DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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TE 858199
TS21.068

August 6, 2021

Mr. Alvin Au
Executive Director
Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200
Honolulu, Hawaii 96813

Dear Mr. Au:

SUBJECT: Request for Concurrence on Functional Reclassification of Mokuola Street/Managers Drive/Lumiaina Street Route

The City and County of Honolulu, Department of Transportation Services (DTS) is requesting concurrence for the functional reclassification of Mokuola Street/Managers Drive/Lumiaina Street Route, which will be referred to as Managers Drive. The DTS recommends Managers Drive be reclassified from a local road to a minor collector.

Should you have any questions regarding this letter, please contact Bryan Lum at 768-8332.

Very truly yours,

J. Roger Morton
Director

Enclosures: Functional Reclassification Request Form and Attachment

cc: Kelly Akasaki, DTS Project Manager

FEDERAL FUNCTIONAL CLASSIFICATION REQUESTS

This form has been developed for use in all future requests for Federal Functional classification changes.

One form should be completed and submitted for each requested classification change. Functional classification changes require coordination with the Oahu MPO, if applicable.

Upon completion of the requested forms they should be submitted to the HDOT with a concurrence letter from the local government and any necessary maps or narrative to support the change.

1. COUNTY or CITY NAME	COUNTY or CITY NO. *(refer to Local Agency Guidelines)*
Honolulu	Honolulu
2. LOCAL AGENCY CONTACT PERSON	TELEPHONE NO.
Bryan Lum	(808) 768-8332
3. LOCAL NAME OF ROUTE	ROUTE NO. *(if State Route use SR No.)*
Mokuola Street/Managers Drive/Lumiaina Street	Not Assigned

4. TERMINI OF ROUTE *(Description and milepost (if available))*

FROM Farrington Highway TO Paiwa Street

LENGTH: Miles 2.1 miles

5. TYPE OF AREA *(Federal Aid Highway Urban Area)*: ☒ URBAN ☐ RURAL

6. EXISTING FUNCTIONAL CLASSIFICATION	PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION
Local Road	Minor Collector

(Urban Freeway/Expressway, Principal Arterial, Minor Arterial, Collector, Rural Major Collector, Rural Minor Collector, Local Access)

7. SPACING *(Distance to parallel Federal functionally classified route)* Miles: 2.1 miles

8. Average Trip Length N/A

9. EXISTING OR PROPOSED ROAD CHARACTERISTICS

Roadway Width (incl. shoulders): 44 ft.

Surfacing Type *(mark appropriate space)* ☐ Gravel ☒ ACP ☐ BST ☐ Earth ☐ Other:

10. TRAFFIC GENERATORS *(Generators that route serves – est. VPD)*

INDUSTRIAL: Employees 300 VPD 400

AIRPORTS: Annual Flights _____ VPD _____

SHIPPING POINTS: Annual Tons _____

RECREATIONAL: Annual Visitors _____ *(parks, lakes, beaches, etc.)*

AGRICULTURE AREAS: _____

MILITARY INSTALLATIONS: Type_____VPD _____

SHOPPING CENTER: No. Stores _____ VPD _____

OTHER: Type School VPD 500

COLLEGE OR UNIVERSITY: Enrollment 600

GOV. INSTITUTION: VPD _____

11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

N/A

12. TRAFFIC (at significant volume change locations)

Location See attached Existing Traffic _____ VPD

Future Traffic *(20 years)* _____ VPD

Location _____ Existing Traffic _____VPD

Future Traffic *(20 years)* _____ VPD

13. Written description of route *(general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)*

See attached for #12-16.

14. A brief description why the proposed change is requested and justification for the change.

15. Additional remarks to more fully explain the situation.

16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.

Attachment for Managers Drive Reclassification

10. Elementary School: 600 students and faculty, Filipino Community Center: 500-1,000 vpd, Small shops: 500 vpd

12. Traffic on Mokuola St: 9,000 vpd, Managers Dr: 6,000 vpd, Lumiaina St: 4,000 vpd

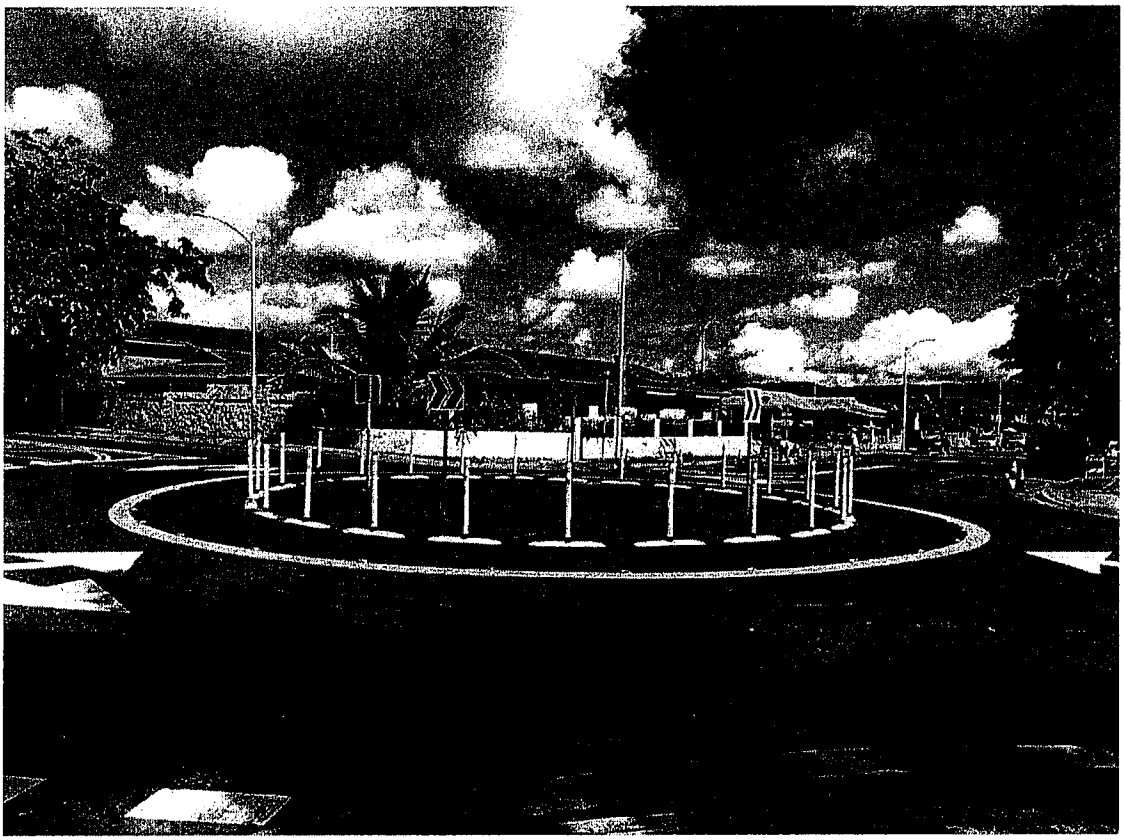
13. Mokuola Street/Managers Drive/Lumiaina Street route will be referred to as Managers Drive. The route is a 2.1 mile road. There is a travel lane and bike lane in both directions, with the exception of Lumiaina St, which has two travel lanes in both directions and no bike lanes. The posted speed limit is 25 mph. The cross section is 44' wide which carries throughout the road. Concrete sidewalks exist along both sides of the route. The roadway is comprised of asphalt. The route is located between Farrington Highway and Paiwa Street. The average daily traffic (ADT) is 6,000 to 10,000 vpd based on counts taken from 2006 to 2018. The route is not classified, however based on the ADT the route would be classified as a minor collector.

The Managers Drive route serves an industrial area, residential community, Filipino community center, district parks, and Waikele Elementary. Waikele Elementary is located on Lumiaina St and has 600 students and faculty. The route serves five bus routes (43, 99, 103, 432, & 434). Peak traffic along the route occurs in the morning and afternoon during rush hour and the start/end of school. Higher vehicular volumes are present on Mokuola St between Farrington Hwy and Lauko St where the industrial area, community center, and small shops & businesses are located. The route connects to Hikimoe Street Transit station for The Bus. It will also connect to the future rail station on Farrington Highway.

