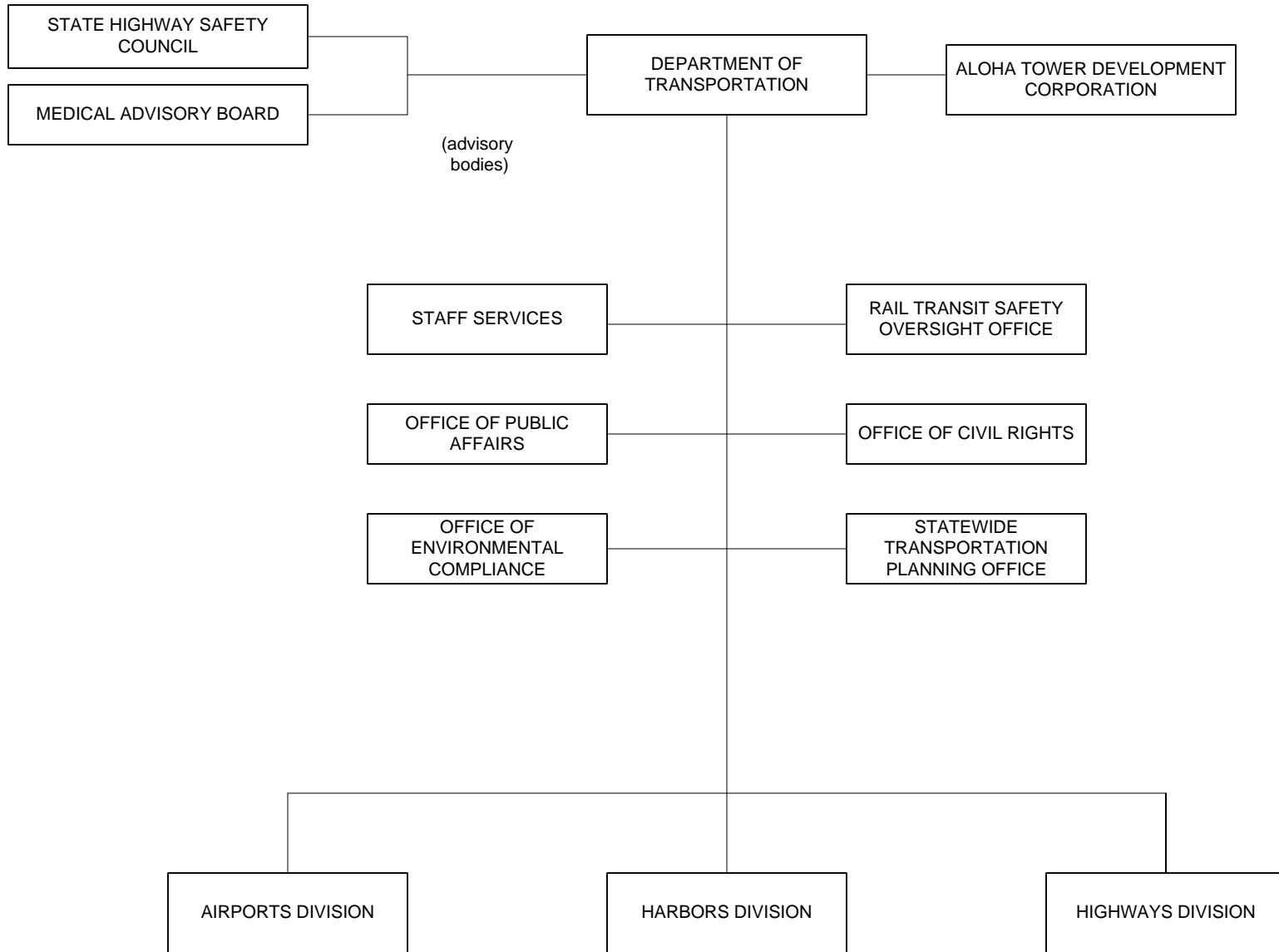




Department of Transportation

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
ORGANIZATION CHART



DEPARTMENT OF TRANSPORTATION

Department Summary

Mission Statement

To provide a safe, efficient, accessible, and sustainable inter-modal transportation system that ensures the mobility of people and goods, and enhances and/or preserves economic prosperity and the quality of life.

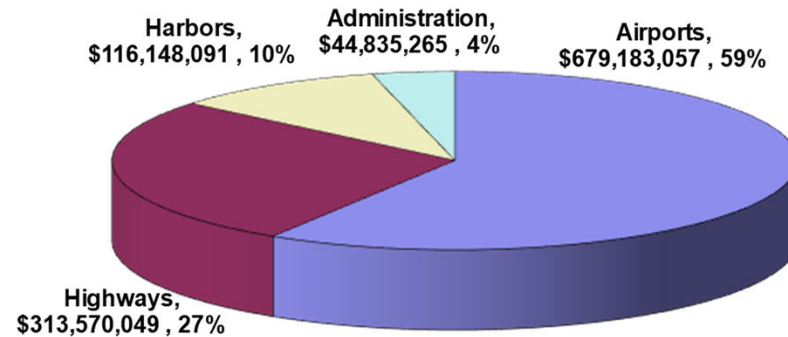
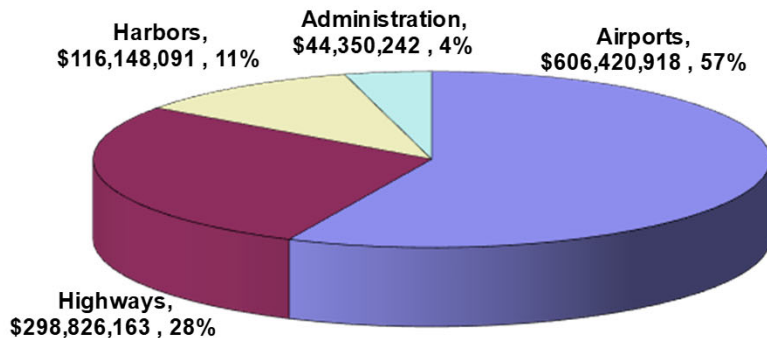
Department Goals

Achieve an integrated multi-modal transportation system through upgrades and expansions to assure mobility and accessibility to support and sustain cargo and passenger operations; ensure the safety and security of the air, land and water transportation systems; advance sustainable transportation system solutions that result in energy efficiency and savings; protect and enhance Hawaii's unique environment and improve the quality of life; support Hawaii's economic vitality; implement a statewide planning process that is comprehensive, cooperative and continuing; and improve the overall financial program through greater efficiency, development, management and oversight of revenue sources.

Significant Measures of Effectiveness

	<u>FY 2022</u>	<u>FY 2023</u>
1. Through-put cost per passenger (Airports Division)	\$17.03	\$15.61
2. Number of containers processed per year expressed in twenty foot equivalent units (Harbors Division)	1,232,499	1,232,499
3. Maintenance cost per 10 lane-miles (Highways Division)	\$499,329	\$504,996

FB 2021-2023 Operating Budget by Major Program Area
FY 2022 FY 2023



DEPARTMENT OF TRANSPORTATION MAJOR FUNCTIONS

- Carries out programs to improve, maintain, and operate transportation facilities of the State.
- Administers the operations of the airports program of the State government by equipping, regulating and protecting the state system of public airports and related facilities. Plans, designs, develops, acquires, and constructs new and expanded airports and facilities as well as reconstructs existing airports and facilities.
- Plans, designs, and supervises the construction and maintenance of the State Highway System. Alters, modifies, or revises such highway system as may be required.
- Administers and maintains the operations of the harbors program of the State government by equipping, regulating, and protecting the State system of harbors and related facilities. Plans, develops, acquires, and constructs new and expanding harbors and facilities as well as maintaining and reconstructing existing harbors and facilities.
- Provides for the determination of statewide transportation needs, the continuous survey and inventory of planned resources, and the creation of statewide, inter and multi modal transportation systems network plans.
- Encourages, fosters and assists in the development of aeronautical, water, and land transportation in the State; and provides for the protection and promotion of safety in aeronautics and water transportation.
- Plans, reviews, and implements a comprehensive uniform state highway safety program to comply with applicable federal and state laws.
- Administers driver's license and civil identification programs.
- Serves on the State Highway Safety Council which advises the governor on highway safety; serves on the Aloha Tower Development Corporation board to undertake the redevelopment of the Aloha Tower complex; and cooperates with the Medical Advisory Board which advises the examiner of drivers on medical criteria and vision standards for motor vehicle drivers.

MAJOR PROGRAM AREAS

The Department of Transportation has programs in the following major program area:

Transportation Facilities and Services

Airports

TRN 102	Daniel K. Inouye Int'l Airport
TRN 104	General Aviation
TRN 111	Hilo International Airport
TRN 114	Ellison Onizuka Kona Int'l Airport at Keahole
TRN 116	Waimea-Kohala Airport
TRN 118	Upolu Airport
TRN 131	Kahului Airport
TRN 133	Hana Airport
TRN 135	Kapalua Airport
TRN 141	Molokai Airport
TRN 143	Kalaupapa Airport
TRN 151	Lanai Airport
TRN 161	Lihue Airport
TRN 163	Port Allen Airport
TRN 195	Airports Administration

Harbors

TRN 301	Hawaii Harbors System
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Highways

TRN 501	Oahu Highways
TRN 511	Hawaii Highways
TRN 531	Maui Highways
TRN 561	Kauai Highways
TRN 595	Highways Administration
TRN 597	Highways Safety

Administration

TRN 695	Aloha Tower Development Corporation
TRN 995	General Administration

**Department of Transportation
(Operating Budget)**

		Budget Base FY 2022	Budget Base FY 2023	FY 2022	FY 2023
Funding Sources:	Perm Positions	2,786.20	2,786.20	2,786.20	2,786.20
	Temp Positions	12.00	12.00	12.00	12.00
Special Funds	\$	1,025,290,100	1,025,290,100	1,023,613,679	1,109,926,104
Federal Funds	Perm Positions	7.00	7.00	7.00	7.00
	Temp Positions	1.00	1.00	1.00	1.00
	\$	39,235,262	39,235,262	40,633,679	42,312,302
Other Federal Funds	Perm Positions	0.80	0.80	0.80	0.80
	Temp Positions	-	-	-	-
	\$	754,989	754,989	754,989	754,989
Private Contributions	Perm Positions	-	-	-	-
	Temp Positions	-	-	-	-
	\$	743,067	743,067	743,067	743,067
		2,794.00	2,794.00	2,794.00	2,794.00
		13.00	13.00	13.00	13.00
Total Requirements		1,066,023,418	1,066,023,418	1,065,745,414	1,153,736,462

Major Adjustments in the Executive Budget Request: (special funds unless noted)

1. Airports Division- Adds \$15,000,000 in FY 22 and FY 23 for special maintenance projects.
2. Airports Division- Adds \$13,611,408 in FY 22 and FY 23 for routine maintenance at Daniel K. Inouye International Airport (HNL).
3. Airports Division- Adds \$4,634,400 in FY 22 and FY 23 for anticipated increases for security services, Statewide.
4. Harbors Division- Consolidates 136.00 permanent positions, 1.00 temporary position and \$100,271,196 in FY 22 and FY 23 from the various District's Program IDs into one program entitled "Hawaii Harbors System".
5. Highways Division- Trade-off/transfer 1.00 permanent position and \$22,331,887 (\$22,215,777 in special funds and \$116,110 in federal funds) in FY 22 and \$22,153,838 (\$22,037,728 in special funds and \$116,110 in federal funds) in FY 23 for energy savings contract maintenance, lease payments, special maintenance, and various requests.
6. Highways Division- Adds \$5,712,084 in FY 22 and \$13,974,703 in FY 23 for special maintenance projects.
7. Tradeoff/transfer requests to realign the budget for various programs and necessary operating requirements.
8. Various budget adjustments to reflect anticipated federal and other federal fund awards.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

