuMPO:</b> This trail is not maintained by Na Ala Hele Trails, Department of Land and Natural Resources. The comment has been forwarded to the City Department of Parks and Recreation.
Kaena Point has a lot of trash, and could be more clearly marked.	<b>OahuMPO:</b> The comment has been forwarded to the Hawaii Department of Transportation.

TRAFFIC IMPROVEMENTS (OC8)	
ACCESSIBLE CURB RAMPS	
SUMMARY OF COMMENT	RESPONSE
There is a need for a accessible curb ramps at Palakamana Street/Farrington Highway (Waianae).	<b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.
ADA ramps needed on Puuponi Street/Puukula Street.	<b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

**TRAFFIC IMPROVEMENTS (OC8)**

**ACCESSIBLE CURB RAMPS**

SUMMARY OF COMMENT	RESPONSE
<p>Hookele Street needs ADA curb ramps immediately. My Dad, who has mobility challenges, fell while walking along Hookele Street.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Nanakuli, specifically Farrington Highway needs ADA improvements.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>There is a need to widen wheelchair ramps. I witnessed someone in a wheelchair get stuck (wheelchair sideways) at Honolulu Hale.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Wheelchair/accessible curb ramps are needed on Kamehameha Highway, specifically near Pearlridge Shopping Center and Kaonohi Street (near Pali Momi Hospital). I see a lot of people in wheelchairs getting off the bus, who have difficulties getting around the area.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Need something so that a person is able to tell when the road/sidewalk ends. It is difficult for someone who is blind or partially blind to walk around the city, safely.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

**TRAFFIC IMPROVEMENTS (OC8)**

**ACCESSIBLE CURB RAMPS**

SUMMARY OF COMMENT	RESPONSE
<p>There is a need for wheelchair ramps at Pali Highway/Aki Street and Pali Highway/Laimi Street. I've seen a lot of elderly and people in wheelchairs, in that area.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

**SIDEWALK IMPROVEMENTS**

SUMMARY OF COMMENT	RESPONSE
<p>Sidewalk improvements are needed in the Kapolei/Ewa area. It's difficult for me to get to the beach walking down Fort Weaver Road.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>There is a need for a crosswalk and sidewalk improvements at Palakamana Street/Farrington Highway (Waianae). I see lots of people dangerously crossing the street to get to the beach, there.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>There is a need for sidewalks near Hanohano Hale/Kamehameha Highway.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>There is a need for sidewalks near Laie Elementary School. Many people walk there, including many students going to/from school.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

**TRAFFIC IMPROVEMENTS (OC8)**

**SIDEWALK IMPROVEMENTS**

**SUMMARY OF COMMENT**

**RESPONSE**

Kalihi Valley needs improved sidewalks. Many sidewalks are bumpy and/or narrow, which make it difficult to walk on.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

The crosswalk at Farrington Highway/Waipahu Depot Street needs to be repainted. The crosswalk paint is faded, and make it difficult for drivers to be aware that pedestrians may be crossing, and unsafe for pedestrians, especially because these crosswalks are heavily used.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

The sidewalks on Wapio Uka Road are bumpy and the tree roots are breaking the sidewalk. This makes it difficult and dangerous to walk on.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

The sidewalks on Oli Loop (by Kanoelani Elementary School) need to be improved/fixed, especially with so many kids using the sidewalks there to go to/from school.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

Hookele Street needs sidewalks immediately. My Dad, who has mobility challenges, fell while walking along Hookele Street.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

TRAFFIC IMPROVEMENTS (OC8)

SIDEWALK IMPROVEMENTS

SUMMARY OF COMMENT	RESPONSE
<p>Sidewalks are needed on Nehoa Street, between Punahou School and Roosevelt High School. There's a lot of people walking on the easement, which doesn't look safe.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>There is also a need for sidewalks in Manoa Valley, specifically on East Manoa Road and Manoa Road. There's a lot of students walking in the area.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Lake View Circle has bumpy or non-existent sidewalks, and could use sidewalk improvements. My Dad lives there, and has trouble walking in the area.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Given the number of traffic deaths on Farrington Highway (Nanakuli/Waianae), I think the existing sidewalks could use the crosswalks that light up, when pedestrians are crossing. This will make it easier for drivers to see pedestrians. If I had to prioritize one crosswalk to have blinking lights installed, it would be the crosswalk near the Kaiser Clinic, Nanaikaola (and Farrington Highway). Given that there are a lot elderly and kids going to the health clinic, this would make it safer for both groups to cross the street, especially those using the bus to get to the clinic.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

TRAFFIC IMPROVEMENTS (OC8)

SIDEWALK IMPROVEMENTS

SUMMARY OF COMMENT

RESPONSE

Lower Pearl City, particularly Puuoponi Street needs sidewalk improvements.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

The sidewalks on Kapiolani Boulevard, near McCully Shopping Center are raised and bumpy. This makes it dangerous and difficult to walk on.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