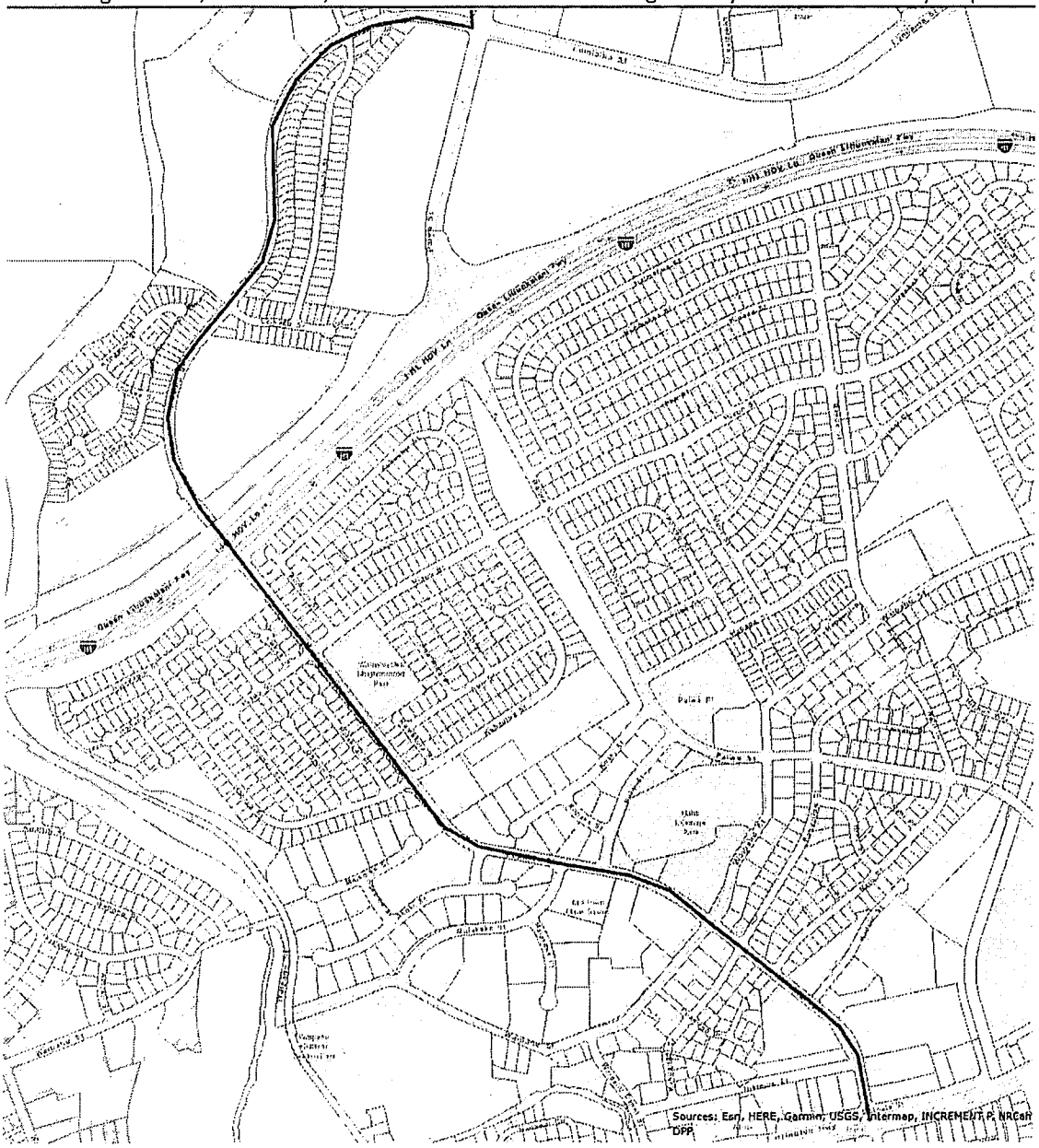
14. DTS proposes the route to be classified as a minor collector. Managers Drive and the overpass was built in 1998 to connect Waikele and Waipahu. The route is currently not classified on City & County of Honolulu or HDOT functional classification reports. DTS requests that Managers Drive be classified in order to receive federal funding for roadway improvements on the route. According to the 2011 AASHTO A Policy on Geometric Design of Highways and Streets, an urban collector road has a VPD of over 2000 and has bus routes. Managers Drive has an average ADT of 6,000 vpd taken in 2006 and has five bus routes. Trips are generated along the route from school, community center, industrial area with shops and businesses, and parks. Managers Drive carries traffic between Waipahu and Waikele to major collector roads and highways such as Paiwa St and Farrington Hwy.

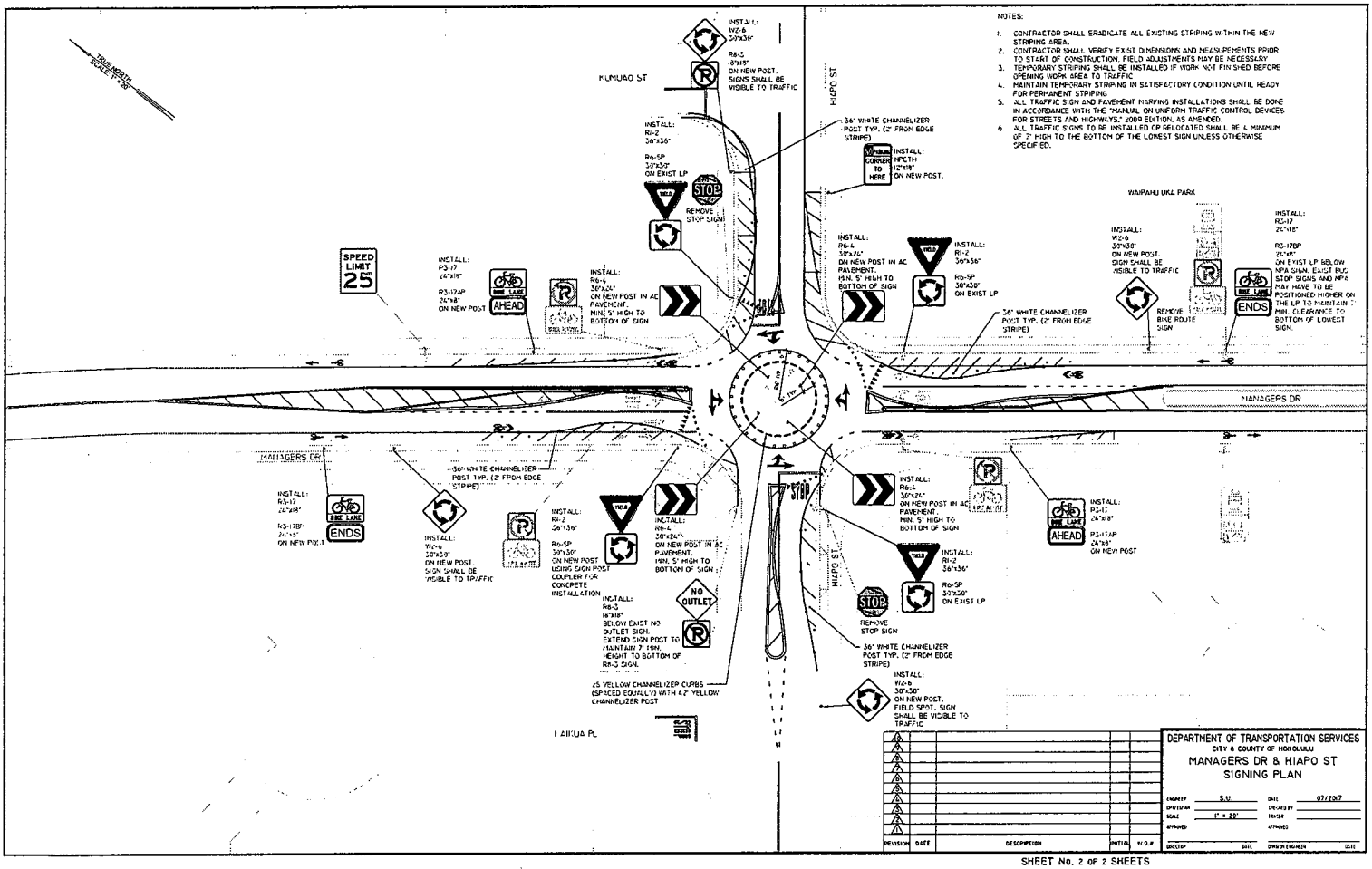
Planned future improvements to the route will take place at the Managers Dr and Hiapo St intersection. A permanent traffic circle with a concrete roundabout, crosswalks, roadway striping and signage, and pedestrian and bike improvements will be installed. A temporary traffic circle was installed in 2018 and is comprised of delineators and raised curb. See attached plans.

