

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2022 – 2025

Revision 17
Amendment

December 2023



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ABBREVIATIONS

Acronyms

ADA	Americans with Disabilities Act
CAC	Citizen Advisory Committee
CFR	Code of Federal Regulations
CMP	Congestion Management Process
DDC	City and County of Honolulu Department of Design and Construction
DTS	City and County of Honolulu Department of Transportation Services
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FFY	Federal Fiscal Year (October 1- September 30)
HART	Honolulu Authority for Rapid Transportation
HDOT	Hawaii Department of Transportation
HSIP	Highway Safety Improvement Program
IGR	Intergovernmental Review
OahuMPO	Oahu Metropolitan Planning Organization
OCCSR	City and County of Honolulu Office of Climate Change, Sustainability and Resiliency
ORTP	Oahu Regional Transportation Plan
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TIP	Transportation Improvement Program
T6	Title VI of the Civil Rights Act of 1964
U.S.C.	United States Code

Funding Categories

Federal Highway Administration (FHWA)

Bridge OS	Bridge Off-System
Earmark	Earmark
FHWA Grant	FHWA Competitive Grants
FLAP	Federal Lands Highway Discretionary
HIP-BFP	Highway Infrastructure Program - Bridge Formula Program
HIP-CPF/CDS	Highway Infrastructure Program - Community Project Funding / Congressionally Directed Spending
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
RHCP	Railway Highway Crossing Program
STBG	Surface Transportation Block Grant Program
STP Enhance	Surface Transportation Program Enhancement
TA	Transportation Alternatives Set-Aside

Federal Transit Administration (FTA)

\$5307/5340	Urbanized Area Formula Grants / Growing States/High Density States Program
\$5309	Capital Investment Grants
\$5310	Enhanced Mobility of Seniors & Individuals with Disabilities
\$5329	State Safety Oversight Program
\$5337	State of Good Repair Program
\$5339	Bus and Bus Facilities Program
FTA Grant	FTA Competitive Grants
Discretionary	Congressional Discretionary Spending

Local

Local	Local Funds
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Project Phases (In Chronological Order)

H RTP	Honolulu Rail Transit Project
PLN	Planning
PE1	Preliminary Engineering – Part 1: Environmental Clearances and Design Work
PE2	Preliminary Engineering – Part 2: Final Design
DES	Design
PREROW	Preliminary Right-of-Way Activities
ROW	Right-of-Way Acquisition
PE2/CON	Final Design-Build
DES/CON	Design-Build
ADVCON	Advance Construction
CON	Construction
EQP	Equipment acquisition
REL	Relocation expenses
OPR	Operation expenses
INSP	Inspection

INTRODUCTION

The Transportation Improvement Program (TIP) is a short-term program, which lists all surface transportation projects or phases of projects on the island of Oahu that:

- Are regionally significant projects
- Use Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding for projects including transportation alternatives, transit improvements, Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP), Highway Safety Improvement Program (HSIP), trails, pedestrian walkways, and bicycle facilities except the following:
 - Safety projects under the Highway Safety Program and the Motor Carrier Safety Assistance Program
 - Metropolitan planning projects under the Unified Planning Work Program
 - State planning and research projects under State Planning and Research and Planning Programs
 - Emergency relief projects (except those involving substantial functional, locational, or capacity changes)
 - National planning and research projects under Technical Assistance and Workforce Development
 - Project management oversight projects under Project Management Oversight
- Require action by the FHWA or FTA (e.g., adding a freeway interchange with non-Federal funds)

Each project or project phase in the TIP must be consistent with the Oahu Regional Transportation Plan (ORTP). Projects or phases of projects can only be included if full funding can reasonably be anticipated to be available within the time period for completion of the project. Fiscal constraint must be demonstrated and maintained by year and include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues. The TIP is also required to include a financial plan that demonstrates how the TIP can be implemented, identifies funding sources that are reasonably expected to be made available and any additional financing needed to carry out the TIP.

The TIP covers a period of four years plus two additional years for informational purposes. The TIP is updated every three years to provide a one-year overlap between updates and revised at least twice every Federal fiscal year (FFY) or as needed which is compatible with the Statewide Transportation Improvement Program (STIP) development and revision process. The TIP expires when the FHWA/FTA approval of the STIP expires.

REVISION PROCESS

Between updates every three years, the TIP is revised twice a year following the Semi-Annual Revision Schedule or as needed (e.g., in response to natural and other disasters, situations where federal funds are at risk or become available) using an Out-of-Cycle Revision Schedule with processing time subject to the type of change described below. Either schedule is compatible with the STIP revision process.

A minor change is an Administrative Modification while a major change is an Amendment.

An Administrative Modification is a minor change in cost to a project or project phase, a minor change to funding sources, a minor change to the start or end date of a project or project phase, a minor change in design concept or design scope, minor corrections, or adding, modifying, or removing a project or project phase involving advance construction. This revision does not require public review and comment or a redemonstration of fiscal constraint. An Administrative Modification does not require recommendation by the CAC and TAC or Policy Board approval. However, the Policy Board will be provided a copy of the Administrative Modification.

An Amendment is a major change to a project or project phase including the addition or deletion of a project, a major change in cost to a project or project phase, a major change to the start or end date of a project or project phase, a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to a project that is included only for illustrative purposes does not require an Amendment. This revision requires a public review and comment period and a redemonstration of fiscal constraint. An Amendment requires recommendation by the CAC and TAC for Policy Board approval.

The OahuMPO will determine the type of revision using the Administrative Modification and Amendment Decision Table below. If the type of revision cannot be determined, the OahuMPO will consult with the partner agencies. Misspellings, typos, and other data entry errors will be corrected by the OahuMPO in cooperation with the partner agencies and is not considered

a revision.