DEPARTMENT OF TRANSPORTATION

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	24,800,715	26,355,188	27,665,251	28,730,994	26,847	26,847	26,847	26,847
TOTAL CURRENT LEASE PAYMENTS COST	24,800,715	26,355,188	27,665,251	28,730,994	26,847	26,847	26,847	26,847
BY MEANS OF FINANCING								
SPECIAL FUND	24,800,715	26,355,188	27,665,251	28,730,994	26,847	26,847	26,847	26,847
OPERATING COST	2,786.00*	2,794.00*	2,794.00*	2,794.00*	2,794.0*	2,794.0*	2,794.0*	2,794.0*
	13.00**	13.00**	13.00**	13.00**	13.00**	13.00**	13.00**	13.00**
PERSONAL SERVICES	280,531,937	282,812,376	269,216,713	269,216,713	269,217	269,217	269,217	269,217
OTHER CURRENT EXPENSES	937,641,114	1,036,779,806	749,902,213	836,152,850	1,116,195	1,113,687	1,097,220	1,090,945
EQUIPMENT	14,699,710	15,690,507	10,708,219	11,512,330	11,513	11,513	11,513	11,513
MOTOR VEHICLES	12,731,529	10,843,984	8,253,018	8,123,575	8,125	8,125	8,125	8,125
TOTAL OPERATING COST	1,245,604,290	1,346,126,673	1,038,080,163	1,125,005,468	1,405,050	1,402,542	1,386,075	1,379,800
BY MEANS OF FINANCING								
	2,778.20*	2,786.20*	2,786.20*	2,786.20*	2,786.2*	2,786.2*	2,786.2*	2,786.2*
	12.00**	12.00**	12.00**	12.00**	12.00**	12.00**	12.00**	12.00**
SPECIAL FUND	1,205,013,699	1,305,393,355	995,948,428	1,081,195,110	1,361,240	1,358,732	1,342,265	1,335,990
	7.00*	7.00*	7.00*	7.00*	7.0*	7.0*	7.0*	7.0*
	1.00**	1.00**	1.00**	1.00**	1.00**	1.00**	1.00**	1.00**
FEDERAL FUNDS	39,092,535	39,235,262	40,633,679	42,312,302	42,312	42,312	42,312	42,312
	0.80*	0.80*	0.80*	0.80*	0.8*	0.8*	0.8*	0.8*
	**	**	**	**	**	**	**	**
OTHER FEDERAL FUNDS	754,989	754,989	754,989	754,989	755	755	755	755
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
PRIVATE CONTRIBUTIONS	743,067	743,067	743,067	743,067	743	743	743	743
CAPITAL IMPROVEMENT COSTS								
PLANS	31,928,000	48,307,000	54,460,000	47,510,000	4,479	2,878	2,878	378
LAND ACQUISITION	58,192,000	34,484,000	4,878,000	3,290,000	2,350	250		
DESIGN	69,558,000	87,580,000	84,484,000	117,602,000	26,953	1,528	1,528	1,528
CONSTRUCTION	998,102,000	1,010,571,000	924,266,000	694,174,000	352,674	110,283	19,283	2,679
EQUIPMENT		13,700,000	5,200,000					
TOTAL CAPITAL EXPENDITURES	1,157,780,000	1,194,642,000	1,073,288,000	862,576,000	386,456	114,939	23,689	4,585

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

DEPARTMENT OF TRANSPORTATION

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
BY MEANS OF FINANCING								
SPECIAL FUND	28,650,000	58,882,000	20,460,000	15,960,000	6,928	6,928	6,928	4,428
G.O. BONDS REIMBURSABLE			25,000,000	50,000,000	25,000			
REVENUE BONDS	871,015,000	895,388,000	752,444,000	650,843,000	273,790	58,353	9,304	
FEDERAL FUNDS	235,537,000	183,190,000	167,775,000	129,584,000	80,581	47,001	4,800	
PRIVATE CONTRIBUTIONS	3,028,000	32,000	32,000	32,000		2,500	2,500	
OTHER FUNDS	19,550,000	57,150,000	107,577,000	16,157,000	157	157	157	157
TOTAL PERM POSITIONS	2,786.00*	2,794.00*	2,794.00*	2,794.00*	2,794.0*	2,794.0*	2,794.0*	2,794.0*
TOTAL TEMP POSITIONS	13.00**	13.00**	13.00**	13.00**	13.0**	13.0**	13.0**	13.0**
TOTAL PROGRAM COST	2,428,185,005	2,567,123,861	2,139,033,414	2,016,312,462	1,818,353	1,544,328	1,436,611	1,411,232

**Department of Transportation
(Capital Improvements Budget)**

	<u>FY 2022</u>	<u>FY 2023</u>
Funding Sources:		
Special Funds	18,960,000	6,960,000
General Obligation Bonds	-	-
Revenue Bonds	312,485,000	428,111,000
Federal Funds	135,237,000	135,337,000
Private Contributions	32,000	5,032,000
Other Funds	58,577,000	157,000
Total Requirements	525,291,000	575,597,000

Highlights of the Executive CIP Budget Request: (revenue bonds unless noted)

1. Airports Division- Adds \$15,000,000 in FY 22 and \$100,000,000 in FY 23 for Lihue Airport, Terminal Improvements, Kauai.
2. Airports Division- Adds \$98,441,000 (\$98,440,000 in revenue bond funds and \$1,000 in federal funds) in FY 22 and \$21,208,000 (\$16,207,000 in revenue bond funds, \$1,000 in federal funds, and \$5,000,000 in private contribution funds) in FY 23 for Airfield Improvements, Statewide.
3. Airports Division- Adds \$58,420,000 in other funds (passenger facility charges) in FY 22 and FY 23 for Airport Improvements, Statewide.
4. Airports Division- Adds \$12,000,000 in special funds in FY 22 for Dillingham Airfield, Airport Improvements, Oahu.
5. Harbors Division- Adds \$10,000,000 (\$9,988,000 in revenue bond funds, \$4,000 in special funds, \$4,000 in federal funds, and \$4,000 in private contributions) in FY 22 and \$63,000,000 (\$62,988,000 in revenue bond funds, \$4,000 in special funds, \$4,000 in federal funds, and \$4,000 in private contributions) in FY 23 for Kahului Harbor Improvements, Maui.

6. Harbors Division- Adds \$10,000,000 (\$9,988,000 in revenue bond funds, \$4,000 in special funds, \$4,000 in federal funds, and \$4,000 in private contributions) in FY 22 and \$30,000,000 (\$29,988,000 in revenue bond funds, \$4,000 in special funds, \$4,000 in federal funds, and \$4,000 in private contributions) in FY 23 for Honolulu Harbor Improvements, Oahu.
7. Harbors Division- Adds \$10,000,000 (\$9,988,000 in revenue bond funds, \$4,000 in special funds, \$4,000 in federal funds, and \$4,000 in private contributions) in FY 22 and \$30,000,000 (\$29,988,000 in revenue bond funds, \$4,000 in special funds, \$4,000 in federal funds, and \$4,000 in private contributions) in FY 23 for Kawaihae Harbor Improvements, Hawaii.
8. Highways Division- Adds \$41,500,000 (\$8,300,000 in revenue bond funds and \$33,200,000 federal funds) in FY 22 and \$103,500,000 (\$20,700,000 in revenue bond funds and \$82,800,000 federal funds) in FY 23 for various bridges, Statewide.
9. Highways Division- Adds \$63,700,000 (\$14,800,000 in revenue bond funds and \$48,900,000 in federal funds) in FY 22 and \$14,800,000 (\$3,000,000 in revenue bond funds and \$11,800,000 in federal funds) in FY 23 for Highway Planning, Statewide.
10. Highways Division- Adds \$20,500,000 (\$4,100,000 in revenue bond funds and \$16,400,000 in federal funds) in FY 22 for Vehicle to Everything (V2X) Technology, Statewide.
11. Highways Division- Adds \$15,000,000 (\$3,000,000 in revenue bond funds and \$12,000,000 in federal funds) in FY 22 for Rail Line Highway Improvements, Oahu.

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
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DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE COST ELEMENT/MOF	PROJECT TITLE								SUCCEED YEARS		
				PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY	FY		FY	FY
								21-22	22-23	23-24	24-25	25-26	26-27	
			PLANS	549,995	368,895	48,859	33,408	69,110	20,711	2,878	2,878	2,878	378	
			LAND ACQUISITION	545,489	453,591	46,800	38,682	2,333	4,083					
			DESIGN	1,436,594	1,197,888	45,798	121,273	51,462	14,061	1,528	1,528	1,528	1,528	
			CONSTRUCTION	16,307,882	12,776,882	1,012,264	1,568,892	402,386	536,742	2,679	2,679	2,679	2,679	
			EQUIPMENT	23,335	4,431	4	18,900							
			TOTAL	18,863,295	14,801,687	1,153,725	1,781,155	525,291	575,597	7,085	7,085	7,085	4,585	
			GENERAL FUND	18	18									
			SPECIAL FUND	1,412,242	1,295,250	6,278	59,582	18,960	6,960	6,928	6,928	6,928	4,428	
			G.O. BONDS	876,267	870,468	5,799								
			G.O. BONDS REIMBURSABLE	144,019	44,019		100,000							
			REVENUE BONDS	10,679,098	7,548,148	959,041	1,431,313	312,485	428,111					
			FED. AID PRIMARY	6,287	6,287									
			FEDERAL FUNDS	4,741,813	4,223,332	101,829	146,078	135,237	135,337					
			OTHER FEDERAL FUNDS	54,006	54,006									
			PRIVATE CONTRIBUTIONS	51,369	46,245	28	32	32	5,032					
			COUNTY FUNDS	8,250	8,250									
			INTERDEPARTMENTAL TRANSFERS	17,225	17,225									
			FEDERAL STIMULUS FUNDS	18,800	18,800									
			OTHER FUNDS	853,901	669,639	80,750	44,150	58,577	157	157	157	157	157	