15. Pictures of current traffic circle at Managers Dr and Hiapo intersection.

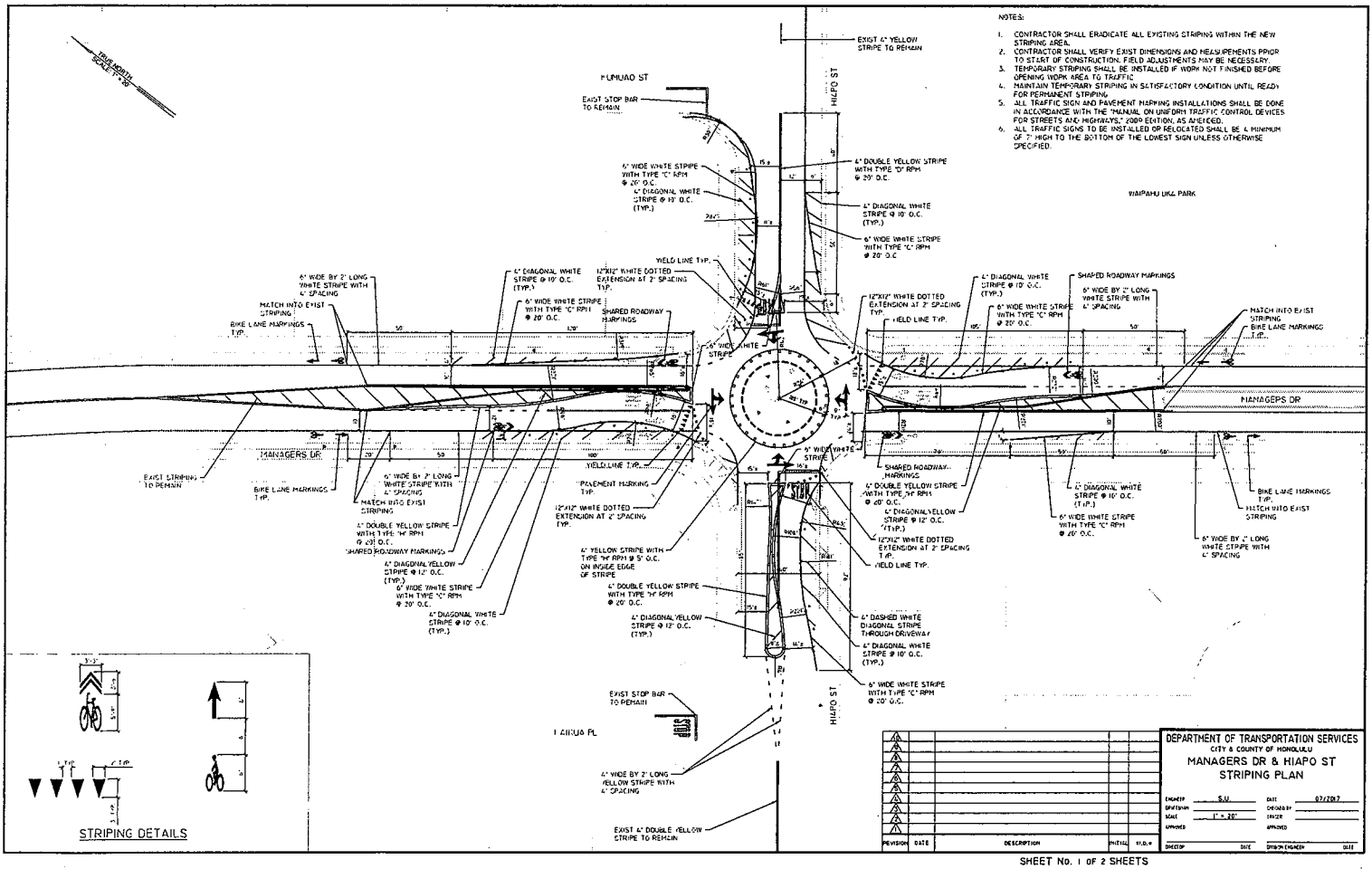


16. Managers Drive, Mokuola St, and Lumiaina St between Farrington Hwy to Paiwa St Vicinity Map





SHEET No. 2 OF 2 SHEETS



SHEET No. 1 OF 2 SHEETS

Ke Ala Imua:
O'ahu Regional Transportation Plan 2045 & FFYs 2022-2025 Transportation Improvement Program
Project and Program Evaluation
NEW PROJECT ONLY

Project Name: **Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges**

STEP 1: Project Consistency with the O'ahu Regional Transportation Plan

Is the project consistent with the O'ahu Regional Transportation Plan vision and goals? If yes, continue to step 2, if no, the project should not be evaluated, or amendments should be made prior to evaluation.

Y	Is the project or program consistent with the ORTP vision? * (Y/N)

EVALUATION NOTES
Application states that the project is consistent with the ORTP vision.

Y	Is the project or program consistent with at least one ORTP goal? * (Y/N)

EVALUATION NOTES
Application states that the project is consistent with Goal #1, Goal #4, Goal #5, and Goal #6.

*If the project is not consistent with the ORTP vision and at least one ORTP goal, the project or program should not be evaluated, or amendments should be made prior to evaluation

STEP 2: Project Evaluation

OahuMPO Staff and an evaluation committee reviews the technical score for each project based on the goals and objectives of the O'ahu Regional Transportation Plan.

Goal 1: Improve Safety

Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths & Objective 1.2 Reduce the rate of deaths and serious injuries of

people walking and biking

Evaluation Criteria 1.1.1: Increase safety by investing in safety improvements in high crash areas and projects and programs that intend on improving safety

POINTS	PROJECT CRITERIA
20	The project's primary or secondary intent is to improve the safety of the transportation system. AND Project location is in a high crash zone. OR The project's primary or secondary intent is to improve safety, but its location
0	The project's primary or secondary intent is to improve safety, BUT the project location is not in a high crash zone.
0	The project has no intention to improve the safety of the

EVALUATION NOTES
The application states that the secondary purpose of this project is to reduce the injuries and deaths related to earthquakes, by seismic retrofitting the existing bridge. A seismic retrofit project does not focus on reducing crashes, therefore this project was not evaluated to see whether it is in a high crash zone.

Bonus Points: Safety Project is Located in Census Block Group of Mobility Constrained Populations

POINTS	Project Location and Proximity to Concentration of Mobility Constrained Populations
0	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high
0	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high
0	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high
0	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high
0	Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high

Bonus Points: Safety Project is Located in a High Crash Pedestrian or Bicycle Zone

POINTS	Project Location and High Crash Pedestrian and Bicycle Zone
0	The project's primary or secondary intent is to improve the safety of the transportation system and the project location is in a high crash zone for people and walking and biking. (10 points)

20	Project Safety Score

Goal 2: Support Active and Public Transportation

Objective 2.1 Increase commute mode share of people using active transportation

Evaluation Criteria 2.1.1: Increase the share of people using active transportation by investing in projects and programs that add miles of pedestrian

facilities or improve existing pedestrian facilities

POINTS	PROJECT CRITERIA
0	Project adds pedestrian facilities OR project improves existing pedestrian facilities. (8 points)
0	Project does not add pedestrian facilities or improve existing pedestrian facilities. (0 points)
0	Project removes existing pedestrian facilities or makes it impossible to access pedestrian facilities. (-8 points)

Evaluation Criteria 2.1.2: Increase the share of people using active transportation by investing in projects and programs that add miles of bicycle facilities or improve existing bicycle facilities

POINTS	PROJECT CRITERIA
0	Project adds protected bicycle facilities OR project improves existing bicycle facilities. (6 points)
0	Project adds conventional bicycle facilities. (3 points)
0	Project does not add bicycle facilities or project adds a shared traffic lane. (0 points)
0	Project removes existing bicycle facilities or makes it impossible to access bicycle facilities. (-6 points)