Administrative Modification and Amendment Decision Table

Type of Change	A. Administrative Modification	B. Amendment
1. Adding or removing a project in the first four years of the TIP		X
2. A major change in cost to a project or project phase in the first four years of the TIP that exceeds both \$10 million and 25% of the estimated total project cost before the proposed increase, excluding the current inflation rate ¹		X
3. A major change to the start or end date of a project or project phase: 3.1. Moving a project to the illustrative years 3.2. Deferring a project phase to a year that is outside of the first four years of the TIP when there are no other project phases in the first four years		X
4. A major change in design concept or design scope: 4.1 Changing project termini 4.2 Changing the number of through traffic lanes 4.3 Changing the number of stations in the case of fixed guideway transit projects 4.4 Changing the purpose and need (e.g., shoreline protection to capacity) 4.5 Changing between replacement buses and expansion buses 4.6 Adding a project phase to an existing project with major changes in cost defined in B.2		X

Type of Change	A. Administrative Modification	B. Amendment
5. A major change in funding sources: 5.1. Transferring (flexing) funds between Federal agencies that is greater than \$10 million		X
6. A minor change in design concept or design scope: 6.1. Splitting or grouping projects as long as the design concept or design scope remains unchanged with minor changes in cost to a project or project phase defined in A.8 6.2. Adding or deleting projects from grouped listings as long as the design concept or design scope remains unchanged with minor changes in cost to a project or project phase defined in A.8 6.3. Changing the design scope to accommodate prescribed actions under NEPA. 6.4. Adding a project phase to an existing project with minor changes in cost defined in A.8	X	
7. Changes to a project or project phase that is included only for illustrative purposes	X	
8. A minor change in cost to a project or project phase in the first four years of the TIP that is below the thresholds defined in B.2	X	

Type of Change	A. Administrative Modification	B. Amendment
<p>9. A minor change to funding sources:</p> <p>9.1. Transferring (flexing) funds between Federal agencies that is below the threshold defined in B.5.1</p> <p>9.2. Changing funding sources within the same Federal agency</p> <p>9.3. Changing funding sources between Federal, local, and state agencies</p> <p>9.4. Adding discretionary funds (e.g., congressional earmarks)</p>	X	
<p>10. A minor change to the start or end date of a project or project phase:</p> <p>10.1. Advancing a project from the programmed year</p> <p>10.2. Deferring a project to a later year within the first four years of the TIP</p> <p>10.3. Deleting or deferring a project phase to a year outside of the first four years of the TIP as long as another phase of the project remains within the first four years and the design concept or design scope remains unchanged</p>	X	
11. Adding, modifying, or removing a project or project phase involving advance construction	X	

1. Approved by the OahuMPO Policy Board on February 28, 2023, on the condition that the cost threshold for a major change to a project or project phase (see 2.B in the Administrative Modification and Amendment Decision Table) will automatically revert from \$10 million to \$5 million at the end of one year from the approval date unless approved by the Policy Board on a permanent basis.

Semi-Annual Revision Schedule - Administrative Modification

Activity	Fall Revision	Spring Revision
OSR meetings	October	March
Agencies submit revisions	November	April
Development of the draft TIP revision	November - December	April - May
TIP approval, STIP incorporation, and FHWA/FTA approval	January	June
Total processing time	4 months	4 months

Semi-Annual Revision Schedule - Amendment

Activity	Fall Revision	Spring Revision
OSR meetings	October	March
Agencies submit revisions	November	April
Development of the draft TIP revision	November - December	April - May
Public comment and intergovernmental review	December - January	May - June
Response to comments	January	June
Committees and Policy Board	February	July
TIP approval, STIP incorporation, and FHWA/FTA approval	March	August
Total processing time	6 months	6 months

Out-of-Cycle Revision Schedule

Activity	Administrative Modification	Amendment
Agencies submit revisions	1-3 days	1-3 days
Development of the draft TIP revision	At least 1 week	At least 2 weeks due to technical analysis (e.g., CMP, fiscal constraint, new project scoring, and T6/EJ analysis)
Public comment and intergovernmental review		2 weeks
Response to comments		1 week
Committees and Policy Board		At least 4 weeks due to the Committees and Policy Board schedule
TIP approval, STIP incorporation, and FHWA/FTA approval	At least 1 week	At least 1 week
Total processing time	At least 2 weeks	At least 10 weeks

REVISION HISTORY

The TIP FFYs 2022-2025 was approved by the Policy Board in July 2021 and has been revised 16 times through December 2023. A summary is provided in the table below.

Revision #	Revision Type	Date	# Of Projects Modified	# Of Projects Removed	# Of Projects Added	Total # Of Projects Revised
1	Pre-Approved Administrative Modification	January 2022	37	0	0	37
2	Expedited Administrative Modification	February 2022	6	0	0	6
3	Amendment	February 2022	6	1	6	13
4	Pre-Approved Administrative Modification	May 2022	19	0	0	19
5	Expedited Administrative Modification	June 2022	1	0	0	1
6	Amendment	June 2022	3	1	4	8
7	Expedited Administrative Modification	July 2022	1	0	0	1
8	Pre-Approved Administrative Modification	September 2022	1	0	0	1
9	Pre-Approved Administrative Modification	December 2022	34	0	0	34
10	Expedited Administrative Modification	March 2023	2	0	0	2
11	Amendment	March 2023	5	0	10	15
12	Administrative Modification	March 2023	1	0	0	1
13	Administrative Modification	April 2023	2	0	0	2
14	Administrative Modification	May 2023	31	0	0	31
15	Amendment	May 2023	4	3	6	13
16	Administrative Modification	December 2023	34	0	0	34
Total			187	5	26	218

REVISIONS

The following tables list the revisions grouped by the type of federal funding (e.g., FHWA, FTA) and project sponsor (e.g., HDOT, DTS).