Operating Budget Details

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
 PROGRAM STRUCTURE NO: **03**
 PROGRAM TITLE: **TRANSPORTATION FACILITIES**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	24,800,715	26,355,188	27,665,251	28,730,994	26,847	26,847	26,847	26,847
TOTAL CURRENT LEASE PAYMENTS COST	24,800,715	26,355,188	27,665,251	28,730,994	26,847	26,847	26,847	26,847
BY MEANS OF FINANCING								
SPECIAL FUND	24,800,715	26,355,188	27,665,251	28,730,994	26,847	26,847	26,847	26,847
OPERATING COST	2,786.00*	2,794.00*	2,794.00*	2,794.00*	2,794.0*	2,794.0*	2,794.0*	2,794.0*
	13.00**	13.00**	13.00**	13.00**	13.00**	13.00**	13.00**	13.00**
PERSONAL SERVICES	280,531,937	282,812,376	269,216,713	269,216,713	269,217	269,217	269,217	269,217
OTHER CURRENT EXPENSES	937,641,114	1,036,779,806	749,902,213	836,152,850	1,116,195	1,113,687	1,097,220	1,090,945
EQUIPMENT	14,699,710	15,690,507	10,708,219	11,512,330	11,513	11,513	11,513	11,513
MOTOR VEHICLES	12,731,529	10,843,984	8,253,018	8,123,575	8,125	8,125	8,125	8,125
TOTAL OPERATING COST	1,245,604,290	1,346,126,673	1,038,080,163	1,125,005,468	1,405,050	1,402,542	1,386,075	1,379,800
BY MEANS OF FINANCING								
	2,778.20*	2,786.20*	2,786.20*	2,786.20*	2,786.2*	2,786.2*	2,786.2*	2,786.2*
	12.00**	12.00**	12.00**	12.00**	12.00**	12.00**	12.00**	12.00**
SPECIAL FUND	1,205,013,699	1,305,393,355	995,948,428	1,081,195,110	1,361,240	1,358,732	1,342,265	1,335,990
	7.00*	7.00*	7.00*	7.00*	7.0*	7.0*	7.0*	7.0*
	1.00**	1.00**	1.00**	1.00**	1.00**	1.00**	1.00**	1.00**
FEDERAL FUNDS	39,092,535	39,235,262	40,633,679	42,312,302	42,312	42,312	42,312	42,312
	0.80*	0.80*	0.80*	0.80*	0.8*	0.8*	0.8*	0.8*
	**	**	**	**	**	**	**	**
OTHER FEDERAL FUNDS	754,989	754,989	754,989	754,989	755	755	755	755
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
PRIVATE CONTRIBUTIONS	743,067	743,067	743,067	743,067	743	743	743	743
CAPITAL IMPROVEMENT COSTS								
PLANS	31,928,000	48,307,000	54,460,000	47,510,000	4,479	2,878	2,878	378
LAND ACQUISITION	58,192,000	34,484,000	4,878,000	3,290,000	2,350	250		
DESIGN	69,558,000	87,580,000	84,484,000	117,602,000	26,953	1,528	1,528	1,528
CONSTRUCTION	998,102,000	1,010,571,000	924,266,000	694,174,000	352,674	110,283	19,283	2,679
EQUIPMENT		13,700,000	5,200,000					
TOTAL CAPITAL EXPENDITURES	1,157,780,000	1,194,642,000	1,073,288,000	862,576,000	386,456	114,939	23,689	4,585

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
 PROGRAM STRUCTURE NO: **03**
 PROGRAM TITLE: **TRANSPORTATION FACILITIES**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
BY MEANS OF FINANCING								
SPECIAL FUND	28,650,000	58,882,000	20,460,000	15,960,000	6,928	6,928	6,928	4,428
G.O. BONDS REIMBURSABLE			25,000,000	50,000,000	25,000			
REVENUE BONDS	871,015,000	895,388,000	752,444,000	650,843,000	273,790	58,353	9,304	
FEDERAL FUNDS	235,537,000	183,190,000	167,775,000	129,584,000	80,581	47,001	4,800	
PRIVATE CONTRIBUTIONS	3,028,000	32,000	32,000	32,000		2,500	2,500	
OTHER FUNDS	19,550,000	57,150,000	107,577,000	16,157,000	157	157	157	157
TOTAL PERM POSITIONS	2,786.00*	2,794.00*	2,794.00*	2,794.00*	2,794.0*	2,794.0*	2,794.0*	2,794.0*
TOTAL TEMP POSITIONS	13.00**	13.00**	13.00**	13.00**	13.0**	13.0**	13.0**	13.0**
TOTAL PROGRAM COST	2,428,185,005	2,567,123,861	2,139,033,414	2,016,312,462	1,818,353	1,544,328	1,436,611	1,411,232

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
 PROGRAM STRUCTURE NO: **0301**
 PROGRAM TITLE: **AIR TRANSPORTATION FACILITIES AND SVCS**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	19,341,157	20,666,263	21,734,604	22,546,707	20,663	20,663	20,663	20,663
TOTAL CURRENT LEASE PAYMENTS COST	19,341,157	20,666,263	21,734,604	22,546,707	20,663	20,663	20,663	20,663
BY MEANS OF FINANCING								
SPECIAL FUND	19,341,157	20,666,263	21,734,604	22,546,707	20,663	20,663	20,663	20,663
OPERATING COST	1,388.00*	1,396.00*	1,396.00*	1,396.00*	1,396.0*	1,396.0*	1,396.0*	1,396.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
PERSONAL SERVICES	130,829,512	132,416,519	137,188,315	137,188,315	137,190	137,190	137,190	137,190
OTHER CURRENT EXPENSES	604,080,401	678,804,279	439,468,448	511,418,484	701,351	703,565	697,051	697,053
EQUIPMENT	7,625,551	10,374,254	5,973,951	5,973,951	5,974	5,974	5,974	5,974
MOTOR VEHICLES	8,699,542	5,037,400	2,055,600	2,055,600	2,056	2,056	2,056	2,056
TOTAL OPERATING COST	751,235,006	826,632,452	584,686,314	656,636,350	846,571	848,785	842,271	842,273
BY MEANS OF FINANCING								
	1,388.00*	1,396.00*	1,396.00*	1,396.00*	1,396.0*	1,396.0*	1,396.0*	1,396.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
SPECIAL FUND	749,829,506	825,226,952	584,686,314	656,636,350	846,571	848,785	842,271	842,273
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
FEDERAL FUNDS	1,405,500	1,405,500						
CAPITAL IMPROVEMENT COSTS								
PLANS	6,575,000	1,775,000	3,178,000	2,378,000	378	378	378	378
DESIGN	29,642,000	50,961,000	52,538,000	33,818,000	2,528	1,528	1,528	1,528
CONSTRUCTION	540,174,000	549,403,000	447,921,000	171,133,000	155,499	51,783	13,283	2,679
TOTAL CAPITAL EXPENDITURES	576,391,000	602,139,000	503,637,000	207,329,000	158,405	53,689	15,189	4,585

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
 PROGRAM STRUCTURE NO: **0301**
 PROGRAM TITLE: **AIR TRANSPORTATION FACILITIES AND SVCS**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
BY MEANS OF FINANCING								
SPECIAL FUND	16,221,000	5,250,000	8,428,000	13,428,000	4,428	4,428	4,428	4,428
REVENUE BONDS	530,023,000	537,737,000	385,131,000	177,743,000	153,820	46,603	8,104	
FEDERAL FUNDS	7,597,000	2,002,000	2,501,000	1,000		1		
PRIVATE CONTRIBUTIONS	3,000,000					2,500	2,500	
OTHER FUNDS	19,550,000	57,150,000	107,577,000	16,157,000	157	157	157	157
TOTAL PERM POSITIONS	1,388.00*	1,396.00*	1,396.00*	1,396.00*	1,396.0*	1,396.0*	1,396.0*	1,396.0*
TOTAL TEMP POSITIONS	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
TOTAL PROGRAM COST	1,346,967,163	1,449,437,715	1,110,057,918	886,512,057	1,025,639	923,137	878,123	867,521

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN102**
 PROGRAM STRUCTURE NO: **030101**
 PROGRAM TITLE: **DANIEL K. INOUE INTERNATIONAL AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	12,979,901	13,869,182	14,586,151	15,131,156	13,869	13,869	13,869	13,869
TOTAL CURRENT LEASE PAYMENTS COST	12,979,901	13,869,182	14,586,151	15,131,156	13,869	13,869	13,869	13,869
BY MEANS OF FINANCING								
SPECIAL FUND	12,979,901	13,869,182	14,586,151	15,131,156	13,869	13,869	13,869	13,869
OPERATING COST	684.00*	692.00*	689.00*	689.00*	689.0*	689.0*	689.0*	689.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	61,963,771	63,276,164	65,053,639	65,053,639	65,054	65,054	65,054	65,054
OTHER CURRENT EXPENSES	110,445,865	157,226,308	156,553,308	157,353,308	157,353	157,353	157,353	157,353
EQUIPMENT	240,750	204,750	204,750	204,750	205	205	205	205
MOTOR VEHICLES	3,750,000	1,850,000	462,500	462,500	463	463	463	463
TOTAL OPERATING COST	176,400,386	222,557,222	222,274,197	223,074,197	223,075	223,075	223,075	223,075
BY MEANS OF FINANCING	684.00*	692.00*	689.00*	689.00*	689.0*	689.0*	689.0*	689.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	174,994,886	221,151,722	222,274,197	223,074,197	223,075	223,075	223,075	223,075
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
FEDERAL FUNDS	1,405,500	1,405,500						
CAPITAL IMPROVEMENT COSTS								
PLANS	1,250,000							
DESIGN	13,240,000	20,640,000	14,300,000	14,200,000				
CONSTRUCTION	248,652,000	203,860,000	103,540,000	16,000,000	49,500	13,500		
TOTAL CAPITAL EXPENDITURES	263,142,000	224,500,000	117,840,000	30,200,000	49,500	13,500		

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN102
030101
DANIEL K. INOUE INTERNATIONAL AIRPORT

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
BY MEANS OF FINANCING								
SPECIAL FUND	11,471,000							
REVENUE BONDS	234,869,000	189,500,000	82,840,000	30,200,000	49,500	13,500		
FEDERAL FUNDS	2,000							
OTHER FUNDS	16,800,000	35,000,000	35,000,000					
TOTAL PERM POSITIONS	684.00*	692.00*	689.00*	689.00*	689.0*	689.0*	689.0*	689.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	452,522,287	460,926,404	354,700,348	268,405,353	286,444	250,444	236,944	236,944

PROGRAM ID: **TRN102**
PROGRAM STRUCTURE: **030101**
PROGRAM TITLE: **DANIEL K. INOUE INTERNATIONAL AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	35	35	35	35	35	35	35	35
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	150	150	150	150	150	150	150	150
3. THROUGH PUT COST PER PASSENGER (CENTS)	650	650	650	650	650	650	650	650
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.16	.16	.16	.16	.16	.16	.16	.16
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	3700	3700	3700	3700	3700	3700	3700	3700
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	14	14	14	14	14	14	14	14
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	50	74	74	74	74	74	74
PROGRAM TARGET GROUPS								
1. PASSENGERS (THOUSANDS)	19574	19770	16485	16650	16817	16985	16985	16985
2. CARGO (THOUSANDS OF TONS)	364	367	513	513	513	513	513	513
3. AIR MAIL (THOUSANDS OF TONS)	100	101	80	80	80	80	80	80
4. AIRCRAFT OPERATIONS (THOUSANDS)	289	292	275	278	281	284	284	284
5. WIDE BODY AIRCRAFT OPERATIONS (HUNDREDS)	447	452	345	345	345	345	345	345
6. CUSTODIAL SERVICES	231	231	247	247	247	247	247	247
7. CAPITAL IMPROVEMENT PROGRAM	175000	175000	257769	257769	257769	257769	257769	257769
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	92	92	92	92	92	92	92	92
2. CARGO HANDLING AREA (1,000 SQ FT)	2700	2700	2700	2700	2700	2700	2700	2700
3. VEHICULAR CAPACITY IN PARKING STALLS	4850	7850	4740	4740	4740	4740	4740	4740
4. TERMINAL FACILITIES (1,000 SQ FT)	3250	3250	3250	3250	3250	3250	3250	3250
5. WIDE BODY AIRCRAFT GATES	29	59	35	35	35	35	35	35
6. RESTROOM FACILITY STANDARDS	8	8	8	8	8	8	8	8
7. CIP IMPLEMENTATION	175000	175000	257769	257769	257769	257769	257769	257769

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN102: DANIEL K. INOUE INTERNATIONAL AIRPORT

03 01 01

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods into, within, and out of the State by providing and operating airport facilities and supporting services at Daniel K. Inouye International Airport (HNL).