Bonus Points: Pedestrian and/or Bicycle Project is Within Close Proximity to Schools

POINTS	PROJECT CRITERIA
0	Project adds pedestrian and/or bicycle facilities within 1 mile of an elementary or middle school. (3 points)

Bonus Points: Pedestrian and/or Bicycle Project is Within Close Proximity to Planned Rail Stations

POINTS	PROJECT CRITERIA
0	Project adds pedestrian and/or bicycle facilities within 1/2 mile of a planned rail station. (3 points)

Bonus Points: Protected Bicycle Facilities on High Stress Connections

POINTS	PROJECT CRITERIA
0	Project adds protected bicycle facilities on high stress connections (3 points)

0	Project Pedestrian and Bicycle Facilities Score

Objective 2.2 Increase commute mode share of people taking transit

Evaluation Criteria 2.2.1: Increase the share of people taking transit by investing in projects and programs that support TheBus, Handi-Van, and Rail

POINTS	PROJECT CRITERIA
0	Project is expected to moderately or significantly improve transit quality. (8 points)
0	Project is not expected to have any impact on transit quality. (0 points)

Bonus Points: Transit Project is Within Close Proximity to Schools

POINTS	Project Location and Proximity to Schools
0	Transit project is located within 1 mile of an elementary or middle school. (4 points)

0	Project Transit Score

Objective 2.3 Decrease commute mode share of people driving alone

Evaluation Criteria 2.3.1: Decrease the share of people driving alone by investing in projects and programs that encourage people not to drive alone

POINTS	PROJECT CRITERIA
0	Project expected to moderately or significantly decrease the share of people driving alone. (2 points)
0	Project is not expected to have a significant impact on the share of people driving alone. (0 points)
0	Project expected to moderately or significantly increase the share of people driving alone. (-2 points)

0	Project Decrease SOV Score

Goal 3: Promote an Equitable Transportation System

Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populations

Evaluation Criteria 3.1.1: Increase pedestrian, bicycle, and transit options for mobility constrained populations by investing in pedestrian, bicycle, and transit projects and programs that serve those populations

POINTS	Project Location and Proximity to Concentration of Mobility Constrained Populations
0	Pedestrian, bicycle, and/or transit project located in an area with a concentration of all five mobility constrained populations. (5 points)
0	Pedestrian, bicycle, and/or transit project located in an area with a concentration of four of five mobility constrained populations. (4 points)
0	Pedestrian, bicycle, and/or transit project located in an area with a concentration of three of five mobility constrained populations. (3 points)

0	Pedestrian, bicycle, and/or transit project located in an area with a concentration of two of five mobility constrained populations. (2 points)
0	Pedestrian, bicycle, and/or transit project located in an area with a concentration of one of five mobility constrained populations. (1 point)
0	Pedestrian, bicycle, and/or transit project is located in an area with no mobility constrained populations. (0 points)

0	Project Equity Score

Goal 4: Improve the Resiliency of the Transportation System

Objective 4.1 Provide redundant emergency access to all parts of O'ahu, especially for people and emergency responders with one road in and out

Evaluation Criteria 4.1.1: Increase redundant access by investing in projects and programs that help to provide redundant emergency access

POINTS	PROJECT CRITERIA
0	The project's primary intent is to provide redundant access for communities with one road in and one road out. (4 points)
0	The project's secondary intent is to provide redundant access for communities with one road in and one road out. (2 points)
0	The project has no intent to provide redundant access for communities with one road in and one road out. (0 points

Bonus Points: Project is in Singular Access Community

POINTS	Project is Located in a Singular Access Community
0	The project's primary or secondary intent is to provide redundant access and is located in a singular access community. (2 points)

0	Project Redundant Access Score

Objective 4.2 Reduce the long-term vulnerability of O'ahu's transportation facilities, particularly flooding and sea level rise caused by climate change and disaster risks, while being conscious of environmental and cultural impacts

Evaluation Criteria 4.2.1: Reduce long-term vulnerability of transportation facilities by investing in projects in areas most vulnerable to the impacts of climate change and disasters and programs that intend on reducing the long-term vulnerability of transportation facilities

POINTS	Project Location and Proximity to Concentration of Mobi
6	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities AND project location is in an area at risk of all vulnerability

EVALUATION NOTES

	project location is in an area at risk of an vulnerability measures OR project is a seismic retrofit or rockfall protection project. (6 points)
0	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities AND Project location is in an area at risk of three of the four vulnerability measures. (4.5 points)
0	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities AND project location is in an area at risk of two of the four vulnerability measures. (3 points)
0	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities AND project location is in an area at risk of one of the four vulnerability measures. (1.5 points)
0	The project has no intent to reduce the long-term vulnerability of transportation facilities. (0 points)

This project helps to improve the resiliency of the transportation system, by preparing the facility for earthquakes. The retrofit will help to prevent collapse of the facility in case of a credible earthquake. A seisimic retrofit project does not impact a transportation facility's vulnerability to the impacts of sea level rise, so the project's location was not evaluated relative to areas vulnerable to sea level rise.

Bonus Points: Project is in the Top 20 Projects in the Statewide Coastal Highway Program Report

POINTS	Project Prioritized in the Statewide Coastal Highway Program Report
0	Project is in the top 20 projects in the Statewide Coastal Highway Program Report. (3 points)

Bonus Points: Project intends to reduce the long-term vulnerability of transportation facilities and is Located in Census Block Group of Mobility Constrained Populations

POINTS	Project Location and Proximity to Concentration of Mobility Constrained Populations
0	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of Environmental Justice populations. (1 point)
0	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of persons with disabilities. (1 point)
0	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of zero car households. (1 point)
0	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of kūpuna. (1 point)

0	Project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of keiki. (1 point)

6	Project Vulnerability Score

Goal 5: Preserve and Maintain the Transportation System

Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways

Evaluation Criteria 5.1.1: Improve the condition of roadways, bridges, pathways, transit vehicles and facilities by investing in roadway and bridge projects prioritized by HDOT's Transportation Asset Management Plan, projects that aim to improve the condition of pathways and transit vehicles

POINTS	PROJECT CRITERIA	EVALUATION NOTES
20	The project's primary or secondary intent is to improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways AND roadway and bridge project is consistent with the priorities and recommendations in the HDOT's Transportation Asset Management Plan for pavement and bridge projects OR the transit, pedestrian, and/or bicycle project's primary intent is to maintain and/or improve the condition of existing transit vehicles, facilities, pedestrian, or bicycle infrastructure. (20 points)	This project is consistent with the priorities and recommendations of HDOT's TAMP because seismic retrofitting the existing bridge will strenghten the structure and reduce damage to it during earthquakes, thereby maintaing the condition of the improved bridge. This project is also located on an NHS bridge.
0	The project's primary or secondary intent is to improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways AND roadway and bridge project is not consistent with recommendations in the HDOT's Transportation Asset Management for priority pavement and bridge projects OR the transit, pedestrian, and/or bicycle project's secondary intent is to maintain and/or improve the condition of existing transit vehicles, facilities, pedestrian, or bicycle infrastructure. (10 points)	
0	The project has no intent on improving and/or maintaining roadways, bridges, transit vehicles and	

0	maintaining roadways, bridges, transit vehicles and facilities, and/or pathways. (0 points)

20	Project Maintenance Score

Goal 6: Support a Reliable and Efficient Transportation System

Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit

Evaluation Criteria 6.1.1: Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability

POINTS	PROJECT CRITERIA
4	Project location is on a designated freight route. (4 points)
0	Project location is not on a designated freight route. (0 points)

EVALUATION NOTES
Project location is on a designated freight route.

Evaluation Criteria 6.1.2: Improve reliability of Interstate and Non-Interstate highways, freight networks, and transit by investing in projects and programs with the intent of reducing and/or managing non-recurring congestion and transit delays

POINTS	PROJECT CRITERIA
4	The primary intent of the project is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit. (4 points)
0	The secondary intent of the project is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit. (2 points)
0	The project has no intent to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit. (0 points)

EVALUATION NOTES
The project application states that, the primary objective of this project is to retrofit the existing bridge to reduce damage to it during earthquakes, thereby making it more reliable, even during earthquakes.