FHWA Funded Projects: Hawaii Department of Transportation

Project #	Project Name	Revision Details
OS1	Bridge and Pavement Improvement Program, Oahu	H1 Airport Viaduct Rehab - Request to extend \$1M for AC in FFY 2023 and FFY 2024 (A.11).
OS1	Bridge and Pavement Improvement Program, Oahu	Request to add 2 new projects: Kamehameha Highway Resurfacing, Laiewai Bridge to Waipuhi Bridge Project and the Interstate Rte H-1 Improvements, Vic of Pearl City Viaduct to Waimalu Viaduct Project using obligated SMP funds for ADVCON and CON (B.4.6).
OS1	Bridge and Pavement Improvement Program, Oahu	Request to add the Asphalt Pavement Preservation, Resurfacing and Reconstruction at Various Locations Program using old obligated SMP funds for ADVCON (A.11).
OS-21-43	Kamehameha Highway (Route 99) Seismic Retrofit, Pearl Harbor Interchange, Structure #2	Request to remove this project since it is no longer needed due to the updated seismic retrofit assessment (B.1).
OS-21-44	Pali Highway Rockfall Mitigation, Vicinity of MP 6.10 to MP 6.55	Request to remove this project as it will be combined with project OS-21-45 (B.1).
OS-23-71	Interstate Route H-1, McCully Street Separation Bridge Repair and Painting, Phase 1	Request to add the Interstate Route H-1, McCully Street Separation Bridge Repair and Painting, Phase 1 project to the TIP FFYs 2022-2025 at an estimated total project cost of \$12,100,000 using HIP-BFP funds (B.1).
OS-23-72	Interstate Route H-3, Safety Improvements, Harano Tunnel North Portal to Kionaole Road Overpass	Request to add the Interstate Route H-3, Safety Improvements, Harano Tunnel North Portal to Kionaole Road Overpass project to the TIP FFYs 2022-2025 at an estimated total project cost of \$3,500,000 using HSIP funds (B.1).
OS-23-73	Kamehameha Highway (Route 83) Intersection Improvements at Waihee Road	Request to add the Kamehameha Highway (Route 83) Intersection Improvements at Waihee Road project to the TIP FFYs 2022-2025 at an estimated total project cost of \$9,400,000 using HSIP funds (B.1).
OS-23-74	Moanalua Freeway (Route 78), Aiea Interchange No. 2 Repair and Painting	Request to add the Moanalua Freeway (Route 78), Aiea Interchange No. 2 Repair and Painting project to the TIP FFYs 2022-2025 at an estimated total project cost of \$12,000,000 using HIP-BFP funds (B.1).
OS-23-75	Sand Island Access Road (Route 64), Honolulu Bascule Bridge Repair and Painting	Request to add the Sand Island Access Road (Route 64), Honolulu Bascule Bridge Repair and Painting project to the TIP FFYs 2022-2025 at an estimated total project cost of \$33,300,000 using HIP-BFP funds (B.1).

FINANCIAL PLAN

A financial plan is required to be financially constrained by each program year and include sufficient financial information for demonstrating that projects can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. Revenue and cost estimates use a current inflation rate to reflect year of expenditure dollars developed cooperatively by the OahuMPO, HDOT, DTS, and HART.

The tables below show the revenue by funding source and expenditures by project phases for all projects in TIP FFYs 2022-2025 As of Revision 17 for each program year, including the total for FFYs 2022-2025.

Revenue: FFY 2022 (x1000)			
Funding Category	Total	Federal	Local
\$5307/\$5340	\$62,935	\$50,348	\$12,587
\$5309	\$70,000	\$70,000	\$0
\$5310	\$1,331	\$1,088	\$243
\$5329	\$672	\$537	\$135
\$5337	\$1,763	\$1,410	\$353
\$5339	\$4,325	\$3,460	\$865
Bridge OS	\$1,780	\$1,200	\$580
Discretionary	\$0	\$0	\$0
Earmark	\$0	\$0	\$0
FHWA Grant	\$0	\$0	\$0
HIP-BFP	\$0	\$0	\$0
HIP-CPF/CDS	\$0	\$0	\$0
HSIP	\$15,950	\$17,707	-\$1,757
Local	\$22,520	\$0	\$22,520
NHPP	\$86,150	\$140,032	-\$53,882
RHCP	\$0	\$0	\$0
STBG	\$81,743	\$14,760	\$66,983
STP Enhance	\$0	\$3,457	-\$3,457
TA	\$0	\$0	\$0
TOTAL	\$349,169	\$303,999	\$45,170

Expenditures: FFY 2022 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$70,000	\$70,000	\$0
PLN	\$0	\$0	\$0
PE1	\$2,750	\$1,080	\$1,670
PE2	\$736	\$501	\$235
PE1/PE2	\$0	\$0	\$0
PE2/CON	\$0	\$0	\$0
DES	\$2,145	\$1,492	\$653
ROW	\$10	\$0	\$10
ADVCON	\$0	\$114,646	-\$114,646
CON	\$193,466	\$51,785	\$141,681
EQP	\$69,568	\$55,654	\$13,914
OPR	\$5,809	\$5,096	\$713
INSP	\$4,685	\$3,745	\$940
TOTAL	\$349,169	\$303,999	\$45,170

Revenue: FFY 2023 (x1000)			
Funding Category	Total	Federal	Local
\$5307/\$5340	\$79,959	\$57,197	\$22,762
\$5309	\$0	\$0	\$0
\$5310	\$1,363	\$1,090	\$273
\$5329	\$1,144	\$915	\$229
\$5337	\$1,884	\$1,513	\$371
\$5339	\$12,544	\$9,081	\$3,463
Bridge OS	\$3,640	\$2,400	\$1,240
Discretionary	\$63,750	\$63,750	\$0
Earmark	\$0	\$4,400	-\$4,400
FHWA Grant	\$0	\$0	\$0
HIP-BFP	\$1,250	\$1,000	\$250
HIP-CPF/CDS	\$250	\$200	\$50
HSIP	\$2,035	\$1,630	\$405
Local	\$22,230	\$0	\$22,230
NHPP	\$179,642	\$65,448	\$114,194
RHCP	\$2,300	\$2,070	\$230
STBG	\$100,303	\$81,362	\$18,941
STP Enhance	\$0	\$0	\$0
TA	\$110	\$88	\$22
TOTAL	\$472,404	\$292,144	\$180,260

Expenditures: FFY 2023 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$101,250	\$93,750	\$7,500
PLN	\$110	\$88	\$22
PE1	\$8,997	\$5,118	\$3,879
PE2	\$1,345	\$30	\$1,315
PE1/PE2	\$4,500	\$3,600	\$900
PE2/CON	\$0	\$0	\$0
DES	\$3,640	\$2,400	\$1,240
ROW	\$1,765	\$588	\$1,177
ADVCON	\$0	\$45,400	-\$45,400
CON	\$298,298	\$98,539	\$199,759
EQP	\$44,751	\$35,991	\$8,760
OPR	\$6,257	\$5,455	\$802
INSP	\$1,491	\$1,185	\$306
TOTAL	\$472,404	\$292,144	\$180,260