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes funding for: (1) ESCO lease financing payments increases totaling \$716,969B in FY 22 and \$1,261,974B in FY 23; (2) trade-off (combine) one 1/2-time Visitor Information Program Assistant (VIPA) I position with two 3/4-time VIPA I positions to create two full-time equivalent positions; (3) transfer (and re-describe) three VIPA I positions to TRN 195; (4) other current expenses (\$1,150,440B) and routine maintenance (\$13,611,408B) inadvertently identified as non-recurring; (5) special maintenance funds totaling 9,350,000B for FY 22 and 10,150,000B for FY 23; and (6) reduce the federal fund ceiling by 1,405,500N in FY 22 and FY 23.

The FB 2021-23 Capital Improvement Program (CIP) budget request includes the following CIP projects:

Systems Improvements
Facility Improvements

The CIP budget request of \$22,500,000 in FY 22 and \$70,000,000 in FY 23 in Airport Revenue Bond (Bond) funds will fund the 2 CIP projects.

C. Description of Activities Performed

Provides ramp control; operates flight information display systems; monitors all public address and fire control systems; furnishes crash/fire services for aircraft and structural fire, traffic and parking control, law enforcement officers for the FAA Airport Certification Program, crime prevention and crowd control; provides for emergency medical services; maintains all exterior building surfaces, interior public areas, electrical and mechanical equipment, air conditioning, plumbing, baggage delivery equipment, elevators and escalators; maintains roads, landscape areas, parking lots and structures, street lighting, regulatory and warning signs; issues parking permits for ground transportation licenses and permits;

regulates concessions, airline and other tenant activities. Provides maintenance support to the general aviation facilities and services program (Dillingham Airfield and Kalaeloa Airfield).

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment. In the area of facilities improvements, the Division has projects to increase the capacities of airports as well as support facilities to effectively accommodate transshipment and storage needs. Facility improvements as well as operating policies are aimed to encourage a variety of carriers to offer increased opportunities and advantages to inter-island movement of people and goods.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security, safety and certification.

HNL has facilities for: U.S. Customs, Immigration, Public Health activities in connection with international arrivals; and U.S. and State Department of Agriculture plant and animal inspection activities.

The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods.

Administrative, engineering and planning guidance and support are provided by the Airports Administration, TRN 195.

Program Plan Narrative

TRN102: DANIEL K. INOUE INTERNATIONAL AIRPORT

03 01 01

F. Description of Major External Trends Affecting the Program

HNL continues to be the State's busiest airport with a passenger traffic count of 19,400,364 in 2015. The passenger traffic increase of 0.01% in 2015 compared to 2014 provides the principal indicator for program improvements.

G. Discussion of Cost, Effectiveness, and Program Size Data

Operational costs are primarily related to normal operational requirements necessary to maintain Airport facilities and services and comply with federal security mandates within the budgetary guidelines set by the Department of Budget and Finance.

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

HNL is the principal source of revenue for the statewide airport system. Concession revenues account for a major portion of revenues at HNL. Changes in duty free retail and its sensitivity to the Japanese visitor market present a challenge in optimizing concession revenue potential, especially with the decline in international traffic following the September 11, 2001 attacks and the global economic turmoil.

All revenues are included in the total statewide airports system revenues of TRN 195 and are reported in that program.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuous evaluation.

J. Further Considerations

The effectiveness of the program for HNL is dependent, to a considerable degree; on how efficiently all agencies are able to process passengers. For instance, the time required for international arrivals is almost totally dependent on the ability of federal agencies to clear passengers. The Department has facilities and personnel to assist in facilitating the movement of people, goods and mail through the airport by maintaining taxiways and parking aprons, operating and displaying flight information and other services. The Department feels this is the most effective use of limited resources and continues to review capacity versus demand on airport facilities.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN104**
 PROGRAM STRUCTURE NO: **030102**
 PROGRAM TITLE: **GENERAL AVIATION**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	213,286	227,899	239,680	248,635	228	228	228	228
TOTAL CURRENT LEASE PAYMENTS COST	213,286	227,899	239,680	248,635	228	228	228	228
BY MEANS OF FINANCING								
SPECIAL FUND	213,286	227,899	239,680	248,635	228	228	228	228
OPERATING COST	31.00*	31.00*	31.00*	31.00*	31.0*	31.0*	31.0*	31.0*
0.00**	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	4,293,799	4,301,262	4,581,935	4,581,935	4,582	4,582	4,582	4,582
OTHER CURRENT EXPENSES	5,527,905	5,613,292	3,942,292	3,942,292	3,942	3,942	3,942	3,942
TOTAL OPERATING COST	9,821,704	9,914,554	8,524,227	8,524,227	8,524	8,524	8,524	8,524
BY MEANS OF FINANCING								
31.00*	31.00*	31.00*	31.00*	31.00*	31.0*	31.0*	31.0*	31.0*
**	**	**	**	**	**	**	**	**
SPECIAL FUND	9,821,704	9,914,554	8,524,227	8,524,227	8,524	8,524	8,524	8,524
CAPITAL IMPROVEMENT COSTS								
DESIGN	1,000		2,000,000					
CONSTRUCTION	7,345,000	5,380,000	7,725,000	9,000,000				
TOTAL CAPITAL EXPENDITURES	7,346,000	5,380,000	9,725,000	9,000,000				
BY MEANS OF FINANCING								
SPECIAL FUND			3,000,000	9,000,000				
REVENUE BONDS	6,845,000	3,380,000	4,225,000					
FEDERAL FUNDS	501,000	2,000,000	2,500,000					
TOTAL PERM POSITIONS	31.00*	31.00*	31.00*	31.00*	31.0*	31.0*	31.0*	31.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	17,380,990	15,522,453	18,488,907	17,772,862	8,752	8,752	8,752	8,752

PROGRAM ID: **TRN104**
PROGRAM STRUCTURE: **030102**
PROGRAM TITLE: **GENERAL AVIATION**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
<u>MEASURES OF EFFECTIVENESS</u>								
1. NUMBER OF ACCIDENTS	0	0	0	0	0	0	0	0
2. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	1	1	1	1	1	1	1	1
3. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)	175	175	175	175	175	175	175	175
2. CUSTODIAL SERVICES	1	1	1	1	1	1	1	1
3. CAPITAL IMPROVEMENT PROGRAM	0	0	0	0	0	0	0	0
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	38	38	38	38	38	38	38	38
2. RESTROOM FACILITY STANDARDS	2	2	2	2	2	2	2	2
3. CIP IMPLEMENTATION	0	0	0	0	0	0	0	0

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

03 01 02

TRN104: GENERAL AVIATION

A. Statement of Program Objectives

To enrich the lives of people of all ages by providing opportunities and facilities for engaging in general aviation activities and to facilitate the safe movement of people within the State by reducing the mixture of commercial and general aviation aircraft at Daniel K. Inouye International Airport (HNL).

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes adjustments for: (1) ESCO lease financing payments increases totaling \$11,781B in FY 22 and \$20,736B in FY 23; and (2) additional \$99,000B in FY 22 and FY 23 due to increase of security contract.

The FB 2021-23 Capital Improvement Program (CIP) budget request includes the following CIP project:

Airport Improvements at Dillingham Airfield

The CIP budget request of \$12,000,000 in Airport Special funds in FY 22 will fund the CIP project.

C. Description of Activities Performed

For Dillingham Airfield and Kalaeloa General Aviation Reliever Airport, activities include crash/fire and Unicom radio traffic advisory services; maintain airfield operations areas including paved and unpaved runways, taxiways and apron areas, windsocks, clear zones, and airfield fencing; maintain buildings, electrical, mechanical, plumbing and security systems; maintain roads, parking areas, regulatory and warning signs.

D. Statement of Key Policies Pursued

The Airports Division supports the goals and intents of the Hawaii State Plan. The division pursues the objectives and sets its policies for the general aviation airports in accordance with those cited in Part I, Section 17 and 22, of the Hawaii State Plan. These are reflected in facilities planning; for example, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations regarding security and safety. Administrative, engineering and planning support is provided by the Airports Administration, TRN 195. TRN 102 provides specialized operation and maintenance support.

F. Description of Major External Trends Affecting the Program

The aircraft operations (civilian, glide and military) are ongoing at Dillingham Airfield. Aircraft operations (air carrier, air taxi, general aviation and military) are ongoing at Kalaeloa Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

Operational costs are primarily for normal operational requirements necessary to maintain the airport's facilities and services and comply with federal security mandates within the budgetary guidelines established by the Department of Budget and Finance.

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Minimal revenues are generated at Dillingham Field and Kalaeloa Airport and are included in the statewide airport system revenues of TRN 195. Revenues generated are from aeronautical rentals, airport use charge and other miscellaneous sources.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuing evaluation.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN111**
 PROGRAM STRUCTURE NO: **030103**
 PROGRAM TITLE: **HILO INTERNATIONAL AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	650,522	695,091	731,023	758,338	695	695	695	695
TOTAL CURRENT LEASE PAYMENTS COST	650,522	695,091	731,023	758,338	695	695	695	695
BY MEANS OF FINANCING								
SPECIAL FUND	650,522	695,091	731,023	758,338	695	695	695	695
OPERATING COST	86.00*	86.00*	86.00*	86.00*	86.0*	86.0*	86.0*	86.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	8,167,765	8,217,218	8,552,651	8,552,651	8,553	8,553	8,553	8,553
OTHER CURRENT EXPENSES	14,519,865	14,198,296	12,223,296	12,223,296	12,223	12,223	12,223	12,223
EQUIPMENT	245,000	244,800						
MOTOR VEHICLES	450,600	644,300						
TOTAL OPERATING COST	23,383,230	23,304,614	20,775,947	20,775,947	20,776	20,776	20,776	20,776
BY MEANS OF FINANCING								
	86.00*	86.00*	86.00*	86.00*	86.0*	86.0*	86.0*	86.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	23,383,230	23,304,614	20,775,947	20,775,947	20,776	20,776	20,776	20,776
CAPITAL IMPROVEMENT COSTS								
DESIGN	1,220,000	480,000	560,000	840,000				
CONSTRUCTION	5,680,000	2,300,000	13,800,000	6,900,000				
TOTAL CAPITAL EXPENDITURES	6,900,000	2,780,000	14,360,000	7,740,000				
BY MEANS OF FINANCING								
REVENUE BONDS	5,900,000	2,780,000	14,360,000	7,740,000				
FEDERAL FUNDS	1,000,000							
TOTAL PERM POSITIONS	86.00*	86.00*	86.00*	86.00*	86.0*	86.0*	86.0*	86.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	30,933,752	26,779,705	35,866,970	29,274,285	21,471	21,471	21,471	21,471