Farrington Highway needs sidewalks, specifically the beginning of Nanakuli.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

Sidewalks needed in Kaneohe, Kailua, and Pearl City. It is dangerous for people to walk, given the speeding vehicles and cars parked on the street.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

The sidewalks in Hahaione Valley are in bad shape, particularly on Pepekeu Street. Because the sidewalks are bumpy it's difficult for me to push my mom in her wheelchair.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

TRAFFIC IMPROVEMENTS (OC8)

BICYCLE LANES

SUMMARY OF COMMENT

RESPONSE

The Eastbound bikelane in Waianae needs to be widened. Right now everyone rides in the Westbound lane because the Eastbound lane is too narrow, and is dangerous to ride in.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

More bikelanes in and through Kailua Town would make it easier and safer to bike in the area.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

There is a need for a bikelane on Farrington Highway/ Waipahu Depot Street. It would be easier and safer to bike in the area, if there was a bikelane in place.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

Farrington Highway, within the proximity of Waianae Intermediate, Waianae High School, and Nanakuli Library could use a bikelane.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

Kalihi Street, School Street, and Dillingham Boulevard could all benefit from a bikelane. I'd like to ride my bike to work, or have my kids ride their bikes more often, but I don't feel safe biking on these roads, and wouldn't feel safe having my kids bike on them, either.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

**TRAFFIC IMPROVEMENTS (OC8)**

**BICYCLE LANES**

SUMMARY OF COMMENT	RESPONSE
<p>I think the McCully Street shared use path should be converted to a dedicated bike lane, or at least a dedicated striped bikelane. It would be great to have a bike lane that connected people from Beretania Street to Waikiki.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Kapolei Parkway could use a bikelane. I see a lot of people biking there, and the bikelane would help make it safer for them.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Kuhio Avenue needs a bikelane.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

**SHARED-USE PATHS**

SUMMARY OF COMMENT	RESPONSE
<p>Kaupea Homestead needs better sidewalks. They are currently bumpy and cracked, which make it difficult to walk on.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

TRAFFIC IMPROVEMENTS (OC8)

GENERAL TRAFFIC IMPROVEMENTS COMMENTS

SUMMARY OF COMMENT	RESPONSE
<p>Kulahanai Street/Kulakoa Street could use a 4-way stop. There are currently a lot of speeding vehicles, and I witness a lot of potential accidents. Hopefully the 4-way stop will make it safer for pedestrians to cross the street, and slow down the cars driving in the area.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Speed humps needed on Puuponi Street/Puukula Street. There are a lot of speeding cars in this area, and the speed humps would help to slow those cars.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Bikelanes need to be separated from car and pedestrian traffic for safety purposes.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

TRAFFIC IMPROVEMENTS (OC8)

GENERAL TRAFFIC IMPROVEMENTS COMMENTS

SUMMARY OF COMMENT

RESPONSE

My suggestion is to place a crosswalk at the corner of Dominis and Poki Streets by the Lutheran Church of Honolulu. (And perhaps have a stop sign at the intersection.)

The reason for this suggestion is because the Lutheran Church of Honolulu's overflow parking is located off of Poki Street about a block away from the Church. And whenever they have events or functions, the participants would have to park in this overflow parking lot; walk down Poki Street and cross Dominis Street to get to the Church. (They would have to cross Dominis Street again to return to the parking lot.) The closest crosswalk is at Punahou Street.

A number of the participants are older; and sometimes they would have to wait for a number of cars to pass before they can cross Dominis Street. And some of drivers do not drive slow. Dominis Street has a slight downhill slope; so some of the drivers naturally drive faster as they head toward Punahou Street.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

TRAFFIC IMPROVEMENTS (OC8)	
GENERAL TRAFFIC IMPROVEMENTS COMMENTS	
SUMMARY OF COMMENT	RESPONSE
<p>The intersection of Palolo Avenue and 6th Avenue has been dangerous for years. While multiple accidents occur there every year, fortunately none have been fatal. Three primary problems exist: 1) vehicles going makai on Palolo Avenue will often angle left to take to “fork-in-the-road” that is 6th Avenue. Mauka-bound vehicles often have to stop to enable makai-bound vehicles to do this while Makai-bound vehicles often need to stop in order to let mauka bound cars move up the valley. While all this is happening, cars heading in both directions swerve around each other to avoid stopping. 2) Simultaneous with the above, vehicles going mauka on 6th Avenue have to stop before merging onto Palolo Avenue and its mauka-bound traffic. Vehicle positioning/visibility at the stop is not the best. Integrating into a traffic flow where some cars are stopped and others are swerving around is dangerous. 3) Vehicles frequently speed up and down Palolo Avenue, compounding the already-significant problems noted above.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