Revenue: FFY 2024 (x1000)			
Funding Category	Total	Federal	Local
\$5307/\$5340	\$208,987	\$153,051	\$55,936
\$5309	\$495,000	\$375,000	\$120,000
\$5310	\$3,290	\$2,632	\$658
\$5329	\$595	\$475	\$120
\$5337	\$3,624	\$2,899	\$725
\$5339	\$76,771	\$63,986	\$12,785
Bridge OS	\$2,913	\$1,952	\$961
Discretionary	\$0	\$0	\$0
Earmark	\$0	\$0	\$0
FHWA Grant	\$0	\$0	\$0
HIP-BFP	\$19,500	\$3,600	\$15,900
HIP-CPF/CDS	\$23,469	\$20,775	\$2,694
HSIP	\$1,795	\$2,655	-\$860
Local	\$21,000	\$0	\$21,000
NHPP	\$162,990	\$94,105	\$68,885
RHCP	\$0	\$0	\$0
STBG	\$76,003	\$43,908	\$32,095
STP Enhance	\$0	\$0	\$0
TA	\$20,497	\$16,397	\$4,100
TOTAL	\$1,116,434	\$781,435	\$334,999

Expenditures: FFY 2024 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$525,000	\$400,000	\$125,000
PLN	\$0	\$0	\$0
PE1	\$25,185	\$19,382	\$5,803
PE2	\$17,041	\$12,192	\$4,849
PE1/PE2	\$1,500	\$200	\$1,300
PE2/CON	\$16,601	\$3,281	\$13,320
DES	\$3,652	\$2,206	\$1,446
ROW	\$2,693	\$1,354	\$1,339
ADVCON	\$0	\$57,517	-\$57,517
CON	\$351,441	\$143,287	\$208,154
EQP	\$131,535	\$110,863	\$20,672
OPR	\$33,073	\$26,907	\$6,166
INSP	\$8,713	\$4,246	\$4,467
TOTAL	\$1,116,434	\$781,435	\$334,999

Revenue: FFY 2025 (x1000)			
Funding Category	Total	Federal	Local
§5307/§5340	\$148,566	\$110,327	\$38,239
§5309	\$165,000	\$125,000	\$40,000
§5310	\$2,110	\$1,688	\$422
§5329	\$625	\$500	\$125
§5337	\$1,866	\$1,493	\$373
§5339	\$29,362	\$23,708	\$5,654
Bridge OS	\$2,880	\$1,930	\$950
Discretionary	\$0	\$0	\$0
Earmark	\$0	\$0	\$0
FHWA Grant	\$43,872	\$35,098	\$8,774
HIP-BFP	\$6,970	\$8,576	-\$1,606
HIP-CPF/CDS	\$4,350	\$3,480	\$870
HSIP	\$2,000	\$1,600	\$400
Local	\$28,801	\$0	\$28,801
NHPP	\$64,499	\$102,123	-\$37,624
RHCP	\$0	\$0	\$0
STBG	\$64,761	\$57,408	\$7,353
STP Enhance	\$0	\$0	\$0
TA	\$2,345	\$1,876	\$469
TOTAL	\$568,007	\$474,807	\$93,200

Expenditures: FFY 2025 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$195,000	\$150,000	\$45,000
PLN	\$1	\$0	\$1
PE1	\$29,270	\$22,337	\$6,933
PE2	\$21,652	\$9,187	\$12,465
PE1/PE2	\$5,000	\$3,000	\$2,000
PE2/CON	\$0	\$0	\$0
DES	\$3,336	\$2,295	\$1,041
ROW	\$1,954	\$1,162	\$792
ADVCON	\$0	\$88,860	-\$88,860
CON	\$160,898	\$77,547	\$83,351
EQP	\$111,262	\$88,907	\$22,355
OPR	\$33,141	\$26,962	\$6,179
INSP	\$6,493	\$4,550	\$1,943
TOTAL	\$568,007	\$474,807	\$93,200

Revenue: FFY 2022-2025 (x1000)			
Funding Category	Total	Federal	Local
\$5307/\$5340	\$500,447	\$370,923	\$129,524
\$5309	\$730,000	\$570,000	\$160,000
\$5310	\$8,094	\$6,498	\$1,596
\$5329	\$3,036	\$2,427	\$609
\$5337	\$9,137	\$7,315	\$1,822
\$5339	\$123,002	\$100,235	\$22,767
Bridge OS	\$11,213	\$7,482	\$3,731
Discretionary	\$63,750	\$63,750	\$0
Earmark	\$0	\$4,400	-\$4,400
FHWA Grant	\$43,872	\$35,098	\$8,774
HIP-BFP	\$27,720	\$13,176	\$14,544
HIP-CPF/CDS	\$28,069	\$24,455	\$3,614
HSIP	\$21,780	\$23,592	-\$1,812
Local	\$94,551	\$0	\$94,551
NHPP	\$493,281	\$401,708	\$91,573
RHCP	\$2,300	\$2,070	\$230
STBG	\$322,810	\$197,438	\$125,372
STP Enhance	\$0	\$3,457	-\$3,457
TA	\$22,952	\$18,361	\$4,591
TOTAL	\$2,506,014	\$1,852,385	\$653,629

Expenditures: FFY 2022-2025 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$891,250	\$713,750	\$177,500
PLN	\$111	\$88	\$23
PE1	\$66,202	\$47,917	\$18,285
PE2	\$40,774	\$21,910	\$18,864
PE1/PE2	\$11,000	\$6,800	\$4,200
PE2/CON	\$16,601	\$3,281	\$13,320
DES	\$12,773	\$8,393	\$4,380
ROW	\$6,422	\$3,104	\$3,318
ADVCON	\$0	\$306,423	-\$306,423
CON	\$1,004,103	\$371,158	\$632,945
EQP	\$357,116	\$291,415	\$65,701
OPR	\$78,280	\$64,420	\$13,860
INSP	\$21,382	\$13,726	\$7,656
TOTAL	\$2,506,014	\$1,852,385	\$653,629

PROJECTS

The following projects are grouped by the type of federal funding (e.g., FHWA, FTA) and project sponsor (e.g., HDOT, DTS).