8	Project Reliability Score

Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and transit

Evaluation Criteria 6.2.1: Improve efficiency by investing in projects on congested corridors, and corridors with high numbers of transit trips per hour, projects that improve the efficiency of transit, and programs that intend on improving the efficiency of the transportation system

POINTS	PROJECT CRITERIA
0	Project identified in the Congestion Management Process (CMP) OR The primary or secondary intent of the project is to improve the efficiency of transit OR projects not identified in the CMP but are on roadways with at least 4 bus trips per hour. (4 points)
0	Project is not identified in the CMP, but it's primary or secondary intent is to improve the efficiency of the transportation system. (2 points)
0	Project is not identified in the CMP and has no intent to improve the efficiency of the transportation system. (0 points)

0	Project Efficiency Score

Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets

Objective 7.1 Reduce ground transportation greenhouse gas emissions

Evaluation Criteria 7.1.1: Improve air quality by investing in projects and programs that reduce emissions, reduce VMT, do not add capacity, and increase access to non-auto modes

POINTS	PROJECT CRITERIA
0	Project expected to improve air quality. (5 points)
0	Project not expected to impact air quality. (0 points)
0	Project expected to moderately or significantly worsen air quality. (-5 points)

Bonus Points: Project expected to improve air quality and is located in census block group of mobility constrained populations

POINTS	Project Location and Proximity to Concentration of Mobility Constrained Populations
0	Project expected to improve air quality and is located in an area with a high concentration of Environmental Justice populations. (1 point)
0	Project expected to improve air quality and is located in an area with a high concentration of persons with disabilities. (1 point)
0	Project expected to improve air quality and is located in an area with a high concentration of zero car households. (1 point)
0	Project expected to improve air quality and is located in an area with a high concentration of kūpuna. (1 point)
0	Project expected to improve air quality and is located in an area with a high concentration of keiki. (1 point)

0	Project Air Quality Score

Objective 7.2 Enhance and protect cultural and natural resources

Evaluation Criteria 7.2.1: Enhance and protect cultural and natural resources by investing in projects located away from environmentally and culturally sensitive areas and programs that intend on enhancing and protecting these resources

POINTS	PROJECT CRITERIA	EVALUATION NOTES
4	Project location does not overlap with buffer areas for Conservation Resource Management Areas, Watershed Protection Priority Areas, Natural Resources Areas, or historic sites OR Project's primary or secondary intent is to enhance and/or protect cultural and/or natural resources. (4 points)	The project does not overlap with buffer areas for Conservation Resource Management Areas, Watershed Protection Priority Areas, Natural Resources Areas, or historic sites.
0	Project location overlaps with buffer areas for Conservation Resource Management Areas, Watershed Protection Priority Areas, Natural Resources Areas, or historic sites. (-4 points)	

4	Project Environmental and Cultural Assets Score

58	TOTAL SCORE

Ke Ala Imua:
O'ahu Regional Transportation Plan 2045 & FFYs 2022-2025 Transportation Improvement Program
Call for Projects and Programs
EXISTING PROJECT OR PROGRAM (FFYs 2019-2022 TIP and/or ORTP 2040)

Section 1 - General Information

Project Name	Interstate Route H-1, Waiawa Interchange to Halawa Interchange, Widening, Eastbound
Lead Agency	HDOT
ORTP and/or TIP ID#	208
Community by City and County of Honolulu Neighborhood Board Boundary	Aiea and Pearl City
Facility Name	Interstate H-1
Provide a brief description of the project or program	Widen Interstate Route H-1 to six lanes from the Waiau Interchange to the Halawa Interchange in the eastbound direction, and restore the current freeway lane width and shoulder standards.

Section 2 - Consistency with the ORTP 2045 Vision and Goals

Is the project or program consistent with the ORTP 2045 vision? *

Consistent? (MARK WITH X)	**ORTP 2045 Vision**
X	In 2045, O'ahu's path forward is multimodal and safe. All people on O'ahu can reach their destinations through a variety of transportation choices, which are reliable, equitable, healthy, environmentally sustainable, and resilient in the face of climate change.

Which ORTP goals is the project or program consistent with (must be consistent with at least one goal)? *

Consistent? (MARK WITH X)	ORTP 2045 Goals
X	Goal #1: Improve the safety of the transportation system
	Goal #2: Support active and public transportation
X	Goal #3: Promote an equitable transportation system
	Goal #4: Improve the resiliency of the transportation system
	Goal #5: Preserve and maintain the transportation system
X	Goal #6: Support a reliable and efficient transportation system
	Goal #7: Improve air quality and protect environmental and cultural assets

*If the project or program is not consistent with the ORTP vision and at least one ORTP goal, the project will not be evaluated, or amendments should be made prior to evaluation

Section 3 - Project Cost, Funding, and Timing

Budget Narrative

Total Project Cost Estimate in 2020 Dollars	$	251,000,000.00
Total Amount Obligated to Date	$	-
Total Amount Spent to Date	$	-
Total Amount Remaining to Complete Project	$	251,000,000.00

When will the project or program request monies? (MARK WITH "X"):

	FFYs 2022-2025
X	FFYs 2026-2030
	FFYs 2031-2035
	FFYs 2036-2040
	FFYs 2041-2045
	Not Sure

Based on your response above, please fill out EITHER OR BOTH the Short Range Projects AND the Mid and Long Range Projects Budget Table:

Budget Table - Mid and Long Range Projects (FFYs 2026-2045)					
FFY	Federal Fund Request	Local Match	Other Funding	Total Funding	Source of Match and Other Funding
2026-2030	$ 200,800,000.00	$ 50,200,000.00	$ -	$ 251,000,000.00	
2031-2035	$ -	$ -	$ -	$ -	
2036-2040	$ -	$ -	$ -	$ -	
2041-2045	$ -	$ -	$ -	$ -	
TOTAL	**$ 251,000,000.00**	$ 50,200,000.00	$ 251,000,000.00	$ 251,000,000.00	

Section 4 - Cost Estimation and Environmental Documentation

Source of Cost Estimate (MARK WITH "X"):

X	Rough Planning Estimate
	Detailed Planning Report
	Preliminary Design and Engineering
	DOT Estimate
	Other: Type here

Federal Funding Requested (MARK WITH "X"):

	YES, 100% of Cost
X	YES, 80% of Cost
	YES, Some Percent of Cost
	YES, 100% of Cost
	NO

Expected Environmental Document (MARK WITH "X"):

	Categorical Exclusion
	Environemntal Assessment
X	Environmental Impact Statement
	None
	Not Sure

Are matching funds available?

	YES, Funds are locally programmed
X	YES, Funds will be locally programmed
	NO
	OTHER: Type here

Section 5 - Applicant Contact

Project Manager			
Name	Ken Tatsuguchi	Email	ken.tatsuguchi@hawaii.gov
Title	Engineering Program Manager- Planning Branch	Phone	(808)-587-1830
Department	Transportation	Agency/Organization	Highways

Ke Ala Imua:
O'ahu Regional Transportation Plan 2045 & FFYs 2022-2025 Transportation Improvement Program
Call for Projects and Programs
NEW PROJECT OR PROGRAM

Section 1 - General Information

Project Name	Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges
Lead Agency	HDOT
Community by City and County of Honolulu Neighborhood Board Boundary	Kalihi Valley
Facility Name	Likelike Highway (Route 63)
Provide a brief description of the proposed improvements	All bridges identified to be potentially vulnerable to earthquake damage/collapse need to be analyzed and designed for retrofitting strategies to prevent their collapse during a credible earthquake. The type and scope of the retrofit work can only be determine through the analysis.

Section 2 - Consistency with the ORTP 2045 Vision and Goals and Other Studies or Plans

Is the project or program consistent with the ORTP 2045 vision? *

Consistent? (MARK WITH X)	**ORTP 2045 Vision**
X	In 2045, O'ahu's path forward is multimodal and safe. All people on O'ahu can reach their destinations through a variety of transportation choices, which are reliable, equitable, healthy, environmentally sustainable, and resilient in the face of climate change.

Which ORTP goals is the project or program consistent with (must be consistent with at least one goal)? *

Consistent? (MARK WITH X)	ORTP 2045 Goals
X	Goal #1: Improve the safety of the transportation system
	Goal #2: Support active and public transportation
	Goal #3: Promote an equitable transportation system
X	Goal #4: Improve the resiliency of the transportation system
X	Goal #5: Preserve and maintain the transportation system
X	Goal #6: Support a reliable and efficient transportation system
	Goal #7: Improve air quality and protect environmental and cultural assets

*If the project or program is not consistent with the ORTP vision and at least one ORTP goal, the project will not be evaluated, or amendments should be made prior to evaluation

Is the project or program a recommendation of a feasibility study, by OahuMPO, HDOT, or DTS, for example ?