TRAFFIC SIGNALS (OC10)	
SUMMARY OF COMMENT	RESPONSE
<p>The Stadium exit in Aiea could use better signs. It's unclear who has the right of way (right now its supposed to be yield at left turn), and I have witnessed a lot of close calls/accidents.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

**TRAFFIC SIGNALS (OC10)**

SUMMARY OF COMMENT	RESPONSE
<p>Traffic signal on Fort Weaver Road to help make it easier and safer for residents to get to the beach.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Traffic signal on Palakamana Street/Farrington Highway (Waianae) needed. There's a lot of people who dangerously cross the street there, to get to the beach.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>The traffic signal on Kalaniana'ole Highway/Poalima Street needs to be retimed. The current timing causes a lot of traffic/back-up.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>The crosswalk timer on Keolu Drive needs to be reset. Sometimes the timer says, 76 seconds to cross.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>There needs to be a traffic signal on Fort Weaver Road near Ewa Mart and Ilima Intermediate School. There are lots of people, especially students trying to cross the street, particularly during the AM/PM peak periods.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

TRAFFIC SIGNALS (OC10)

SUMMARY OF COMMENT

RESPONSE

Haumea Street/Wakea Street is now a 4-way stop, but should be a traffic signal, given how busy it is with a lot of kids and elderly people trying to cross the street.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

There needs to be better/well-timed traffic signals at the beginning of Nanakuli/Nanaikaola Health Clinic, given the congestion/traffic.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

I see a lot of people j-walking on King Street, specifically between Punchbowl Street and Kapiolani Boulevard/South Street. Maybe we should install a traffic signal here, to help pedestrians get across street safer, and discourage j-walking.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

A traffic signal on King Street near Hele Market (Cooke Street or Kealamakai Street). I've witnessed many potential accidents, and it is unsafe for pedestrians to cross the street.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

A traffic signal on King Street near McCully Library (Makahiki Way). I've witnessed many potential accidents, and it is unsafe for pedestrians to cross the street.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

**TRAFFIC SIGNALS (OC10)**

**SUMMARY OF COMMENT**

**RESPONSE**

There is a lot of speeding and accidents on Kapolei Parkway, especially where Kaupea Homestead is. It is difficult to cross the street to access the bus stop, and there are many people who cross the street, particularly students in the AM/PM peak trying to get to/from Kapolei Middle and High School. I think installing a traffic signal there would help to slow cars down, making it easier and safer for people to cross the street.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

Nanakuli/Waianae need improved traffic signals, in terms of timing of the lights. Farrington Highway is also dangerous, and could benefit from the installation of traffic signals, where it is dangerous to cross the street.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

Need crosswalk buttons fixed, so that they all push in.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

The lighting on traffic signals are too dim. Can they be replaced with brighter lights?

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

Blue/non-reflective street signs make driving at night difficult.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

TRAFFIC SIGNALS (OC10)

SUMMARY OF COMMENT

RESPONSE

Street limit signs are needed on Puukula Street/Puuponi Street.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

The Pearl City cut-off (westbound) needs clearer signage; it isn't clear that you have to be in the far right lane to take the exit.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

Puukula Street (Pearl City) could use signs/enforcement of no parking on sidewalks.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

There needs to be a traffic signal installed on King Street across from Times. I see a lot of people trying cross there, and it's really dangerous.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

There needs to be a traffic signal installed on King Street near Kalihi Street, Oni Street, Nissan, and Jack-in-the-Box. I see a lot of people jaywalking here.

**Department of Transportation Services (DTS):** All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

**TRAFFIC SIGNALS (OC10)**

SUMMARY OF COMMENT	RESPONSE
Lehua Avenue/Kamehameha Highway traffic light - traffic backs up	<b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.
Kahuapaani Street/Ulune Street traffic light - freeway off-ramp gets backed up	<b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

**SALT LAKE BOULEVARD WIDENING, PHASE 3 (OC23)**

SUMMARY OF COMMENT	RESPONSE
<b>Mike Golojuch:</b> Is this project ready to go? Although this project has been planned for years, I was told that that there is still concerns with Navy right-of-ways or pipelines that has held up completion of this project.	<b>OahuMPO:</b> The comment has been forwarded to the Department of Transportation Services.

**FARRINGTON HIGHWAY (ROUTES 7100 AND 9107) IMPROVEMENTS (OC27)**

SUMMARY OF COMMENT	RESPONSE
<b>Mike Golojuch:</b> I recommend that OC27, Farrington Highway improvements be initially completed from the Kapolei Golf Course to Kualakai Parkway and only the design from Kualakai Parkway to Ft. Weaver Road be started and construction delayed until Ho'opili is further along and funds be redirected to Makakilo Drive Extension. Completion of Makakilo Drive not only allows a second access but also will allow congestion relief with a more direct route to either University of Hawaii West Oahu (UHWO) or the UHWO rail transit station.	<b>OahuMPO:</b> The comment has been forwarded to the Department of Transportation Services.