FHWA Funded Projects: Hawaii Department of Transportation



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Project Description:

System maintenance of highway bridges and pavements. Work may include bridge and/or pavement reconstruction, resurfacing, restoration, rehabilitation and/or preservation.

Mile Post/s: Not applicable

Complete Streets (CS):

Project will implement: No information available.

Existing Feature/s: No information available.

ORTP Project #: OS1

Neighborhood(s): Various Locations

Estimated Total Project Cost: \$126,000,000

Total Project Cost Notes:

(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

													FOR INFORMATION ONLY						Funding Category
Phase	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			
	Total (x\$1000)	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	21,000	0	21,000	21,000	0	21,000	21,000	0	21,000	21,000	0	21,000	21,000	0	21,000	21,000	0	21,000	Local
Interstate H-1 Airport Viaduct Rehab																			
ADVCON	0	1,187	-1,187	0	1,000	-1,000	0	1,000	-1,000	0	0	0	0	0	0	0	0	0	NHPP
Asphalt Pavement Preservation, Resurfacing and Reconstruction at Various Locations																			
ADVCON	0	17,000	-17,000	0	8,000	-8,000	0	2,500	-2,500	0	2,500	-2,500	0	2,500	-2,500	0	7,500	-7,500	NHPP
Interstate H-1 Rehabilitation, Salt Lake Blvd to Airport Viaduct																			
ADVCON	0	0	0	0	4,400	-4,400	0	0	0	0	0	0	0	0	0	0	0	0	Earmark
ADVCON	0	5,999	-5,999	0	0	0	0	2,600	-2,600	0	4,000	-4,000	0	4,000	-4,000	0	0	0	NHPP
Interstate H-1 Resurfacing, Miller Ped Overpass to Kapiolani Interchange																			
ADVCON	0	7,363	-7,363	0	4,000	-4,000	0	4,000	-4,000	0	4,000	-4,000	0	4,000	-4,000	0	4,000	-4,000	NHPP
Interstate Rte H-1 Improvements, Vic of Pearl City Viaduct to Waimalu Viaduct																			
CON	0	0	0	50,000	15,000	35,000	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	5,000	-5,000	0	10,000	-10,000	0	10,000	-10,000	NHPP
Kamehameha Highway Resurfacing, Laiewai Bridge to Waipuhi Bridge																			
CON	0	0	0	12,000	1,000	11,000	0	0	0	0	0	0	0	0	0	0	0	0	NHPP

OS1 Bridge and Pavement Improvement Program, Oahu

													FOR INFORMATION ONLY						
	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			
	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	
Phase	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	Funding Category
Kamehameha Highway Resurfacing, Laiewai Bridge to Waipuhi Bridge																			
ADVCON	0	0	0	0	0	0	0	2,000	-2,000	0	2,000	-2,000	0	2,000	-2,000	0	2,600	-2,600	NHPP
Kamehameha Hwy Rehabilitation, Vicinity of Kapuhi St to Dairy Rd, MP 5.94 to MP 9.72																			
ADVCON	0	7,326	-7,326	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Kamehameha Hwy, Kamananui Rd and Wilikina Dr Rehabilitation																			
ADVCON	0	11,000	-11,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Nimitz Hwy and Ala Moana Blvd Resurfacing, Sand Island Access Rd to Piikoi St																			
ADVCON	0	5,169	-5,169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Total	21,000	55,044	-34,044	83,000	33,400	49,600	21,000	17,100	3,900	21,000	17,500	3,500	21,000	22,500	-1,500	21,000	24,100	-3,100	

OS-21-43 Kamehameha Highway (Route 99) Seismic Retrofit, Pearl Harbor Interchange, Structure #2



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Project Description:

Retrofit interchange structures to meet current seismic standards. 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 determined through the analysis.

Mile Post/s: MP 23.2 to 23.4

Complete Streets (CS):

Project will implement: No information available.

Existing Feature/s: No information available.

ORTP Project #: O-21-43

Neighborhood(s): Aliamanu-Salt Lake-Foster Village

Estimated Total Project Cost: \$0

Total Project Cost Notes:

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

Project Sponsor: State of Hawaii (FHWA Funded)

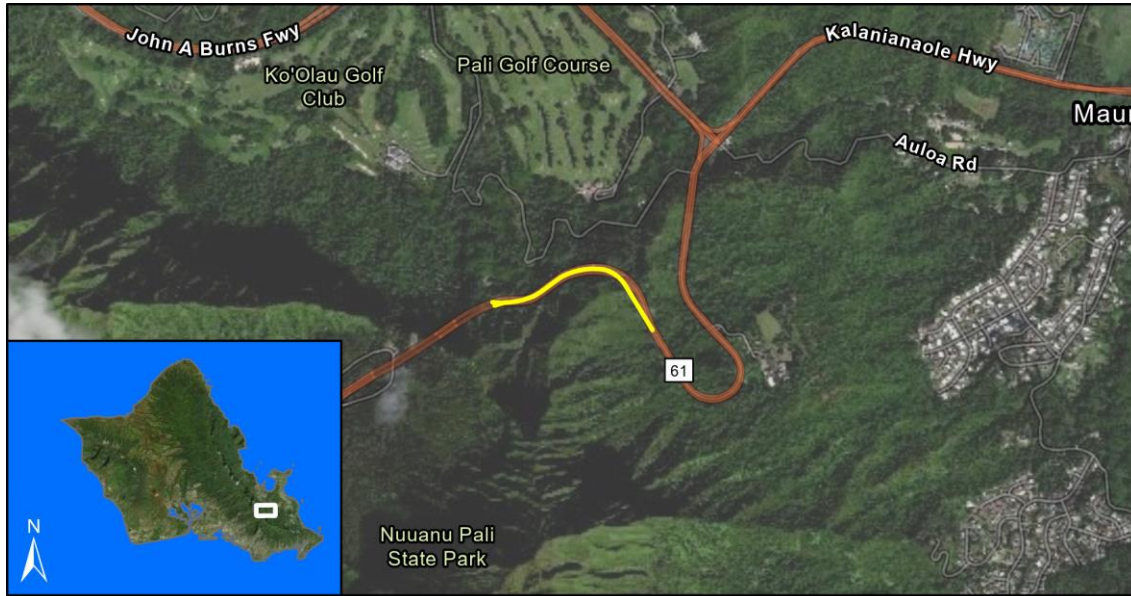
Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

FOR INFORMATION ONLY

Phase	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			Funding Category
	Total (x\$1000)	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	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

OS-21-44 Pali Highway Rockfall Mitigation, Vicinity of MP 6.10 to MP 6.55



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Project Description:

Mitigate past rockfall events and prevent future damage to the roadway infrastructure.