				If yes, please list which plan(s) and if a link to the plan is available, please provide that here in addition to the page number the project/program can be found.
	Yes	X	No	

Is the project or program included in a comprehensive plan or other systems plan?

				If yes, please list which plan(s) and if a link to the plan is available, please provide that here in addition to the page number the project/program can be found.
X	Yes		No	Seismic Retrofit Program

Section 3 - Objectives, Purpose, and Need

Primary and Secondary Objectives

You may only choose one primary objective. Please place the letter "P" next to the objective that is the project or program's primary objective. You may choose as many secondary objectives that are applicable to the project or program. Please place the letter "S" next to the objective(s) that the project or program intends on achieving

S	Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths
	Objective 1.2 Reduce the rate of deaths and serious injuries of people walking and biking
	Objective 2.1 Increase commute mode share of people using active transportation
	Objective 2.2 Increase commute mode share of people taking transit
	Objective 2.3 Decrease commute mode share of people driving alone
	Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populations
	Objective 4.1 Provide redundant emergency access to all parts of Oʻahu, especially for people and emergency responders with one road in and out

S	Objective 4.2 Reduce the long-term vulnerability of Oʻahu's transportation facilities, particularly flooding and sea level rise caused by climate
S	Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways
P	Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit
	Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and transit
	Objective 7.1 Reduce ground transportation greenhouse gas emissions
	Objective 7.2 Enhance and protect cultural and natural resources

Provide a brief description as to how and why the project or program will meet the objective(s) indicated above.

Goal #1: Improve the safety of the transportation system
Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths
Objective 1.2 Reduce the rate of deaths and serious injuries of people walking and biking
Evaluation Criteria 1.1.1: Increase safety by investing in safety improvements in high crash areas and programs that intend on improving safety

How will the project or program improve safety of our transportation system?

Seismic retrofitting the existing bridge will reduce damage to it during earthquakes, thereby reducing injuries and/or deaths.

Goal #2: Support active and public transportation

Objective 2.1 Increase commute mode share of people using active transportation
Evaluation Criteria 2.1.1: Increase the share of people using active transportation by investing in projects and programs that add miles of pedestrian facilities or improve existing pedestrian facilities

How will the project or program increase the number of trips made by walking? Will this project improve connectivity with other modes and provide missing links? Include information about any new facilities or existing facilities that will be improved and will make it easier, safer, and more convenient and comfortable to walk.

Goal #2: Support active and public transportation
Objective 2.1 Increase commute mode share of people using active transportation
Evaluation Criteria 2.1.2: Increase the share of people using active transportation by investing in projects and programs that add miles of bicycle facilities or improve existing bicycle facilities

How will the project or program increase the number of trips made by biking? Will this project improve connectivity with other modes and provide missing links? Include information about any new facilities or existing facilities that will be improved and will make it easier, safer, and more convenient and comfortable to bike.

Goal #2: Support active and public transportation
Objective 2.2 Increase commute mode share of people taking transit
Evaluation Criteria 2.2.1: Increase the share of people taking transit by investing in projects and programs that support TheBus, Handi-Van, and Rail

How will the project or program improve transit quality, increase the number of trips made by transit, and impact transit access? Will this project improve connectivity with other modes and provide missing links? Include information about any new facilities or existing facilities that will be improved and will make it more convenient and comfortable to use transit.

Goal #2: Support active and public transportation
Objective 2.3 Decrease commute mode share of people driving alone
Evaluation Criteria 2.3.1: Decrease the share of people driving alone by investing in projects and programs that encourage people not to drive alone

How will the project or program decrease the number of trips made by people driving alone?

Goal #3: Promote an equitable transportation system
Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populati
Evaluation Criteria 3.1.1: Increase pedestrian, bicycle, and transit options for mobility constrained populations by investing in pedestrian, bicycle, and transit projects and programs that serve those populations

How will the project or program promote an equitable transportation system? If the program serves any of the five mobility constrained populations (Environmental Justice populations, persons with disabilities, zero car households, kūpuna (65 years of age and older), and/or keiki (below 18 years of age), please explain which populations, how, and why, here.

Goal #4: Improve the resiliency of the transportation system
Objective 4.1 Provide redundant emergency access to all parts of O‘ahu, especially for people and emergency responders with one road in and out
Evaluation Criteria 4.1.1: Increase redundant access by investing in projects and programs that help to provide redundant emergency access

How will the project or program increase redundant access? Please state here whether the project serves a singular access community, and if so, which community.

Goal #4: Improve the resiliency of the transportation system
Objective 4.2 Reduce the long-term vulnerability of O‘ahu's transportation facilities, particularly flooding and sea level rise caused by climate change and disaster risks, while being conscious of environmental and cultural impacts

Evaluation Criteria 4.2.1: Reduce long-term vulnerability of transportation facilities by investing in projects in areas most vulnerable to the impacts of climate change and disasters and programs that intend on reducing the long-term vulnerability of transportation facilities

How will the project or program reduce the vulnerability of our transportation facilities? Please state here whether the project is in the Top 20 Projects in the Statewide Coastal Highway Program Report. The report can be found here: https://hidot.hawaii.gov/highways/files/2019/09/State-of-Hawaii-Statewide-Coastal-Highway-Program-Report_Final_2019.pdf

This project will help to retrofit transportation facilities to help prevent collapse in case of a credible earthquake.

Goal #5: Preserve and maintain the transportation system
Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways
Evaluation Criteria 5.1.1: Improve the condition of roadways, bridges, pathways, transit vehicles and facilities by investing in roadway and bridge projects prioritized by HDOT's Transportation Asset Management Plan, projects that aim to improve the condition of pathways and transit vehicles and facilities, and programs that intend on maintaining and improving roadways, bridges, transit vehicles and facilities, and pathways.

How will the project or program improve improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways? If the project is a roadway or bridge project, please state here whether it is consistent with the priorities and recommendations in the HDOT's Transportation Asset Management Plan. The plan can be viewed here: https://hidot.hawaii.gov/highways/files/2019/06/HDOT_TAMP_Final_June2019.pdf

Seismic retrofitting the existing bridge will strenghten the structure and reduce damage to it during earthquakes, thereby maintaing the condition of the improved bridge. This is consistent with the with the priorities and recommendations of HDOT's TAMP. This is an NHS bridge.

Goal #6: Support a reliable and efficient transportation system
Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and tra
Evaluation Criteria 6.1.1: Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability

How will the project or program improve freight reliability? Please state here whether the project is on a designated freight corridor.

Seismic retrofitting the existing bridge will reduce damage to it during earthquakes, thereby making it more reliable, even during earthquakes. This bridge is on the NHS and a freight route.

Goal #6: Support a reliable and efficient transportation system
Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and tra
Evaluation Criteria 6.1.2: Improve reliability of Interstate and Non-Interstate highways, freight networks, and transit by investing in projects and programs with the intent of reducing and/or managing non-recurring congestion and transit delays

How will the project or program improve the reliability of our transportation system?

Seismic retrofitting the existing bridge will reduce damage to it during earthquakes, thereby making it more reliable, even during earthquakes. This bridge is on the NHS and a freight route.

Goal #6: Support a reliable and efficient transportation system
Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and tra

Evaluation Criteria 6.2.1: Improve efficiency by investing in projects on congested corridors, and corridors with high numbers of transit trips per hour, projects that improve the efficiency of transit, and programs that intend on improving the efficiency of the transportation system

How will the project or program improve the efficiency of our transportation system?

Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets
Objective 7.1 Reduce ground transportation greenhouse gas emissions
Evaluation Criteria 7.1.1: Improve air quality by investing in projects and programs that reduce emissions, reduce VMT, do not add capacity, and increase access to non-auto modes

How will the project or program improve air quality?

Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets
Objective 7.2 Enhance and protect cultural and natural resources
Evaluation Criteria 7.2.1: Enhance and protect cultural and natural resources by investing in projects located away from environmentally and culturally sensitive areas and programs that intend on enhancing and protecting these resources

How will the project or program enhance and/or protect environmentally and/or culutrally sensitive areas?