**FARRINGTON HIGHWAY (ROUTES 7100 AND 9107) IMPROVEMENTS (OC27)**

SUMMARY OF COMMENT	RESPONSE
<p><b>University of Hawaii - West Oahu:</b> We support the proposed Farrington Highway improvements at 4 lanes with protected pedestrian and bicycle improvements that allow for safe and comfortable circulation and network connectivity, along Farrington Highway. With the availability and access to Rail Transit in this segment, additional lanes (6 lanes) do not appear warranted. Furthermore, the added lanes may likely compromise the street section design and the needed width for appropriate pedestrian and bicycle path widths and shade trees.</p>	<p><b>OahuMPO:</b> The comment has been forwarded to the Department of Transportation Services.</p>

**BUS AND HANDI-VAN ACQUISITION PROGRAM (OC13)**

SUMMARY OF COMMENT	RESPONSE
<p><b>Barbara Armentrout:</b> What portion of money is being spent on the acquisition of buses and what portion of money is being spent on the acquisition of handi-vans? How many buses are being purchased, and how many handi-vans are being purchased? How many electric buses are being purchased?</p>	<p><b>OahuMPO:</b> The comment has been forwarded to the Department of Transportation Services.</p>
<p><b>Barbara Armentrout:</b> Why is so much money being spent on the acquisition program in FY2019, and not the following years?</p>	<p><b>OahuMPO:</b> The comment has been forwarded to the Department of Transportation Services.</p>
<p><b>Barbara Armentrout:</b> We need more handi-vans. With more than 4,000 rides a day, most people cannot get a same-day pick up.</p>	<p><b>OahuMPO:</b> The comment has been forwarded to the Department of Transportation Services.</p>
<p><b>Barbara Armentrout:</b> Can this program fund the acquisition of vans, specifically vehicles with shock resistance and do not require riders to duck their heads down, to get in? Some people who require mobility assistance cannot ride the handi-van due to the lack of shock resistance, and the need to duck their heads down, while inside the handi-vans.</p>	<p><b>OahuMPO:</b> The comment has been forwarded to the Department of Transportation Services.</p>

PREVENTATIVE MAINTENANCE (OC20)	
SUMMARY OF COMMENT	RESPONSE
<p><b>Barbara Armentrout:</b> How much money is being spent on the preventative maintenance of buses, and how much money is being spent on the preventative maintenance of handi-vans?</p>	<p><b>OahuMPO:</b> The comment has been forwarded to the Department of Transportation Services.</p>

TRANSIT SAFETY AND SECURITY (OC21)	
SUMMARY OF COMMENT	RESPONSE
<p>Fort Weaver Road/Kilaha Street bus facilities could use safety improvements, more lighting, and bus stop seats.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Downtown bus facilities could use safety improvements. There are a lot of homeless, which make it feel unsafe.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Bus stop near Hawaii Medical College (Kapiolani Boulevard/Pensacola Street) is dangerous to get to by foot, due to the speeding cars. Could use better lighting.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Kapolei Transit Center feels unsafe. It could benefit from improved lighting and security.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

**TRANSIT SAFETY AND SECURITY (OC21)**

SUMMARY OF COMMENT	RESPONSE
<p>The transit facilities at Ka Makana Alii and the Kapolei Transit Center need better lighting and security, especially because the bus route from Waipahu to Ka Makana Alii drops passengers off about a 15-20 minute walk from the Shopping Center. It would also be helpful to have the bus numbers on the corresponding signs.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>The bus stop on Plantation Road/Waipahu Street could use safety improvements. It's very dark, and feels very dangerous.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>Bus stops along Kamehameha IV Road could use safety improvements, like improved lighting. There's currently a lot of homeless people.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>The bus stop on Farrington Highway, across from Honokai Hale needs better lighting and element protection.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>
<p>The bus stops in Waikiki, specifically the stop at Kuhio Avenue and Lewers Street feel unsafe, as there is a lot of homeless people.</p>	<p><b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.</p>

TRANSIT SAFETY AND SECURITY (OC21)	
SUMMARY OF COMMENT	RESPONSE
Kapolei Transit Center feels unsafe. It needs better lighting, security cameras, maybe a security guard. If the bushes behind the transit center were cut down, it might help make it feel safer.	<b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.
Downtown bus stops feel unsafe because there are a lot of homeless people at them.	<b>Department of Transportation Services (DTS):</b> All Divisions of DTS and Departments of the City that are responsible for maintenance and improvements noted in the comments will receive the suggestions compiled by OahuMPO to consider them as their plans and programs are determined for upcoming City projects.