Mile Post/s: MP 6.10 to 6.55

Complete Streets (CS):

Project will implement: Not applicable.

Existing Feature/s: Not applicable.

ORTP Project #: O-21-44

Neighborhood(s): Kaneohe, Kailua

Estimated Total Project Cost: \$0

Total Project Cost Notes:

(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

FOR INFORMATION ONLY

Phase	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			Funding Category
	Total (x\$1000)	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	0	0	0	0	0	0	0	0	0	NHPP
PE2	0	0	0	0	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	0	0	0	0	0	0	0	0	0	NHPP
CON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NHPP
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

OS-23-71 Interstate Route H-1, McCully Street Separation Bridge Repair and Painting, Phase 1



Earthstar Geographics, Esri Community Maps Contributors, City and County of Honolulu, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, US Census Bureau, USDA, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, Resource Mapping Hawaii

Project Description:

The removal of rust and failed protective coating on steel girders, roller bearings, fixed bearings, and bridge railings. Repainting steel girders, roller bearings, fixed bearings, and bridge railings. Repair adhesion loss of transverse joints and punctured/missing sealant joints. Repair of debris impactation at joints. Replacement of corroded washers on the bridge railing.

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-14

Neighborhood(s): McCully-Moiliili

Estimated Total Project Cost: \$12,100,000

Total Project Cost Notes:

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

Project Sponsor: State of Hawaii (FHWA Funded)

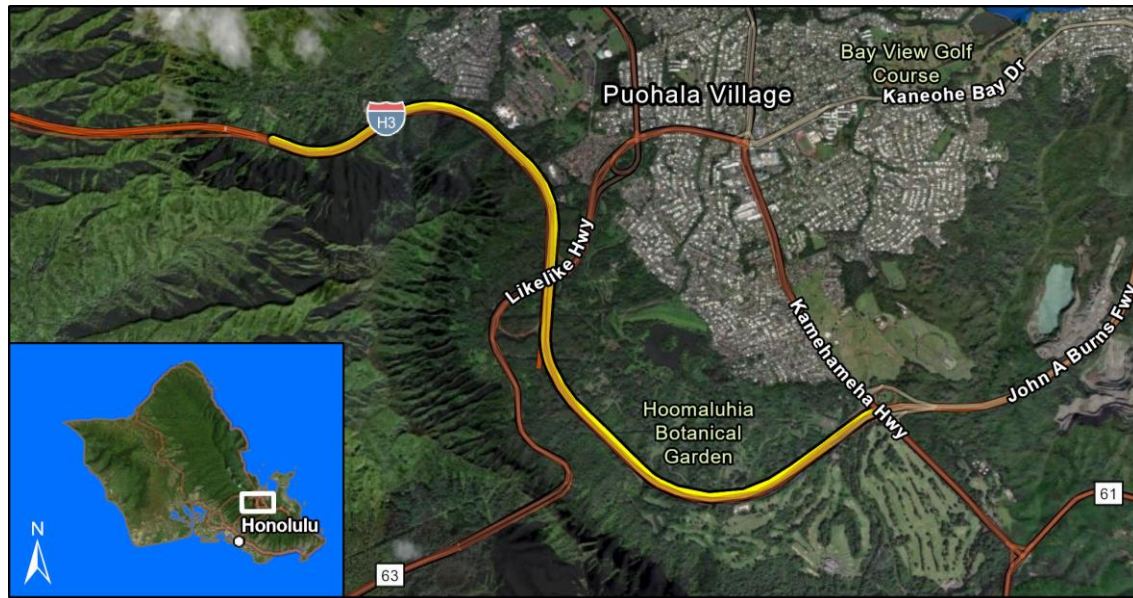
Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

FOR INFORMATION ONLY

Phase	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			Funding Category
	Total (x\$1000)	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	1,000	800	200	0	0	0	0	0	0	HIP-BFP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800	640	160	HIP-BFP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	120	96	24	0	0	0	HIP-BFP
Total	0	0	0	0	0	0	0	0	0	1,000	800	200	120	96	24	800	640	160	

OS-23-72 Interstate Route H-3, Safety Improvements, Harano Tunnel North Portal to Kionaole Road Overpass



Resource Mapping Hawaii, Maxar, Earthstar Geographics, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, USDA

Project Description:

Scope includes, but is not limited to: installation of median milled rumble strips, shoulder milled rumble strips, pavement markings, and signing.

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-15

Neighborhood(s): Kaneohe

Estimated Total Project Cost: \$3,500,000

Total Project Cost Notes:

(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

FOR INFORMATION ONLY

Phase	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			Funding Category
	Total (x\$1000)	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	250	225	25	0	0	0	0	0	0	0	0	0	HSIP
PE2	0	0	0	0	0	0	150	135	15	0	0	0	0	0	0	0	0	0	HSIP
Total	0	0	0	0	0	0	400	360	40	0	0	0	0	0	0	0	0	0	

OS-23-73 Kamehameha Highway (Route 83) Intersection Improvements at Waihee Road



Resource Mapping Hawaii, Maxar, Esri Community Maps Contributors, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, US Census Bureau, USDA, Earthstar Geographics, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

Project Description:

Scope includes, but is not limited to: Roadway widening; Relocation of existing utilities, bus stops; Installation of curbs and ramps; Installation of guardrails and end treatments; Installation of pavement markings and signing.