Purpose & Need Statement

Utilize the box below to address the purpose and need of the proposed project. Additional sheets can be attached, if necessary. Further guidance on what your purpose and need statement should include, is provided below.

Please include information about:

- Intended outcome that is expected if project is constructed or program is implemented
- Transportation problem(s) being addressed
- Any evidence that the transportation problem(s) exists, or will exist if projected population and planned land use growth are realized.

For example, any information about crash data, VMT, etc. should be provided here.

The purpose of the Seismic Retrofit Program is provide a means to upgrade existing seismically deficient highway bridges. Seismically deficient bridges can collapse during an earthquake and cause injuries/deaths as well as affect the economy of the impacted area. Therefore, all bridges that are in need of being retrofitted have been identified and prioritized with the most vulnerable ones programmed first.

Section 4 - Scope of Work (PROGRAMS MAY SKIP THIS SECTION)

Please describe the scope of work below.

If the project includes roadway elements, please describe proposed cross-section, including current number of lanes, proposed number of lanes and proposed medians or center turn lanes proposed Improvements in the box below.

All bridges identified to be potentially vulnerable to earthquake damage/collapse need to be analyzed and designed for retrofitting strategies to prevent their collapse during a credible earthquake. The type and scope of the retrofit work can only be determine throught the analysis.

Roadway, Transit, Bicycle and Pedestrian Elements

Roadway Elements (Mark with "X," choose as many as applicable)

Transit Elements (Mark with "X," choose as many as applicable)

	Roadway Widening (Additional Through Lanes)
	Roadway Widening (No Additional Through Lanes)
	ITS Improvements and/or Operational
	Corridor improvements
	Intersection Improvements
	New Roadway / Roadway Extension
	Maintenance
	Bridge replacement or rehabilitation
	Transit Only Lane
	Transit Landings or Bulb-Outs
	Transit Shelters with bike racks
X	Other: Seismic Retrofit

Is the project located on a designated freight route? Mark with "X," if applicable.

X	Yes

	No

	Transit Vehicle Purchase
	Facility Improvements
	Passenger Amenities
	Intelligent Transportation Systems (ITS)
	Other: Type here

Vehicle Use (Mark with "X," choose as many as applicable):

	Replacement
	Vanpool
	ADA Services
	Expand Vehicle Fleet
	Express Services
	Other: Type here

Type of Vehicle: Type here

Capacity of Vehicle: Type here

Pedestrian and Bicycle Elements

Type of Facility (Mark with "X," choose as many as applicable):

	New Facility
	Extension/Connector
	Amenities/Upgrades
	Intersection Improvements
	Safe Routes to School program
	Other: Type here

Proposed Features (Mark with "X," choose as many as applicable):

Type of Bike Facility (Mark with "X," choose as many as applicable):

	Protected Bike Lane
	Buffered Bike Lane
	Conventional Bike Lane
	Climbing Bike Lane
	Shoulder Bike Lane
	Improves existing bicycle facilities
	Other: Type here

Type of Pedestrian Facility (Mark with "X," choose as many as applicable)::

	Pedestrian Refuge
	Marked Crosswalks
	Pedestrian Indication (Signal)
	Other: Type here

	Sidewalk
	Ped. Refuge
	Ped. Indication (Signal)
	Marked Crosswalks
	Greenway
	Improves existing pedestrian facilities
	Other: Type here

Does the project remove existing pedestrian or bicycle facilities? Mark with "X," if applicable.

	Removes bicycle facilities

	Removes pedestrian facilities

Section 5 - Project Cost, Funding, and Timing

Budget Narrative

Total Project Cost Estimate in 2020 Dollars	$11,300,000

When will the project or program request monies? (MARK WITH "X"):

X	FFYs 2022-2025 (SHORT-RANGE)
X	FFYs 2026-2035 (MID-RANGE)
	FFYs 2036-2045 (LONG-RANGE)
	Not Sure

Based on your response above, please fill out EITHER OR BOTH the Short Range Projects AND the Mid and Long Range Projects Budget Table:

Budget Table - Short Range Projects (FFYs 2022-2025)

FFY	Proposed Phase	Federal Fund Request	Local Match	Other Funding	Total Funding	Source of Match and Other Funding
2025	PE1	$ 568,000.00	$ 142,000.00	$ -	$ 710,000.00	CIP
2026	PE2	$ 472,000.00	$ 118,000.00	$ -	$ 590,000.00	CIP
	TOTAL	$ 1,300,000.00	$ 260,000.00	$ -	$ 1,300,000.00	

Source of Cost Estimate (MARK WITH "X"):

X	Rough Planning Estimate
	Detailed Planning Report
	Preliminary Design and Engineering
	DOT Estimate
	Other: Type here

Federal Funding Requested (MARK WITH "X"):

	YES, 100% of Cost
X	YES, 80% of Cost
	YES, Some Percent of Cost
	YES, 100% of Cost
	NO

Expected Environmental Document (MARK WITH "X"):

X	Categorical Exclusion
	Environmental Assessment
	Environmental Impact Statement
	None
	Not Sure

Are matching funds available?

X	YES, Funds are locally programmed
	YES, Funds will be locally programmed
	NO
	OTHER: Type here

Section 6 - Applicant Contact

Project Manager: Dean Takiguchi

Email: dean.takiguchi@hawaii.gov

Title: Project Manager

Phone: 692-7614

Department: HWY-DB

Agency/Organization: HDOT

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O'ahu Regional Transportation Plan 2045
Unscored Mid-Range Projects and Programs

ORTP ID#	Project Name	Lead Agency	Project Type	Funding Request Timeframe	Total Request	Federal	Local	Application
5	Interstate Route H-1, Corridor Study, Short Term Improvements	DTS	Roadway Capacity	FFYs 2026-2035	$ 2,200,000.00	$ 1,760,000.00	$ 440,000.00	Application
204	Interstate Route H-1, New Interchange, Kapolei Interchange	HDOT	Roadway Capacity	FFYs 2026-2035	$ 116,000,000.00	$ 92,800,000.00	$ 23,200,000.00	Application
205	Farrington Highway (Route 7110), Widening, Golf Course Road to west of Fort Weaver Road	DTS	Roadway Capacity	FFYs 2026-2035	$ 110,400,000.00	$ 88,320,000.00	$ 22,080,000.00	Application
207	Kamehameha Highway (Route 99), Widening, Lanikuhana Avenue to Ka Uka Boulevard	HDOT	Roadway Capacity	FFYs 2026-2035	$ 160,300,000.00	$ 128,240,000.00	$ 32,060,000.00	Application
208	Interstate Route H-1, Waiawa Interchange to Halawa Interchange, Widening, Eastbound	HDOT	Roadway Capacity	FFYs 2026-2035	$ 251,000,000.00	$ 200,800,000.00	$ 50,200,000.00	Application
210	Makakilo Drive, Second Access, Makakilo Drive to Kualaka'i Parkway / Interstate Route H-1 Interchange	DTS	Roadway Capacity	FFYs 2026-2035	$ 83,900,000.00	$ 67,120,000.00	$ 16,780,000.00	Application
211	Kahekili Highway (Route 83) Improvements, Likelike Hwy to Kamehameha Hwy	HDOT	Roadway Capacity	FFYs 2026-2035	$ 112,000,000.00	$ 89,600,000.00	$ 22,400,000.00	Application
302	Kalaeloa Boulevard, Reconstruction and Widening; Lauwiliwili Street to Olai Street	DTS	Roadway Capacity	FFYs 2026-2035	$ 35,300,000.00	$ 28,240,000.00	$ 7,060,000.00	Application
303	Kapolei Parkway, Extension & Widening, Aliinui Drive to Kalaeloa Boulevard	DTS	Roadway Capacity	FFYs 2026-2035	$ 53,000,000.00	$ 42,400,000.00	$ 10,600,000.00	Application
606	Honolulu Urban Bus (HUB) Circulator System	DTS	Transit	FFYs 2026-2035	$ 83,100,000.00	$ 66,480,000.00	$ 16,620,000.00	Application
653	City Rail Rehabilitation and Fleet Expansion	DTS	Transit	FFYs 2026-2035	$ 329,828,348.50	$ 263,862,678.80	$ 65,965,669.70	Application
1 & 51	Oahu Bike Plan	DTS	Pedestrian/Bicycle	FFYs 2026-2035	$ 52,200,000.00	$ 41,760,000.00	$ 10,440,000.00	Application
101 & 151	Alternatives Projects	DTS	Pedestrian/Bicycle	FFYs 2026-2035	$ 97,600,000.00	$ 78,080,000.00	$ 19,520,000.00	Application
2 & 52	Intelligent Transportation Systems (ITS)	DTS	Other	FFYs 2026-2035	$ 56,100,000.00	$ 44,880,000.00	$ 11,220,000.00	Application
4 & 54	Transportation Demand Management (TDM) Program	DTS	Other	FFYs 2026-2035	$ 11,000,000.00	$ 8,800,000.00	$ 2,200,000.00	Application
504 & 553	City Operations and Maintenance (O&M): Roadways	DTS	Maintenance	FFYs 2026-2035	$ 593,000,000.00	$ 474,400,000.00	$ 118,600,000.00	Application
505 & 554	State Operations and Maintenance	HDOT	Maintenance	FFYs 2026-2035	$ 343,000,000.00	$ 274,400,000.00	$ 68,600,000.00	Application
601 & 651	Human Services Transportation Coordination Program	DTS	Transit	FFYs 2026-2035	$ 9,400,000.00	$ 7,520,000.00	$ 1,880,000.00	Application
603 & 654	TheBus Service, Expansion, Islandwide	DTS	Transit	FFYs 2026-2035	$ 473,650,000.00	$ 378,920,000.00	$ 94,730,000.00	Application
604 & 655	Transit Centers, Various Locations	DTS	Transit	FFYs 2026-2035	$ 42,000,000.00	$ 33,600,000.00	$ 8,400,000.00	Application
605 & 656	City Operations and Maintenance (O&M): Transit	DTS	Transit	FFYs 2026-2035	$ 6,518,000,000.00	$ 5,214,400,000.00	$ 1,303,600,000.00	Application