GENERAL COMMENTS	
SUMMARY OF COMMENT	RESPONSE
<b>Department of Budget and Fiscal Services (DBFS):</b> The draft FFYs 2019-2022 TIP should be reviewed by the Honolulu Authority for Rapid Transportation and the Department of Transportation Services for potential construction conflicts.	<b>OahuMPO:</b> Thank you for your comment. The document has been reviewed by both the Department of Transportation Services and the Honolulu Authority for Rapid Transportation.
<b>Department of Land and Natural Resources, Division of Aquatic Resources (DLNR-DAR):</b> A number of programs being proposed by the Draft FFYs 2019-2022 TIP are bridge improvement projects. Due to streams and aquatic resources associated with some of these bridges, the Division of Aquatic Resources does have interest in projects being proposed. We request that Best Management Practices (BMP) be adhered to throughout the process of bridge improvement projects. BMPs should directly consider water quality and the potential impact of degraded water quality on aquatic resources. Other possible impacts to aquatic resources such as conductivity, migration, temperature, flow, the riparian zone, and more should also be addressed when applicable. If mitigations projects are being considered, DAR would appreciate the opportunity to provide comments on these.	<b>OahuMPO:</b> Thank you for your comment. The comment was forwarded to the appropriate agencies.

GENERAL COMMENTS	
SUMMARY OF COMMENT	RESPONSE
<p><b>Chris Pierce:</b> What happened to the Makakilo Drive Extension project?</p>	<p><b>Department of Transportation Services (DTS):</b> The Makakilo Drive Extension Project is still in the preliminary design stage. RM Towill is finishing the new draft EA for the fill option to replace the original EA that had a bridge option. The new fill option alternative will reduce the estimated total construction costs from \$95 Million to roughly \$70 Million. The draft EA is expected to be completed and released for public comments by fall of 2018. After all the environmental permits have been completed, the Final EA should be completed by summer of 2019. RM Towill is continuing to work on the design of new roadway which is currently scheduled to be on the TIP for Federal Fiscal Year 2027 (after the Salt Lake Widening and Farrington Highway Widening projects). Though this project is regionally significant, no funds are programmed in FFYs 2019-2022, and thus the project is not shown in the TIP.</p>
<p><b>Mike Golojuch:</b> I was extremely disappointed that the Makakilo Drive Extension has been completely removed from the TIP even from the information only section.</p>	<p><b>Department of Transportation Services (DTS):</b> The Makakilo Drive Extension Project is still in the preliminary design stage. RM Towill is finishing the new draft EA for the fill option to replace the original EA that had a bridge option. The new fill option alternative will reduce the estimated total construction costs from \$95 Million to roughly \$70 Million. The draft EA is expected to be completed and released for public comments by fall of 2018. After all the environmental permits have been completed, the Final EA should be completed by summer of 2019. RM Towill is continuing to work on the design of new roadway which is currently scheduled to be on the TIP for Federal Fiscal Year 2027 (after the Salt Lake Widening and Farrington Highway Widening projects). Though this project is regionally significant, no funds are programmed in FFYs 2019-2022, and thus the project is not shown in the TIP.</p>

GENERAL COMMENTS	
SUMMARY OF COMMENT	RESPONSE
<p><b>Frank Genadio:</b> This comment concerns not what is on the FFYs 2019-2022 TIP but what has been omitted, Project OC7, Makakilo Drive (Route 8810) Extension. Project OC7 is in the ORTP and there is no doubt that it meets federal guidelines as a congestion management project. It also is a safety issue as Makakilo lacks a second access. The 2010 census showed more than 18,000 residents on the hill and many homes have been built since then. The project is discussed (with consternation) at every annual meeting of the Palehua Community Association (PCA), which represents more than 3,600 homes (mostly in upper Makakilo), and Neighborhood Board #34, Makakilo/Kapolei/Honokai Hale, has submitted multiple resolutions to the city calling for extension of the Drive—and will again address it at its 27 June meeting. The current draft of the FFYs 2019-2022 TIP is unacceptable. Federal Fiscal Year 2019 will begin on October 1, 2018. The Policy Board, chaired by City Council member Brandon Elefante, should insist that final design of Project OC7 be completed no later than September 30, 2018, that the project be designated “ready to go” on 1 October, and should redirect some funding from other projects to allocate programmed construction funds for OC7 in FFYs 2019, 2020, and 2021. Given the length of this comment, a summary was documented in the disposition of comments. View the comment in full, by visiting OahuMPO's website, <a href="http://www.oahumpo.org/?wpfb_dl=1334">http://www.oahumpo.org/?wpfb_dl=1334</a></p>	<p><b>Department of Transportation Services (DTS):</b> The Makakilo Drive Extension Project is still in the preliminary design stage. RM Towill is finishing the new draft EA for the fill option to replace the original EA that had a bridge option. The new fill option alternative will reduce the estimated total construction costs from \$95 Million to roughly \$70 Million. The draft EA is expected to be completed and released for public comments by fall of 2018. After all the environmental permits have been completed, the Final EA should be completed by summer of 2019. RM Towill is continuing to work on the design of new roadway which is currently scheduled to be on the TIP for Federal Fiscal Year 2027 (after the Salt Lake Widening and Farrington Highway Widening projects).</p>