PROGRAM ID: **TRN111**
PROGRAM STRUCTURE: **030103**
PROGRAM TITLE: **HILO INTERNATIONAL AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	19	19	19	19	19	19	19	19
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	90	90	90	90	90	90	90	90
3. THROUGH-PUT COST PER PASSENGER (CENTS)	910	910	910	910	910	910	910	910
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.01	.01	.01	.01	.01	.01	.01	.01
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.10	.10	.10	.10	.10	.10	.10	.10
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	5500	5500	5500	5500	5500	5500	5500	5500
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	8	8	8	8	8	8	8	8
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	50	60	60	60	60	60	60
PROGRAM TARGET GROUPS								
1. PASSENGERS (THOUSANDS)	1444	1459	966	966	966	966	966	966
2. CARGO (THOUSANDS OF TONS)	25	25	29	29	29	29	29	29
3. AIR MAIL (TONS)	1747	1765	7770	7770	7770	7770	7770	7770
4. AIRCRAFT OPERATIONS (THOUSANDS)	86	87	45	45	45	45	45	45
5. CUSTODIAL SERVICES	17	17	17	17	17	17	17	17
6. CAPITAL IMPROVEMENT PROGRAM	6256	6256	16904	16904	16904	16904	16904	16904
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	65	65	65	65	65	65	65	65
2. CARGO HANDLING AREA (1,000 SQ FT)	1020	1020	1020	1020	1020	1020	1020	1020
3. VEHICULAR CAPACITY IN PARKING STALLS	705	705	705	705	705	705	705	705
4. TERMINAL FACILITIES (1,000 SQ FT)	250	250	250	250	250	250	250	250
5. RESTROOM FACILITY STANDARDS	7	7	7	7	7	7	7	7
6. CIP IMPLEMENTATION	6256	6256	16904	16904	16904	16904	16904	16904

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN111: HILO INTERNATIONAL AIRPORT

03 01 03

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods into, within, and out of the State by providing and operating airport facilities and supporting services at General Lyman Field (Hilo International Airport).

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes funding for: (1) ESCO lease financing payments increases totaling \$35,932B in FY 22 and \$63,247B in FY 23; and (2) special maintenance totaling \$600,000B in FY 22 and \$600,000B in FY 23.

The FB 2021-23 Capital Improvement Program (CIP) budget request includes the following CIP project:

Terminal Improvements

The CIP budget request of \$1,400,000 in FY 22 in Airport Revenue Bond (Bond) funds will fund the CIP project.

C. Description of Activities Performed

Provides crash/fire services, police, traffic and parking control including law enforcement officers for the FAA Airport Certification program, crime prevention and crowd control; maintains all airfield operations areas including paved and unpaved runway and taxiway areas, lighting, taxiway, signs, windsocks and other navigational aids, drainage and landscaped areas; maintains all exterior building surfaces interior public areas, electrical and mechanical equipment, flight information and fire alarm systems, plumbing system; maintains baggage delivery, elevators and escalator equipment; maintains roads, landscaped areas, parking lots, street lighting, regulatory, warning and destination signs; issues parking permits, ground transportation licenses and permits; and regulates concessions and airline and other tenant activities.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment. In the area of facilities improvements, the Division has projects to increase the capacities of airports as well as support facilities to effectively accommodate transshipment and storage needs. Facilities improvements as well as operating policies are intended to encourage a variety of carriers to offer increased opportunities and advantages to inter-island movement of people and goods.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security, safety and certification. The Airport has facilities for FAA air traffic control, U.S. Weather Bureau forecast activities and for Department of Agriculture plant inspection activities.

The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods.

Administrative, engineering and planning guidance and support are provided by Air Transportation Facilities and Services Support, TRN 195. Specialized operations and maintenance support is provided by TRN 114.

Program Plan Narrative

03 01 03

TRN111: HILO INTERNATIONAL AIRPORT

F. Description of Major External Trends Affecting the Program

Hilo International Airport is the fifth busiest airport in the state system in terms of passengers processed. In 2015, 1,309,195 passengers passed through the Airport. Passenger traffic increased 0.6% from 2014. FAA regulations relating to security and certification continue to keep program costs up.

G. Discussion of Cost, Effectiveness, and Program Size Data

Operational costs are primarily related to normal operational requirements necessary to maintain Airport facilities and services and comply with federal security mandates within the budgetary guidelines set by the Department of Budget and Finance.

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, air travel growth, etc. must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Revenues generated are from aeronautical rentals, airport use charges, concession fees, other non-aeronautical rentals and miscellaneous other income.

All existing and anticipated revenues generated by the operation of this airport are included in the total statewide airport system revenues of TRN 195.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuous evaluation.

J. Further Considerations

See comments for Daniel K. Inouye International Airport, TRN 102.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN114**
 PROGRAM STRUCTURE NO: **030104**
 PROGRAM TITLE: **ELLISON ONIZUKA KONA INTL. AIRPT AT KE'AHOLE**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	1,520,686	1,624,871	1,708,869	1,772,720	1,625	1,625	1,625	1,625
TOTAL CURRENT LEASE PAYMENTS COST	1,520,686	1,624,871	1,708,869	1,772,720	1,625	1,625	1,625	1,625
BY MEANS OF FINANCING								
SPECIAL FUND	1,520,686	1,624,871	1,708,869	1,772,720	1,625	1,625	1,625	1,625
OPERATING COST	107.00*	107.00*	107.00*	107.00*	107.0*	107.0*	107.0*	107.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	9,680,201	9,721,250	10,034,862	10,034,862	10,035	10,035	10,035	10,035
EQUIPMENT	16,502,796	16,469,268	14,346,468	14,451,468	14,451	14,451	14,451	14,451
MOTOR VEHICLES	510,500	15,000						
	2,355,842							
TOTAL OPERATING COST	29,049,339	26,205,518	24,381,330	24,486,330	24,486	24,486	24,486	24,486
BY MEANS OF FINANCING	107.00*	107.00*	107.00*	107.00*	107.0*	107.0*	107.0*	107.0*
SPECIAL FUND	**	**	**	**	**	**	**	**
	29,049,339	26,205,518	24,381,330	24,486,330	24,486	24,486	24,486	24,486
CAPITAL IMPROVEMENT COSTS								
DESIGN	900,000							
CONSTRUCTION	41,425,000	46,875,000	12,308,000	9,433,000				
TOTAL CAPITAL EXPENDITURES	42,325,000	46,875,000	12,308,000	9,433,000				
BY MEANS OF FINANCING								
REVENUE BONDS	42,325,000	46,875,000	12,308,000	9,433,000				
TOTAL PERM POSITIONS	107.00*	107.00*	107.00*	107.00*	107.0*	107.0*	107.0*	107.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	72,895,025	74,705,389	38,398,199	35,692,050	26,111	26,111	26,111	26,111

PROGRAM ID: **TRN114**
PROGRAM STRUCTURE: **030104**
PROGRAM TITLE: **ELLISON ONIZUKA KONA INTL AIRPT AT KE'AHOLE**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	25	25	25	25	25	25	25	25
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	94	94	94	94	94	94	94	94
3. THROUGH-PUT COST PER PASSENGER (CENTS)	670	670	670	670	670	670	670	670
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.01	.01	.01	.01	.01	.01	.01	.01
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.16	.16	.16	.16	.16	.16	.16	.16
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	7000	7000	7000	7000	7000	7000	7000	7000
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	8	8	8	8	8	8	8	8
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	50	75	75	75	75	75	75
PROGRAM TARGET GROUPS								
1. PASSENGERS (THOUSANDS)	2853	2882	2911	2911	2911	2911	2911	2911
2. CARGO (THOUSAND OF TONS)	20	20	35	35	35	35	35	35
3. AIR MAIL (TONS)	7848	7926	8005	8005	8005	8005	8005	8005
4. AIRCRAFT OPERATIONS (THOUSANDS)	120	120	120	120	120	120	120	120
5. CUSTODIAL SERVICES	19	25	25	25	25	25	25	25
6. CAPITAL IMPROVEMENT PROGRAM	3000	3000	3000	3000	3000	3000	3000	3000
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	60	60	60	60	60	60	60	60
2. CARGO HANDLING AREA (SQ. FT.)	161000	161000	161000	161000	161000	161000	161000	161000
3. VEHICULAR CAPACITY IN PARKING STALLS	1475	1475	1475	1475	1475	1475	1475	1475
4. TERMINAL FACILITES (1,000 SQ FT)	200	200	200	200	200	200	200	200
5. RESTROOM FACILITY STANDARDS	8	8	8	8	8	8	8	8
6. CIP IMPLEMENTATION	3000	3000	3000	3000	3000	3000	3000	3000

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN114: ELLISON ONIZUKA KONA INTL. AIRPT AT KE'AHOLE

03 01 04

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Ellison Onizuka Kona International Airport at Keahole (KOA).

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes funding for: (1) ESCO lease financing payments increases totaling \$83,998B in FY 22 and \$147,849B in FY 23; (2) janitorial supplies and routine maintenance \$504,000B; (3) special maintenance totaling \$845,000B in FY 22 and \$950,000B in FY 23; and (4) additional \$1,307,200B in FY 22 and FY 23 due to increase of security contract.

The FY 2021-23 Capital Improvement Program (CIP) budget request includes the following CIP projects:

Facility Improvements
Terminal Improvements

The CIP budget request of \$18,141,000 in Airport Revenue Bond (Bond) funds in FY 22 will fund the two CIP projects.

C. Description of Activities Performed

Provides crash/fire services, police, traffic and parking control, including law enforcement officers for the FAA Airport Certification Program, crime prevention and crowd control; maintains all airfield operations areas including paved and unpaved runways, taxiways, aprons, airfield lights, ramp lighting, windsocks and other navigational aids, maintains all exterior building surfaces, interior public areas, electrical and mechanical equipment, plumbing systems; maintains roads, landscaped areas, parking lots, street lighting, regulatory, warning and destination signs; issues parking permits, regulates concessions, airline and other tenant activities.

Provides administrative and specialized maintenance support for the Hawaii District Airports, which consists of Hilo International Airport, TRN 111, Ellison Onizuka Kona International Airport, TRN 114, Waimea-Kohala Airport, TRN 116 and Upolu Airport, TRN 118.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan.

These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment. In the area of facilities improvements, the Division has projects to increase the capacities of airports as well as support facilities to effectively accommodate transshipment and storage needs. Facilities improvements as well as operating policies are intended to encourage a variety of carriers to offer increased opportunities and advantages to the movement of people and goods.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security, safety and certification.

The Airport has facilities for FAA air traffic control and U.S. Department of Agriculture plant inspection activities.

The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods.

Administrative, engineering and planning guidance and support are provided by Air Transportation Facilities and Services Support, TRN 195.

Program Plan Narrative

03 01 04

TRN114: ELLISON ONIZUKA KONA INTL. AIRPT AT KE'AHOLE

F. Description of Major External Trends Affecting the Program

Ellison Onizuka Kona International Airport at Keahole (KOA) is the third busiest airport in the state system in terms of passengers processed. In 2015, 2,975,470 passengers, passed through the airport. Passenger traffic increased 5.4% compared to 2014. Also, environmental concerns continue to be a major factor in growth of physical facilities at the Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

Operational costs are primarily related to normal operational requirements necessary to maintain Airport facilities and services and comply with federal security mandates within the budgetary guidelines set by the Department of Budget and Finance.

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Revenues from Ellison Onizuka Kona International Airport at Keahole are expected to improve as traffic increases. Revenues are generated from aeronautical rentals, airport use charges, concession fees, other non-aeronautical rentals and miscellaneous other income. Total revenues generated are included in the statewide airport system revenues of TRN 195.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuing evaluation.