TOTAL UNSCORED MID-RANGE PROJECTS AND PROGRAMS	$ 9,532,978,348.50	$ 7,626,382,678.80	$ 1,906,595,669.70	

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O'ahu Regional Transportation Plan 2045
Unscored Long-Range Projects and Programs

ORTP ID#	Project Name	Lead Agency	Project Type	Funding Request Timeframe	Total Request	Federal	Local	Application
206	Kualaka'i Parkway (Route 8930), Extension, Interstate Route H-1 to Franklin D Roosevelt Avenue	HDOT	Roadway Capacity	FFYs 2036-2045	$ 20,000,000.00	$ 16,000,000.00	$ 4,000,000.00	Application
251	Fort Barrette Road (Route 901), Widening, Farrington Highway to Barber's Point Gate	HDOT	Roadway Capacity	FFYs 2036-2045	$ 50,000,000.00	$ 40,000,000.00	$ 10,000,000.00	Application
304	Kualaka'i Parkway (Route 8930), Widening, Interstate Route H-1 to Franklin D Roosevelt Avenue	HDOT	Roadway Capacity	FFYs 2036-2045	$ 180,000,000.00	$ 144,000,000.00	$ 36,000,000.00	Application
351	Farrington Highway (Route 93), Widening, Hakimo Road to Kalaeloa Boulevard	HDOT	Roadway Capacity	FFYs 2036-2045	$ 252,000,000.00	$ 201,600,000.00	$ 50,400,000.00	Application
352	Kamokila Boulevard	DTS	Roadway Capacity	FFYs 2036-2045	$ 28,700,000.00	$ 22,960,000.00	$ 5,740,000.00	Application
353	Fort Barrette Road	DTS	Roadway Capacity	FFYs 2036-2045	$ 13,200,000.00	$ 10,560,000.00	$ 2,640,000.00	Application
653	City Rail Rehabilitation and Fleet Expansion	DTS	Transit	FFYs 2036-2045	$ 136,426,940.00	$ 109,141,552.00	$ 27,285,388.00	Application
1 & 51	Oahu Bike Plan	DTS	Pedestrian/Bicycle	FFYs 2036-2045	$ 54,700,000.00	$ 43,760,000.00	$ 10,940,000.00	Application
101 & 151	Alternatives Projects	DTS	Pedestrian/Bicycle	FFYs 2036-2045	$ 364,700,000.00	$ 291,760,000.00	$ 72,940,000.00	Application
2 & 52	Intelligent Transportation Systems (ITS)	DTS	Other	FFYs 2036-2045	$ 152,400,000.00	$ 121,920,000.00	$ 30,480,000.00	Application
4 & 54	Transportation Demand Management (TDM) Program	DTS	Other	FFYs 2036-2045	$ 22,100,000.00	$ 17,680,000.00	$ 4,420,000.00	Application
504 & 553	City Operations and Maintenance (O&M): Roadways	DTS	Maintenance	FFYs 2036-2045	$ 883,600,000.00	$ 706,880,000.00	$ 176,720,000.00	Application
505 & 554	State Operations and Maintenance	HDOT	Maintenance	FFYs 2036-2045	$ 343,000,000.00	$ 274,400,000.00	$ 68,600,000.00	Application
601 & 651	Human Services Transportation Coordination Program	DTS	Transit	FFYs 2036-2045	$ 9,400,000.00	$ 7,520,000.00	$ 1,880,000.00	Application
603 & 654	TheBus Service, Expansion, Islandwide	DTS	Transit	FFYs 2036-2045	$ 473,650,000.00	$ 378,920,000.00	$ 94,730,000.00	Application
605 & 656	City Operations and Maintenance (O&M): Transit	DTS	Transit	FFYs 2036-2045	$ 10,007,816,238.06	$ 8,006,252,990.45	$ 2,001,563,247.61	Application
TOTAL UNSCORED LONG-RANGE PROJECTS AND PROGRAMS					$ 12,991,693,178.06	$ 10,393,354,542.45	$ 2,598,338,635.61	

Ke Ala Imua:
O'ahu Regional Transportation Plan 2045
Unscored Illustrative Projects and Programs

ORTP ID#	Project Name	Lead Agency	Project Type	Funding Request Timeframe	Estimated Total Cost	Federal	Local	Application
701	Interstate Route H-1, On- & Off-Ramp Modifications, Various Locations	HDOT	Roadway Capacity	Illustrative	$ 108,000,000.00	$ -	$ -	Application
702	Kunia Road (Route 750), Widening and Interchange Improvement, Wilikina Drive to Farrington Highway	HDOT	Roadway Capacity	Illustrative	$ 348,900,000.00	$ -	$ -	Application
704	Interstate Routes H-1 and H-2, Operational Improvements, Waiawa Interchange	HDOT	Roadway Capacity	Illustrative	$ 112,100,000.00	$ -	$ -	Application
706	Nimitz Highway (Route 92), High Occupancy Vehicle (HOV) Flyover, Keehi Interchange to Pacific Street	HDOT	Roadway Capacity	Illustrative	$ 537,500,000.00	$ -	$ -	Application
708	Waianae, Second Access, Farrington Highway to Kunia Road	HDOT	Roadway Capacity	Illustrative	$ 1,269,000,000.00	$ -	$ -	Application
709	Makakilo Mauka Frontage Road, New Roadway, Kalaeloa Boulevard to Makakilo Drive	HDOT	Roadway Capacity	Illustrative	$ 18,200,000.00	$ -	$ -	Application
751	Fixed Guideway, Kapolei	HART	Transit	Illustrative	$ 2,593,000,000.00	$ -	$ -	Application
752	Fixed Guideway, Ala Moana to UH Manoa and Waikiki	HART	Transit	Illustrative	$ 2,374,000,000.00	$ -	$ -	Application
753	Fixed Guideway, Ewa Beach	HART	Transit	Illustrative	$ 2,367,000,000.00	$ -	$ -	Application
754	Fixed Guideway, Central Oahu	HART	Transit	Illustrative	$ 2,598,000,000.00	$ -	$ -	Application
755	Fixed Guideway, Salt Lake	HART	Transit	Illustrative	$ 2,433,000,000.00	$ -	$ -	Application
TOTAL UNSCORED ILLUSTRATIVE PROJECTS					$ 14,758,700,000.00	$ -	$ -	