**GENERAL COMMENTS**

**SUMMARY OF COMMENT**

**Larry Veray (Neighborhood Board #21):** Request that OahuMPO consider a potential future project that addresses alternative route from West to Central Oahu for the Draft FFYs 2019-2022 Transportation Improvement Program. The potential project has been discussed by the West-Leeward-Central Oahu Traffic Mitigation Working Group during meetings in 2017, whose concern is expected growth in housing development in West and Central will result in an increase in 170,000 vehicles, transiting the H1/H2 merge by 2025, which will cause major gridlock during the morning and late afternoon traffic periods. Currently, there is no State plan to mitigate this very impacting problem for our community. Other concerns also include the amount of time wasted for military and shipyard workers traveling in traffic, military force readiness, inefficiency of the military ammunition depots transit route, and the impact of traffic on people's quality of life. The potential alternative freeway could also serve an alternate emergency evacuation route for Waianae residents, in case of natural disasters. The potential project has the capacity to deliver 5,000-7,000 military and shipyard workers to Pearl Harbor and Hickam Airfield, would support the military moving munitions from Pearl Harbor to their ammunition storage areas, and would serve as an evacuation route for West Oahu. In closing, I'd like to request that OahuMPO add a project addressing the concerns discussed above to the FFYs 2019-2022 TIP.

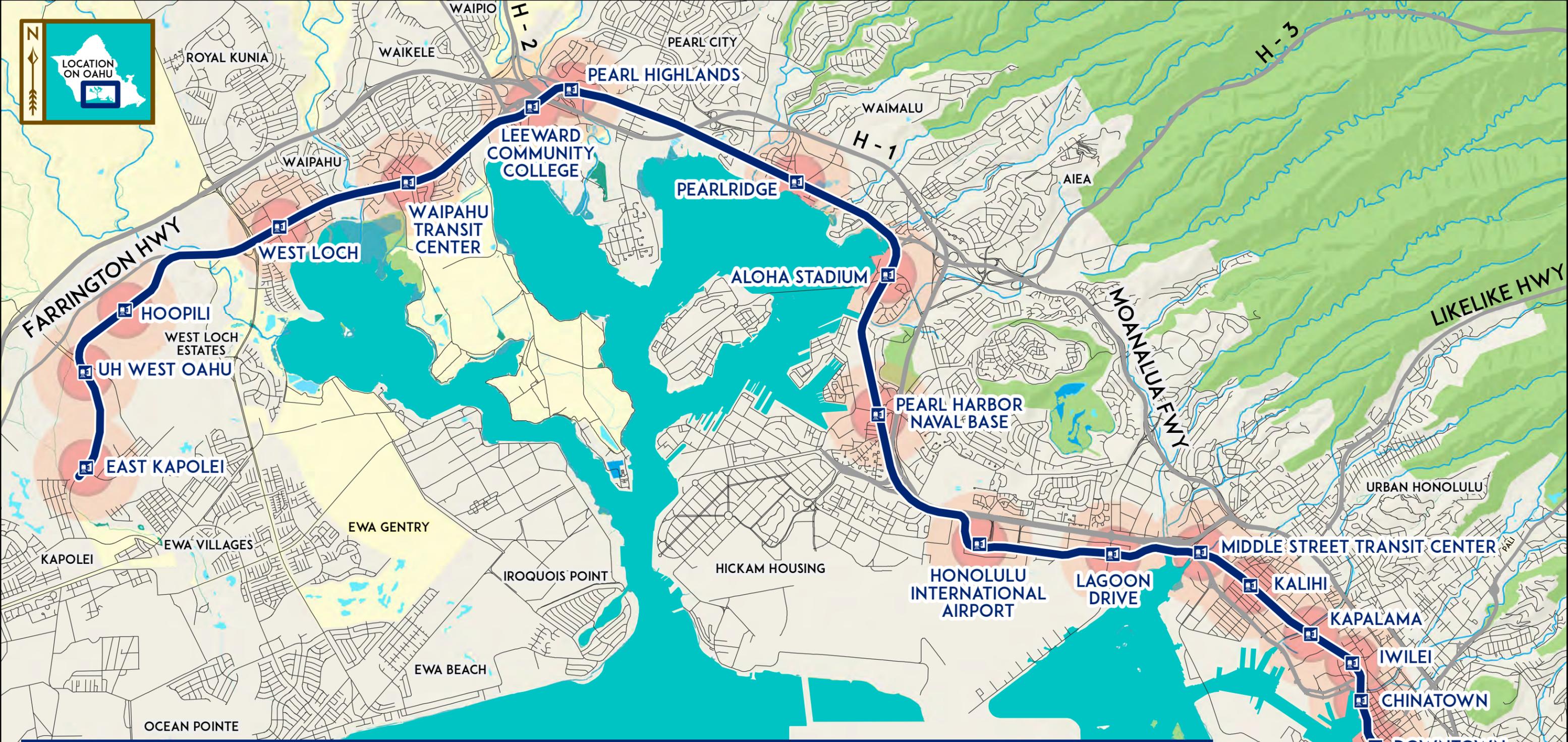
**RESPONSE**

**OahuMPO:** The TIP includes projects that are considered "ready to go," meaning they can enter the Preliminary Engineering and Environmental Review phase. A future West/Central Oahu roadway has not had a formal planning effort and is therefore not "ready to go." It can be examined in the Oahu Regional Transportation Plan (ORTP) or as a separate planning effort funded by the Overall Work Program. OahuMPO will consider this comment as the efforts get underway in the ORTP.