J. Further Considerations

See comments for Daniel K. Inouye International Airport, TRN 102. Other improvements in the terminal and cargo handling areas will facilitate increased passenger, aircraft and cargo traffic. KOA now has daily flights from the west coast and Japan.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN116**
 PROGRAM STRUCTURE NO: **030105**
 PROGRAM TITLE: **WAIMEA-KOHALA AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	19,907	21,271	22,370	23,206	21	21	21	21
TOTAL CURRENT LEASE PAYMENTS COST	19,907	21,271	22,370	23,206	21	21	21	21
BY MEANS OF FINANCING								
SPECIAL FUND	19,907	21,271	22,370	23,206	21	21	21	21
OPERATING COST	4.00*	4.00*	4.00*	4.00*	4.0*	4.0*	4.0*	4.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	359,277	362,148	372,256	372,256	373	373	373	373
TOTAL OPERATING COST	1,338,989	1,562,625	577,625	577,625	578	578	578	578
TOTAL OPERATING COST	1,698,266	1,924,773	949,881	949,881	951	951	951	951
BY MEANS OF FINANCING								
SPECIAL FUND	4.00*	4.00*	4.00*	4.00*	4.0*	4.0*	4.0*	4.0*
	**	**	**	**	**	**	**	**
TOTAL PERM POSITIONS	1,698,266	1,924,773	949,881	949,881	951	951	951	951
TOTAL PERM POSITIONS	4.00*	4.00*	4.00*	4.00*	4.0*	4.0*	4.0*	4.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	1,718,173	1,946,044	972,251	973,087	972	972	972	972

PROGRAM ID: **TRN116**
PROGRAM STRUCTURE: **030105**
PROGRAM TITLE: **WAIMEA-KOHALA AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	7	7	7	7	7	7	7	7
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	15	15	15	15	15	15	15	15
3. THROUGH-PUT COST PER PASSENGER (CENTS)	6500	6500	6500	6500	6500	6500	6500	6500
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	0	0	0	0	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	0	0	0	0	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	600	600	600	600	600	600	600	600
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	1	1	1	1	1	1	1	1
8. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	0	0	0	0	0	0
PROGRAM TARGET GROUPS								
1. PASSENGERS (THOUSANDS)	3	3	5	5	5	5	5	5
2. CARGO (TONS)	.2	.2	1	1	1	1	1	1
3. AIR MAIL (TONS)	1260	1260	1273	1285	1298	1311	1311	1311
4. AIRCRAFT OPERATIONS (THOUSANDS)	2	2	2	2	2	2	2	2
5. CAPITAL IMPROVEMENT PROGRAM	0	0	0	0	0	0	0	0
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	55	55	55	55	55	55	55	55
2. CARGO HANDLING AREA (SQ FT)	5128	5128	5128	5128	5128	5128	5128	5128
3. VEHICULAR CAPACITY IN PARKING STALLS	81	81	81	81	81	81	81	81
4. TERMINAL FACILITIES (100 SQ FT)	112	112	112	112	112	112	112	112
5. RESTROOM FACILITY STANDARDS	5	5	5	5	5	5	5	5
6. CIP IMPLEMENTATION	0	0	0	0	0	0	0	0

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

03 01 05

TRN116: WAIMEA-KOHALA AIRPORT

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Waimea-Kohala Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes adjustments for: (1) ESCO lease financing payments increases totaling \$1,099B in FY 22 and \$1,935B in FY 23; and (2) security contract increase of \$210,000B in FY 22 and FY 23.

No FB 2021-23 Capital Improvement Program request is included for TRN 116.

C. Description of Activities Performed

Provides crash/fire services, maintains airfield operations areas including paved and unpaved airport runway, taxiway, and apron lighting systems, windsocks and other navigational aids; maintains buildings, including exterior surfaces, interior public areas, electrical and mechanical equipment, plumbing systems; maintains roads, landscaped areas, parking lots, street lights, regulatory, warning and destination signs; regulates concession, airline and other tenant activities.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security and safety. The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods. Administrative, engineering and planning guidance and support is provided by Air Transportation Facilities and Services Support, TRN 195. TRN 114 provides specialized operations and maintenance support.

F. Description of Major External Trends Affecting the Program

Activity at a general aviation airport is difficult to predict and can be greatly affected by a single event such as a construction project in the vicinity. Also, environmental concerns continue to be a major factor in growth of physical facilities at the Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

Increases in operational cost are due to normal operational requirements. The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, air travel growth, etc. must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Revenues generated from aeronautical rentals and the airport use charges are minimal and are included in the total statewide system revenues of TRN 195.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuing evaluation.

Program Plan Narrative

TRN116: WAIMEA-KOHALA AIRPORT

03 01 05

J. Further Considerations

The viability of Waimea-Kohala Airport is dependent upon the most effective use of limited resources and is in continuous review of capacity versus demand on airport facilities.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN118**
 PROGRAM STRUCTURE NO: **030106**
 PROGRAM TITLE: **UPOLU AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OTHER CURRENT EXPENSES	719,500	519,500	49,500	49,500	50	50	50	50
TOTAL OPERATING COST	719,500	519,500	49,500	49,500	50	50	50	50
BY MEANS OF FINANCING	*	*	*	*	*	*	*	*
SPECIAL FUND	719,500	519,500	49,500	49,500	50	50	50	50
CAPITAL IMPROVEMENT COSTS								
CONSTRUCTION	600,000							
TOTAL CAPITAL EXPENDITURES	600,000							
BY MEANS OF FINANCING								
REVENUE BONDS	600,000							
TOTAL PERM POSITIONS	*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	1,319,500	519,500	49,500	49,500	50	50	50	50

PROGRAM ID: **TRN118**
PROGRAM STRUCTURE: **030106**
PROGRAM TITLE: **UPOLU AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
<u>MEASURES OF EFFECTIVENESS</u>								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	7	7	7	7	7	7	7	7
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	10	10	10	10	10	10	10	10
3. THROUGH-PUT COST PER PASSENGER (CENTS)	0	0	0	0	0	0	0	0
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	0	0	0	0	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	0	0	0	0	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2600	2600	2600	2600	2600	2600	2600	2600
7. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. PASSENGERS (THOUSANDS)	0	0	0	0	0	0	0	0
2. CAPITAL IMPROVEMENT PROGRAM	0	0	0	0	0	0	0	0
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	26	26	26	26	26	26	26	26
2. CIP IMPLEMENTATION	0	0	0	0	0	0	0	0

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

03 01 06

TRN118: UPOLU AIRPORT

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Upolu Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

No FB 2021-23 operating budget request included for TRN 118.

No FB 2021-23 Capital Improvement Program request is included for TRN 118.

C. Description of Activities Performed

Maintenance of airfield operations areas including paved and unpaved airport runway, taxiway and apron, windsocks, emergency lighting, airport beacon and other navigational aids is provided by TRN114. Also provides maintenance of grassed areas, exterior building surfaces, and interior of buildings, including electrical and plumbing systems.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security and safety.

The airport also maintains a close working relationship with the military and other airport users to provide facilities for training and filming on location and general aviation activities. Administrative, engineering and planning guidance and support is provided by Air Transportation Facilities and Services Support, TRN 195. Specialized operations and maintenance support is provided by TRN 114.

F. Description of Major External Trends Affecting the Program

This airfield must be maintained as an emergency landing strip. There is also an important radar beacon located nearby. Also, environmental concerns continue to be a major factor in growth of physical facilities at the Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, air travel growth, etc. must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans. Vandalism is a continuing problem at this Airport. Its remoteness and relatively low activity level has caused security problems and facility damage. Improved, cost effective security measures are being considered.

H. Discussion of Program Revenues

Revenues for this program are non-existent or very minimal and are included in TRN 195.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN131**
 PROGRAM STRUCTURE NO: **030107**
 PROGRAM TITLE: **KAHULUI AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	2,559,430	2,734,783	2,876,158	2,983,624	2,735	2,735	2,735	2,735
TOTAL CURRENT LEASE PAYMENTS COST	2,559,430	2,734,783	2,876,158	2,983,624	2,735	2,735	2,735	2,735
BY MEANS OF FINANCING								
SPECIAL FUND	2,559,430	2,734,783	2,876,158	2,983,624	2,735	2,735	2,735	2,735
OPERATING COST	175.00*	175.00*	175.00*	175.00*	175.0*	175.0*	175.0*	175.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	15,749,699	15,841,663	16,276,609	16,276,609	16,277	16,277	16,277	16,277
EQUIPMENT	20,323,452	21,098,099	21,486,499	21,431,499	21,431	21,431	21,431	21,431
MOTOR VEHICLES	100,000							
TOTAL OPERATING COST	550,000							
TOTAL OPERATING COST	36,723,151	36,939,762	37,763,108	37,708,108	37,708	37,708	37,708	37,708
BY MEANS OF FINANCING	175.00*	175.00*	175.00*	175.00*	175.0*	175.0*	175.0*	175.0*
SPECIAL FUND	**	**	**	**	**	**	**	**
TOTAL OPERATING COST	36,723,151	36,939,762	37,763,108	37,708,108	37,708	37,708	37,708	37,708
CAPITAL IMPROVEMENT COSTS								
PLANS	3,000,000							
CONSTRUCTION	72,525,000	24,480,000	3,000,000					
TOTAL CAPITAL EXPENDITURES	75,525,000	24,480,000	3,000,000					
BY MEANS OF FINANCING								
REVENUE BONDS	73,275,000	24,480,000	3,000,000					
FEDERAL FUNDS	2,250,000							
TOTAL PERM POSITIONS	175.00*	175.00*	175.00*	175.00*	175.0*	175.0*	175.0*	175.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	114,807,581	64,154,545	43,639,266	40,691,732	40,443	40,443	40,443	40,443

PROGRAM ID: **TRN131**
PROGRAM STRUCTURE: **030107**
PROGRAM TITLE: **KAHULUI AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	20	20	20	20	20	20
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	97	97	97	97	97	97	97	97
3. THROUGH-PUT COST PER PASSENGER (CENTS)	500	500	500	500	500	500	500	500
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.07	.07	.07	.07	0	0	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.7	.7	1	1	1	1	1	1
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	6200	6200	6200	6200	6200	6200	6200	6200
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	10	10	10	10	10	10	10	10
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	50	60	60	60	60	60	60
PROGRAM TARGET GROUPS								
1. PASSENGERS (THOUSANDS)	5676	5733	5901	5960	5960	5960	5960	5960
2. CARGO (THOUSANDS OF TONS)	30	31	50	50	50	50	50	50
3. AIR MAIL (TONS)	14700	14847	12130	12130	12130	12130	12130	12130
4. AIRCRAFT OPERATIONS (THOUSANDS)	131	133	124	125	125	125	125	125
5. CUSTODIAL SERVICES	58	58	58	58	58	58	58	58
6. CAPITAL IMPROVEMENT PROGRAM	16576	16576	16576	16576	16576	16576	16576	16576
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	71	71	71	71	71	71	71	71
2. CARGO HANDLING AREA (1,000 SQ FT)	104	104	104	104	104	104	104	104
3. VEHICULAR CAPACITY IN PARKING STALLS	1200	1200	1200	1200	1200	1200	1200	1200
4. TERMINAL FACILITIES (1,000 SQ FT)	373	373	373	373	373	373	373	373
5. RESTROOM FACILITY STANDARDS	8	9	9	9	9	9	9	9
6. CIP IMPLEMENTATION	16576	16576	16576	16576	16576	16576	16576	16576

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

03 01 07

TRN131: KAHULUI AIRPORT

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods into, within, and out of the State by providing and operating airport facilities and supporting services at Kahului Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes funding for: (1) ESCO lease financing payments increases totaling \$141,375B in FY 22 and \$248,841B in FY 23; (2) special maintenance totaling \$3,255,000B in FY 22 and \$3,200,000B in FY 23; and (3) security contract increase of \$1,263,400B in FY 22 and FY 23.