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-1

Neighborhood(s): Kahaluu

Estimated Total Project Cost: \$9,400,000

Total Project Cost Notes:

(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

FOR INFORMATION ONLY

Phase	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			Funding Category
	Total (x\$1000)	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	0	0	0	7,000	600	6,400	0	0	0	0	0	0	NHPP
ADVCON	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	-5,000	0	0	0	NHPP
Total	0	0	0	0	0	0	0	0	0	7,000	600	6,400	0	5,000	-5,000	0	0	0	

OS-23-74 Moanalua Freeway (Route 78), Aiea Interchange No. 2 Repair and Painting



Resource Mapping Hawaii, Maxar, Earthstar Geographics, Esri Community Maps Contributors, City and County of Honolulu, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, US Census Bureau, USDA, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

Project Description:

Rehabilitate or repair steel Superstructures; Paint steel Superstructures and Bearings; Perform general Preventative Maintenance (clean bridges and remove vegetation growth).

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-13

Neighborhood(s): Aiea

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

Total Project Cost Notes:

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

Project Sponsor: State of Hawaii (FHWA Funded)

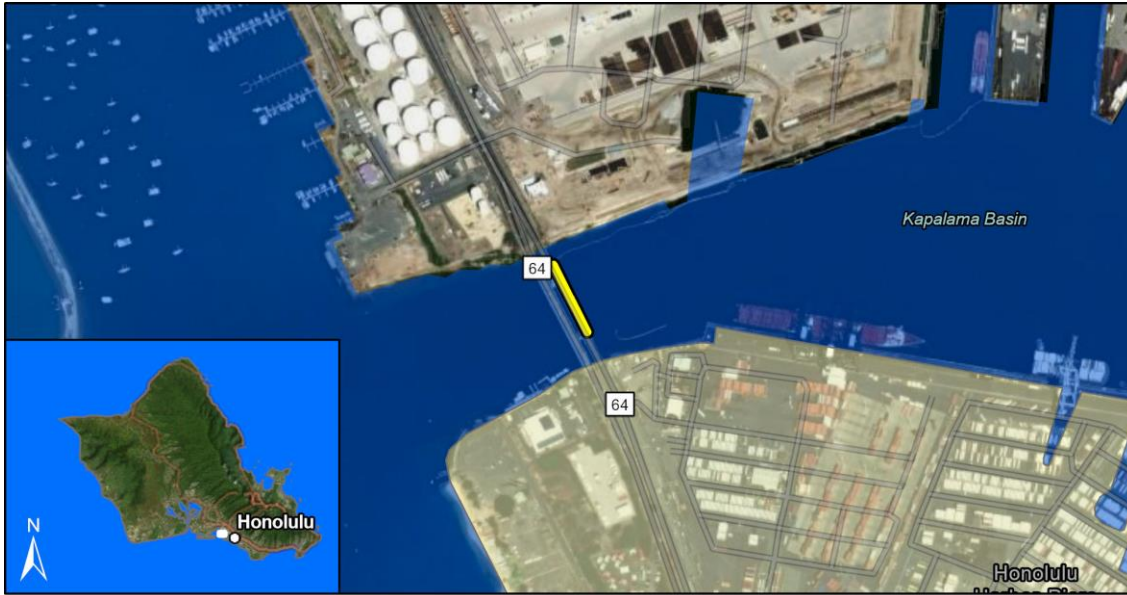
Agency Responsible for Carrying Out Project/Phase:

Hawaii Department of Transportation

FOR INFORMATION ONLY

Phase	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			Funding Category
	Total (x\$1000)	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	1,000	800	200	0	0	0	0	0	0	HIP-BFP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800	640	160	HIP-BFP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	120	96	24	0	0	0	HIP-BFP
Total	0	0	0	0	0	0	0	0	0	1,000	800	200	120	96	24	800	640	160	

OS-23-75 Sand Island Access Road (Route 64), Honolulu Bascule Bridge Repair and Painting



Resource Mapping Hawaii, Maxar, Esri Community Maps Contributors, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, US Census Bureau, USDA, Earthstar Geographics, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

Project Description:

Rehabilitate or repair steel Superstructures and braces; Paint steel Superstructures, Perform general Preventative Maintenance (clean bridge and provide measures to prevent growth of cracks).

Mile Post/s:

Complete Streets (CS):

Project will implement: Not Applicable.

Existing Feature/s: Not Applicable.

ORTP Project #: O-21-13

Neighborhood(s): Kalihi-Palama

Estimated Total Project Cost: \$33,300,000

Total Project Cost Notes:

(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

FOR INFORMATION ONLY

Phase	FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			Funding Category
	Total (x\$1000)	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	2,000	1,600	400	0	0	0	0	0	0	HIP-BFP
PE2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000	800	200	HIP-BFP
ROW	0	0	0	0	0	0	0	0	0	0	0	0	120	96	24	0	0	0	HIP-BFP
Total	0	0	0	0	0	0	0	0	0	2,000	1,600	400	120	96	24	1,000	800	200	

APPENDICIES

Appendix B: Scoring of New Projects and Programs

New projects and programs are scored according to the prioritization process described in [Appendix A](#).

The table below shows the scoring for each new project and program. Highlighted in yellow are the projects listed in this revision.