**THE FOLLOWING AGENCIES RESPONDED WITH NO COMMENT**

◇ Oceanic Time Warner Cable

◇ Department of Parks and Recreation



# HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART): HONOLULU RAIL AND CONTEXT

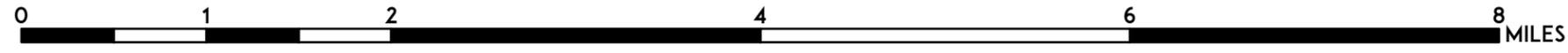
## LEGEND

- RAIL AND TRANSIT-ORIENTED DEVELOPMENT (TOD) SYMBOLS**
- GUIDEWAY
  - TRANSIT STATIONS
  - TOD NEAR STATION (0.25 MI.)
  - TOD NEAR STATION (0.50 MI.)

- GEOGRAPHIC CONTEXT**
- AIEA CENSUS DESIGNATED PLACES (CDP)
  - ARTERIAL ROADS
  - STATE ROUTES (HIGHWAYS)
  - OCEAN
  - STREAMS

- LAND USE DISTRICTING PER STATE OF HAWAII**
- ZONED AGRICULTURAL
  - ZONED CONSERVATION
  - ZONED RURAL
  - ZONED URBAN

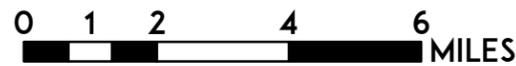
- WETLANDS SYMBOLY**
- ESTUARINE AND MARINE WETLAND
  - FRESHWATER EMERGENT WETLAND
  - FRESHWATER FORESTED/SHRUB WETLAND
  - FRESHWATER POND
  - LAKE



THIS MAP HAS A SCALE OF 1 TO 55,000. THIS IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY; ALL LOCATIONS ARE APPROXIMATE (2017).