No FB 2021-23 Capital Improvement Program request is included for TRN 131.

C. Description of Activities Performed

Provides crash/fire service, police, traffic and parking control, including law enforcement officers for the FAA Airport Certification Program; maintains airfield operations area including paved and unpaved runway, taxiway and apron area, lights, windsocks and other navigational aids, drainage systems and clear zones; maintains buildings, including all exterior building surfaces, interior public areas, flight information and fire alarm systems, electrical and mechanical equipment, plumbing systems, air conditioning systems; maintains baggage delivery, elevators and other equipment; maintains roads, landscaped areas, parking lots, street lighting, regulatory, warning and destination signs; issues parking permits, ground transportation licenses and permits; and regulates concession, airline and other tenant activities. Provides administrative and specialized maintenance support for the Maui Airports District, which consists of Kahului Airport, TRN 131; Hana Airport, TRN 133; Kapalua airport, TRN 135; Molokai Airport, TRN 141; Kalaupapa Airport, TRN 143; and Lanai Airport, TRN 151.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the

objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment. In the area of facilities improvements, the Division has projects to increase the capacities of airports as well as support facilities to effectively accommodate transshipment and storage needs. Facilities improvements as well as operating policies are intended to encourage a variety of carriers to offer increased opportunities and advantages to the movement of people and goods.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security, safety and certification.

The Airport has facilities for FAA air traffic control, U.S. Weather Bureau forecast activities and for Department of Agriculture plant inspection activities.

The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods.

Administrative, engineering and planning guidance and support are provided by Air Transportation Facilities and Services Support, TRN 195.

F. Description of Major External Trends Affecting the Program

Kahului Airport is the second busiest airport in the State system in terms of numbers of passengers processed. In 2015, 6,500,821 passengers passed through the Airport. Passenger traffic increased 7.8% from 2014. FAA regulations relating to security and certification continue to keep program costs up. Also, environmental concerns continue to be a major factor in growth of physical facilities at the Airport.

Program Plan Narrative

03 01 07

TRN131: KAHULUI AIRPORT

G. Discussion of Cost, Effectiveness, and Program Size Data

Increases in operational cost are due to normal operational requirements. Operational costs are primarily for normal operational requirements necessary to maintain Airport facilities and services and comply with federal security mandates within the budgetary guidelines set by the Department of Budget and Finance.

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Kahului is the largest revenue producer of all the neighbor island airports. Revenues are generated from aeronautical rentals, airport use charge, concession fees, non-aeronautical rentals and other miscellaneous sources. Total revenues generated are included in the statewide airport system revenues of TRN 195.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuing evaluation.

J. Further Considerations

See comments for Daniel K. Inouye International Airport, TRN 102.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN133**
 PROGRAM STRUCTURE NO: **030108**
 PROGRAM TITLE: **HANA AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	7,821	8,357	8,788	9,117	8	8	8	8
TOTAL CURRENT LEASE PAYMENTS COST	7,821	8,357	8,788	9,117	8	8	8	8
BY MEANS OF FINANCING								
SPECIAL FUND	7,821	8,357	8,788	9,117	8	8	8	8
OPERATING COST	8.00*	8.00*	8.00*	8.00*	8.0*	8.0*	8.0*	8.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	843,556	846,425	882,417	882,417	882	882	882	882
TOTAL OPERATING COST	170,456	829,920	109,920	109,920	110	110	110	110
TOTAL OPERATING COST	1,014,012	1,676,345	992,337	992,337	992	992	992	992
BY MEANS OF FINANCING								
SPECIAL FUND	8.00*	8.00*	8.00*	8.00*	8.0*	8.0*	8.0*	8.0*
	**	**	**	**	**	**	**	**
TOTAL PERM POSITIONS	1,014,012	1,676,345	992,337	992,337	992	992	992	992
CAPITAL IMPROVEMENT COSTS								
DESIGN	160,000	240,000						
CONSTRUCTION	750,000	1,400,000	1,200,000					
TOTAL CAPITAL EXPENDITURES	910,000	1,640,000	1,200,000					
BY MEANS OF FINANCING								
REVENUE BONDS	910,000	1,640,000	1,200,000					
TOTAL PERM POSITIONS	8.00*	8.00*	8.00*	8.00*	8.0*	8.0*	8.0*	8.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	1,931,833	3,324,702	2,201,125	1,001,454	1,000	1,000	1,000	1,000

PROGRAM ID: **TRN133**
PROGRAM STRUCTURE: **030108**
PROGRAM TITLE: **HANA AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	12	12	12	12	12	12	12	12
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	30	30	30	30	30	30	30	30
3. THROUGH-PUT COST PER PASSENGER (CENTS)	9000	9000	9000	9000	9000	9000	9000	9000
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	0	0	0	0	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	0	0	0	0	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	9100	9100	9100	9100	9100	9100	9100	9100
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	1	1	1	1	1	1	1	1
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	0	0	0	0	0	0
PROGRAM TARGET GROUPS								
1. PASSENGERS (THOUSANDS)	4	4	3	3	3	3	3	3
2. CARGO (TONS)	5	5	10	10	10	10	10	10
3. AIR MAIL (TONS)	0	0	0	0	0	0	0	0
4. AIRCRAFT OPERATIONS (THOUSANDS)	3	3	2	2	2	2	2	2
5. CUSTODIAL SERVICES	0	0	0	0	0	0	0	0
6. CAPITAL IMPROVEMENT PROGRAM	0	0	0	0	0	0	0	0
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	36	36	36	36	36	36	36	36
2. CARGO HANDLING AREA (SQ FT)	532	532	532	532	532	532	532	532
3. VEHICULAR CAPACITY IN PARKING STALLS	22	22	22	22	22	22	22	22
4. TERMINAL FACILITIES (SQ FT)	2208	2208	2208	2208	2208	2208	2208	2208
5. RESTROOM FACILITY STANDARDS	6	6	6	6	6	6	6	6
6. CIP IMPLEMENTATION	0	0	0	0	0	0	0	0

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

03 01 08

TRN133: HANA AIRPORT

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Hana Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes adjustments for ESCO lease financing payment increases totaling \$431B in FY 22 and \$760B in FY 23.

No FB 2021-23 Capital Improvement Program request is included for TRN 133.

C. Description of Activities Performed

Provides crash/fire services; maintains airfield, paved and unpaved operations areas, runway lights, windsocks and other navigational aids; maintains roads, landscaped areas, parking lots, street signs; and maintains all exterior building surfaces, interior public areas, electrical and plumbing systems.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security and safety.

The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods.

Administrative, engineering and planning guidance and support are provided by Air Transportation Facilities and Services Support, TRN 195. Specialized operations and maintenance support is provided by TRN 131.

F. Description of Major External Trends Affecting the Program

Activity at a general aviation airport is difficult to predict and can be greatly affected by a single event such as a construction project in the vicinity. Also, environmental concerns continue to be a major factor in growth of physical facilities at the Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

Increases in costs are due to normal operational requirements. Operational costs are primarily related to normal operational requirements necessary to maintain Airport facilities and services and comply with Federal security mandates within the budgetary guidelines set by the Department of Budget and Finance.

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Revenues generated from aeronautical rentals and airport use charges are minimal and are included in the total statewide airport system revenues of TRN 195.

I. Summary of Analysis Performed

None.

Program Plan Narrative

TRN133: HANA AIRPORT

03 01 08

J. Further Considerations

The viability of Hana Airport is dependent upon the most effective use of limited resources and is in continuous review of capacity versus demand on airport facilities.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN135**
 PROGRAM STRUCTURE NO: **030109**
 PROGRAM TITLE: **KAPALUA AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	48,345	51,657	54,327	56,357	51	51	51	51
TOTAL CURRENT LEASE PAYMENTS COST	48,345	51,657	54,327	56,357	51	51	51	51
BY MEANS OF FINANCING								
SPECIAL FUND	48,345	51,657	54,327	56,357	51	51	51	51
OPERATING COST	11.00*	11.00*	11.00*	11.00*	11.0*	11.0*	11.0*	11.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	1,359,760	1,367,634	1,511,637	1,511,637	1,512	1,512	1,512	1,512
EQUIPMENT	173,500	941,930	843,230	843,230	843	843	843	843
TOTAL OPERATING COST	3,125,702	2,309,564	2,354,867	2,354,867	2,355	2,355	2,355	2,355
BY MEANS OF FINANCING	11.00*	11.00*	11.00*	11.00*	11.0*	11.0*	11.0*	11.0*
SPECIAL FUND	**	**	**	**	**	**	**	**
TOTAL PERM POSITIONS	3,125,702	2,309,564	2,354,867	2,354,867	2,355	2,355	2,355	2,355
TOTAL TEMP POSITIONS	11.00*	11.00*	11.00*	11.00*	11.0*	11.0*	11.0*	11.0*
TOTAL PROGRAM COST	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	3,174,047	2,361,221	2,409,194	2,411,224	2,406	2,406	2,406	2,406

PROGRAM ID: **TRN135**
PROGRAM STRUCTURE: **030109**
PROGRAM TITLE: **KAPALUA AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	20	20	20	20	20	20
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	40	40	40	40	40	40	40	40
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1400	1400	1400	1400	1400	1400	1400	1400
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	0	0	0	0	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1	1	1	1	1	1	1	1
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	9000	9000	9000	9000	9000	9000	9000	9000
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	2	2	2	2	2	2	2	2
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	0	0	0	0	0	0
PROGRAM TARGET GROUPS								
1. PASSENGERS (THOUSANDS)	116	117	58	58	58	58	58	58
2. CARGO (TONS)	924	933	500	500	500	500	500	500
3. AIR MAIL (TONS)	3	3	1	1	1	1	1	1
4. AIRCRAFT OPERATIONS (THOUSANDS)	10	10	8	8	8	8	8	8
5. CUSTODIAL SERVICES	2	2	2	2	2	2	2	2
6. CAPITAL IMPROVEMENT PROGRAM	0	0	0	0	0	0	0	0
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	37	37	37	37	37	37	37	37
2. CARGO HANDLING AREA (SQ FT)	3000	3000	3000	3000	3000	3000	3000	3000
3. VEHICULAR CAPACITY IN PARKING STALLS	60	60	60	60	60	60	60	60
4. TERMINAL FACILITIES (SQUARE FEET)	15000	15000	15000	15000	15000	15000	15000	15000
5. RESTROOM FACILITY STANDARDS	8	8	8	8	8	8	8	8
6. CIP IMPLEMENTATION	0	0	0	0	0	0	0	0

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN135: KAPALUA AIRPORT

03 01 09

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Kapalua Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes adjustments for: (1) ESCO lease financing payment increases totaling \$2,670B in FY 22 and \$4,700B in FY 23; and (2) security contract increase of \$121,300B in FY 22 and FY 23.