Rank	Project #	Project Name	Agency	Estimated Total Project Cost	Total Score	TIP
1	OC-22-60	Capital Infrastructure Program	DTS	\$156,250,000	64	TIP FFYs 2022-2025 Rev 11
2	OS-21-51	Moanalua Freeway, (Interstate Route H-201) Seismic Retrofit, Puuloa Interchange (Five Structures)	HDOT	\$15,000,000	58	TIP FFYs 2022-2025
2	OS-21-52	Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	HDOT	\$11,300,000	58	TIP FFYs 2022-2025
5	OC-22-62	Kakaako Special District Roadway Improvement	DTS	\$40,000,000	56	TIP FFYs 2022-2025 Rev 11
6	OC-22-63	Safe Streets and Roads for All (SS4A)	DTS	\$101,000,000	54	TIP FFYs 2022-2025 Rev 11
7	OC-22-69	Multimodal Transit Fare Collection System	DTS	\$10,344,000	48	TIP FFYs 2022-2025 Rev 11
9	OC-22-66	Intermodal Connectivity - TA Set-Aside (State)	DTS	\$43,250,000	47	TIP FFYs 2022-2025 Rev 11
9	OC-22-67	Intermodal Connectivity Improvements	DTS	\$132,000,000	47	TIP FFYs 2022-2025 Rev 11
11	OC-22-65	Bridge Program	DDC	\$20,000,000	46	TIP FFYs 2022-2025 Rev 11
12	OC-21-54	Kalaeloa Boulevard Railroad Improvements	DTS	\$1,480,000	45	TIP FFYs 2022-2025
12	OS-22-64	Whitmore Ave (RTE 7012) Sidewalk Improvements, Phase 2, Ihiihi Ave to Whitmore Community Center, MP 0.72 to MP 1.04	HDOT	\$3,100,000	45	TIP FFYs 2022-2025 Rev 6

Rank	Project #	Project Name	Agency	Estimated Total Project Cost	Total Score	TIP
14	OS-23-68	Kamehameha Highway (Route 80), Bridge Rehabilitation, NF Kaukonahua (Karsten Thot) Bridge	HDOT	\$30,912,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-65	Farrington Highway (Route 93), Bridge Rehabilitation, Mailiili Stream Bridge	HDOT	\$14,220,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-66	Interstate Route H-2, Panakauahi 3-144 and 4-144 Culvert Rehabilitation	HDOT	\$17,000,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-67	Interstate Route H-3, Luluku Culvert Repair, Vicinity of Interstate Route H-3 (MP 8.67) and Likelike Hwy	HDOT	\$6,000,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-69	Kamehameha Hwy (Route 83), Rehabilitation, Waimea Stream Bridge	HDOT	\$5,664,000	44	TIP FFYs 2022-2025 Rev 15
14	OS-23-70	Likelike Highway (Rte 63), Tunnel Rehabilitation, Wilson Tunnels	HDOT	\$54,000,000	44	TIP FFYs 2022-2025 Rev 15
20	OC-22-68	Electrification of Transportation Infrastructure	DDC	\$92,312,000	43	TIP FFYs 2022-2025 Rev 11
21	OC-22-61	Honolulu Transportation Demand Management (TDM) Plan	DTS	\$5,000,000	41	TIP FFYs 2022-2025 Rev 11
22	OS-21-45	Pali Highway, Rockfall Mitigation, Vicinity of MP 5.9 to MP 6.55	HDOT	\$18,000,000	40	TIP FFYs 2022-2025
24	OS-21-57	Fort Barrette Road Railroad Crossing Improvements	HDOT	\$2,750,000	36	TIP FFYs 2022-2025
24	OS-22-61	Farrington Highway (Route 93) Bridge Rehabilitation, Ulehawa Stream Bridge	HDOT	\$25,720,000	36	TIP FFYs 2022-2025 Rev 6
24	OS-23-72	Interstate Route H-3, Safety Improvements, Harano Tunnel North Portal to Kionaole Road Overpass	HDOT	\$3,500,000	36	TIP FFYs 2022-2025 Rev 17
24	OS-23-74	Moanalua Freeway (Route 78), Aiea Interchange No. 2 Repair and Painting	HDOT	\$12,000,000	36	TIP FFYs 2022-2025 Rev 17
24	OS-23-75	Sand Island Access Road (Route 64), Honolulu Bascule Bridge Repair and Painting	HDOT	\$33,300,000	36	TIP FFYs 2022-2025 Rev 17
29	OC-21-55	Oahu Traffic Signal Controller Modernization	DTS	\$16,251,000	33	TIP FFYs 2022-2025
30	OS-23-71	Interstate Route H-1, McCully Street Separation Bridge Repair and Painting, Phase 1	HDOT	\$12,100,000	32	TIP FFYs 2022-2025 Rev 17
31	OC-22-64	Oahu Electric Vehicle Chargers	OCCSR	\$1,825,000	31	TIP FFYs 2022-2025 Rev 11

Rank	Project #	Project Name	Agency	Estimated Total Project Cost	Total Score	TIP
31	OS-23-73	Kamehameha Highway (Route 83) Intersection Improvements at Waihee Road	HDOT	\$9,400,000	31	TIP FFYs 2022-2025 Rev 17
33	OS-21-47	Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue	HDOT	\$40,000,000	30	TIP FFYs 2022-2025
34	OS-22-59	Interstate Route H-3, Unit 7C	HDOT	\$4,400,000	14	TIP FFYs 2022-2025 Rev 3
38	OS-21-46	Interstate Route H-1, Kunia Interchange Improvements	HDOT	\$160,000,000	7	TIP FFYs 2022-2025

Appendix C: Title VI and Environmental Justice (T6/EJ) Analysis

The Title VI and Environmental Justice analysis assesses the impact of projects in communities of color and/or communities with low incomes in terms of the planned investments in these areas. All projects with specific locations were mapped and analyzed based on the estimated total project expenditures and per capita expenditures to ensure there is no significant difference in investments between T6/EJ areas and non-T6/EJ areas.

The table below shows that 32% of the planned investments are in T6/EJ areas and on a per capita basis, these areas will receive -\$2,196 less per person compared to non-T6/EJ areas. This difference can be attributed to the updated T6/EJ areas based on the 2020 Census as previous analyses were based on the 2010 Census.

T6/EJ Financial Summary*	T6/EJ Block Groups	Non-T6/EJ Block Groups	Diff. vs. Non-T6/EJ
Est. Total Project Expenditures	\$3,558,424,285	\$7,524,677,715	-\$3,966,253,430
% Est. Total Project Expenditures	32%	68%	-36%
# of Block Groups	203	189	14
Per Block Group Expenditures	\$17,529,184	\$39,813,110	-\$22,283,926
Total Population (2020)	390,837	665,869	-275,032
Per Capita Expenditures	\$9,105	\$11,301	-\$2,196

* For the OC16 Honolulu Rail Transit Project, TOD boundaries were used as the specific geography

TIP FFYs 2022-2025 As of Revision 17

Title VI/Environmental Justice (T6/EJ) Areas