# NA ALA HELE TRAILS ON OAHU

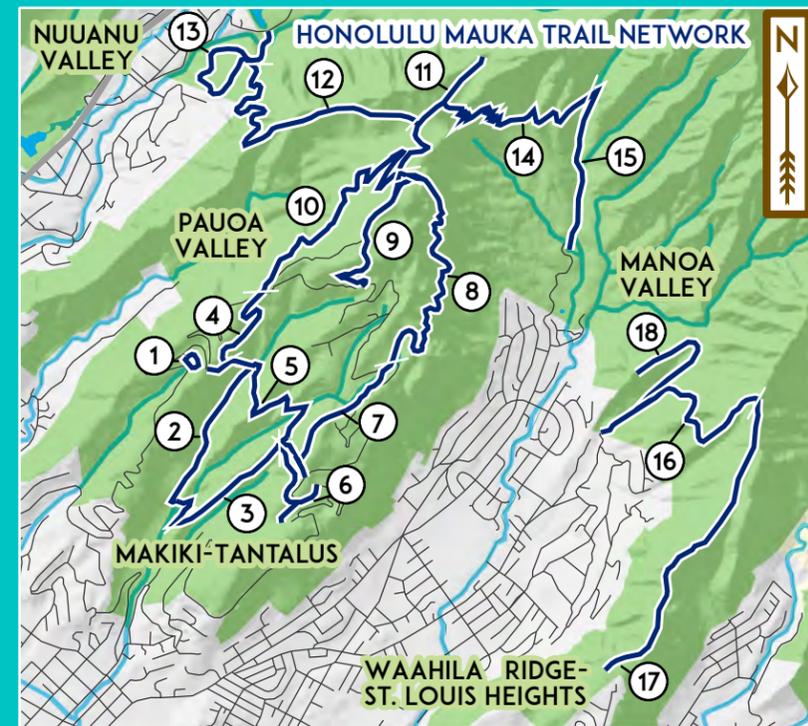
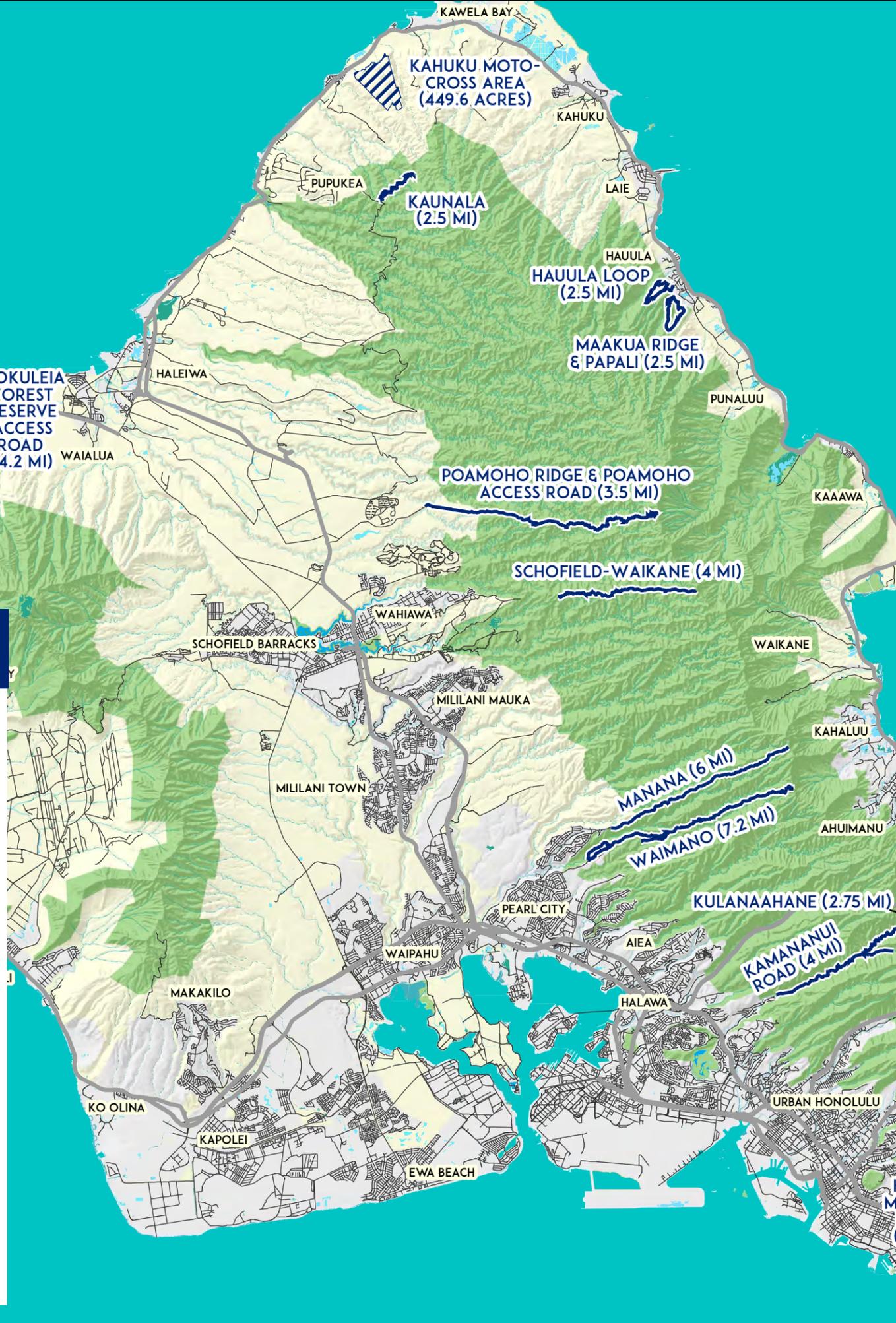
## LEGEND



- TRAILS
- OFF-ROAD VEHICLE AREAS
- AIEA CENSUS DESIGNATED PLACES (CDP)
- STATE ROUTES (HIGHWAYS)
- ARTERIAL ROADS
- STREAMS
- WATER-BODIES & WETLANDS**
- OCEAN
- ESTUARINE AND MARINE
- FRESHWATER EMERGENT
- FRESHWATER FORESTED/SHRUB
- FRESHWATER POND
- LAKE
- LAND USE ZONING (STATE)**
- AGRICULTURAL
- CONSERVATION
- URBAN



1 : 175,000 MAP SCALE. FOR ILLUSTRATION ONLY.



## 1 : 50,000 MAP SCALE

TRAIL NAME	MILES	TRAIL NAME	MILES
1. TANTALUS-ARBORETUM	0.25	10. KALAWAHINE	1.5
2. KANEALOLE	0.7	11. PAUOA FLATS	0.75
3. MAUNALAHA	0.7	12. NUUANU	1.5
4. NAHUINA	0.75	13. JUDD	0.75
5. MAKIKI VALLEY	1.1	14. AIHUALAMA	1.3
6. UALAKAA	0.5	15. MANOA FALLS	0.8
7. MOLEKA	0.75	16. KOLOWALU	1.0
8. MANOA CLIFF	2.3	17. WAAHILA	2.4
9. PUU OHIA	0.75	18. PUU PIA	0.75