No FB 2021-23 Capital Improvement Program request is included for TRN 135.

C. Description of Activities Performed

Provides crash/fire and unicom radio traffic advisory services; maintains airfield operations areas, including paved and unpaved runway, taxiway and apron, runway lights, taxiway lights, windsocks and other navigational aids, drainage and clear zone areas; maintains all buildings, including exterior building surfaces, interior public areas, electrical, mechanical, plumbing systems and security fencing; maintains roads, landscaped areas, parking lots and regulatory signs.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security, safety and certification. The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods.

Administrative, engineering and planning support is provided by Air Transportation Facilities and Services Support, TRN 195. Specialized operations and maintenance support is provided by TRN 131.

F. Description of Major External Trends Affecting the Program

FAA regulations relating to security and certification continue to keep program costs up. Also, environmental concerns continue to be a major factor for the growth of physical facilities at the Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

Funds are requested for normal operational requirements. The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, air travel growth, etc. must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Revenues generated from aeronautical rentals, airport use charges, concession fees and non-aeronautical rental are minimal. Total revenues are included in the statewide airport system revenues of TRN 195.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuing evaluation.

Program Plan Narrative

TRN135: KAPALUA AIRPORT

03 01 09

J. Further Considerations

The viability of Kapalua Airport is dependent upon the most effective use of limited resources and is in continuous review of capacity versus demand on airport facilities. The restrictions on usage placed by county ordinance hampers the full use of available resources, especially from federal sources.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN141**
 PROGRAM STRUCTURE NO: **030110**
 PROGRAM TITLE: **MOLOKAI AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	99,534	106,353	111,851	116,030	106	106	106	106
TOTAL CURRENT LEASE PAYMENTS COST	99,534	106,353	111,851	116,030	106	106	106	106
BY MEANS OF FINANCING								
SPECIAL FUND	99,534	106,353	111,851	116,030	106	106	106	106
OPERATING COST	14.00*	14.00*	14.00*	14.00*	14.0*	14.0*	14.0*	14.0*
0.00**	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	1,732,046	1,740,255	1,800,570	1,800,570	1,800	1,800	1,800	1,800
OTHER CURRENT EXPENSES	2,379,743	2,272,924	1,329,924	1,329,924	1,330	1,330	1,330	1,330
TOTAL OPERATING COST	4,111,789	4,013,179	3,130,494	3,130,494	3,130	3,130	3,130	3,130
BY MEANS OF FINANCING								
14.00*	14.00*	14.00*	14.00*	14.00*	14.0*	14.0*	14.0*	14.0*
**	**	**	**	**	**	**	**	**
SPECIAL FUND	4,111,789	4,013,179	3,130,494	3,130,494	3,130	3,130	3,130	3,130
CAPITAL IMPROVEMENT COSTS								
DESIGN	500,000	3,000,000						
TOTAL CAPITAL EXPENDITURES	500,000	3,000,000						
BY MEANS OF FINANCING								
REVENUE BONDS	500,000	3,000,000						
TOTAL PERM POSITIONS	14.00*	14.00*	14.00*	14.00*	14.0*	14.0*	14.0*	14.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	4,711,323	7,119,532	3,242,345	3,246,524	3,236	3,236	3,236	3,236

PROGRAM ID: **TRN141**
PROGRAM STRUCTURE: **030110**
PROGRAM TITLE: **MOLOKAI AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	20	20	20	20	20	20
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	30	30	30	30	30	30	30	30
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1100	1100	1100	1100	1100	1100	1100	1100
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	0	0	0	0	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1.0	1.0	0	0	0	0	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2500	2500	2500	2500	2500	2500	2500	2500
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	2	2	2	2	2	2	2	2
8. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	0	0	0	0	0	0
PROGRAM TARGET GROUPS								
1. PASSENGERS(THOUSANDS)	222	224	205	207	209	211	211	211
2. CARGO (TONS)	1111	1122	1360	1370	1385	1397	1397	1397
3. AIR MAIL (TONS)	354	357	500	500	500	500	500	500
4. AIRCRAFT OPERATIONS (THOUSANDS)	35	35	37	37	37	37	37	37
5. CUSTODIAL SERVICES	2	2	2	2	2	2	2	2
6. CAPITAL IMPROVEMENT PROGRAM	0	0	0	0	0	0	0	0
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	75	75	75	75	75	75	75	75
2. CARGO HANDLING AREA (SQ FT)	11000	11000	11000	11000	11000	11000	11000	11000
3. VEHICULAR CAPACITY IN PARKING STALLS	300	300	300	300	300	300	300	300
4. TERMINAL FACILITIES (100 SQ FT)	109	109	109	109	109	109	109	109
5. RESTROOM FACILITY STANDARDS	8	8	8	8	8	8	8	8
6. CIP IMPLEMENTATION	0	0	0	0	0	0	0	0

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN141: MOLOKAI AIRPORT

03 01 10

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Molokai Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes adjustments for: (1) ESCO lease financing payment increases totaling \$5,498B in FY 22 and \$9,677B in FY 23; and (2) security contract increase of \$157,000B in FY 22 and FY 23.

No FB 2021-23 Capital Improvement Program request is included for TRN 141.

C. Description of Activities Performed

Provides crash/fire services, parking control, law enforcement officers as required by the FAA Airport Security Program; maintains airfield operations areas including paved and unpaved runway, taxiway and apron, runway and taxiway lights, windsocks and other navigational aids, drainage and grass areas; maintains buildings, including exterior building surfaces, interior public areas, electrical, mechanical, plumbing systems; maintains roads, landscaped areas, parking lots, street lighting, regulatory and warning signs.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment. In the area of facilities improvements, the Division has projects to increase the capacities of airports as well as support facilities to effectively

accommodate transshipment and storage needs. Facilities improvements as well as operating policies are intended to encourage a variety of carriers to offer increased opportunities and advantages to inter-island movement of people and goods.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security, safety and certification. The Airport has facilities for FAA air traffic control.

The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods.

Administrative, engineering and planning support is provided by Air Transportation Facilities and Services Support, TRN 195. Specialized operations and maintenance support is provided by TRN 131.

F. Description of Major External Trends Affecting the Program

FAA regulations relating to security and certification continue to keep program costs up. Also, environmental concerns continue to be a major factor for the growth of physical facilities at the Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

Increases in operational costs are primarily for normal operational requirements necessary to maintain Airport facilities and services and comply with federal security mandates within the budgetary guidelines set by the Department of Budget and Finance.

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

Program Plan Narrative

TRN141: MOLOKAI AIRPORT

03 01 10

H. Discussion of Program Revenues

Revenues generated from aeronautical rentals, airport use charges, concession fees, and non-aeronautical are moderate. Total revenues generated are included in the statewide airport system revenues of TRN 195.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuing evaluation.

J. Further Considerations

The viability of Molokai Airport is dependent upon the most effective use of limited resources and is in continuous review of capacity versus demand on airport facilities.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: TRN143
 PROGRAM STRUCTURE NO: 030111
 PROGRAM TITLE: KALAUPAPA AIRPORT

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OPERATING COST	7.00*	7.00*	7.00*	7.00*	7.0*	7.0*	7.0*	7.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	732,389	735,258	767,294	767,294	767	767	767	767
OTHER CURRENT EXPENSES	297,461	298,661	158,661	158,661	159	159	159	159
TOTAL OPERATING COST	1,029,850	1,033,919	925,955	925,955	926	926	926	926
BY MEANS OF FINANCING	7.00*	7.00*	7.00*	7.00*	7.0*	7.0*	7.0*	7.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	1,029,850	1,033,919	925,955	925,955	926	926	926	926
TOTAL PERM POSITIONS	7.00*	7.00*	7.00*	7.00*	7.0*	7.0*	7.0*	7.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	1,029,850	1,033,919	925,955	925,955	926	926	926	926

PROGRAM ID: **TRN143**
PROGRAM STRUCTURE: **030111**
PROGRAM TITLE: **KALAUPAPA AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
<u>MEASURES OF EFFECTIVENESS</u>								
1. NUMBER OF ACCIDENTS	0	0	0	0	0	0	0	0
2. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	0	0	0	0	0	0	0	0
3. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. PASSENGERS (THOUSANDS)	5	5	9	9	9	9	9	9
2. AIRCRAFT OPERATIONS (THOUSANDS)	3	3	4	4	4	4	4	4
3. CUSTODIAL SERVICES	0	0	0	0	0	0	0	0
4. CAPITAL IMPROVEMENT PROGRAM	0	0	0	0	0	0	0	0
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	75	75	75	75	75	75	75	75
2. TERMINAL FACILITIES (SQ FT)	1080	1080	1080	1080	1080	1080	1080	1080
3. RESTROOM FACILITY STANDARDS	5	5	5	5	5	5	5	5
4. CIP IMPLEMENTATION	0	0	0	0	0	0	0	0

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

03 01 11

TRN143: KALAUPAPA AIRPORT

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Kalaupapa Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

No FB 2021-23 operating budget request is included for TRN 143.

No FB 2021-23 Capital Improvement Program request is included for TRN 143.

C. Description of Activities Performed

Provides crash/fire services, maintains airfield operations areas including paved and unpaved airport runway and apron areas, windsocks and other navigational aids, drainage systems and clear zone area; maintains buildings including exterior building surfaces and interior public areas, electrical and plumbing systems; maintains roads, landscaped areas and parking areas.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security and safety. Administrative, engineering and planning support are provided by Air Transportation Facilities and Services Support, TRN 195. TRN 131 (Kahului Airport) provides specialized operations and maintenance support.

F. Description of Major External Trends Affecting the Program

This airport must be maintained to serve the residents of Kalaupapa Settlement and permitted visitors wanting to tour the community.

G. Discussion of Cost, Effectiveness, and Program Size Data

Increases in operational costs are primarily for normal operational requirements necessary to maintain Airport facilities and services and comply with federal security mandates within the budgetary guidelines set by the Department of Budget and Finance.

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Revenues generated from aeronautical rental and airport use charges are minimal and are reported in TRN 195.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuing evaluation.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN151**
 PROGRAM STRUCTURE NO: **030112**
 PROGRAM TITLE: **LANAI AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	170,629	182,319	191,744	198,908	181	181	181	181
TOTAL CURRENT LEASE PAYMENTS COST	170,629	182,319	191,744	198,908	181	181	181	181
BY MEANS OF FINANCING								
SPECIAL FUND	170,629	182,319	191,744	198,908	181	181	181	181
OPERATING COST	12.00*	12.00*	12.00*	12.00*	12.0*	12.0*	12.0*	12.0*
0.00**	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	1,371,850	1,375,902	1,538,057	1,538,057	1,538	1,538	1,538	1,538
OTHER CURRENT EXPENSES	1,944,082	2,357,392	1,750,792	1,750,792	1,751	1,751	1,751	1,751
TOTAL OPERATING COST	3,315,932	3,733,294	3,288,849	3,288,849	3,289	3,289	3,289	3,289
BY MEANS OF FINANCING								
12.00*	12.00*	12.00*	12.00*	12.00*	12.0*	12.0*	12.0*	12.0*
**	**	**	**	**	**	**	**	**
SPECIAL FUND	3,315,932	3,733,294	3,288,849	3,288,849	3,289	3,289	3,289	3,289
CAPITAL IMPROVEMENT COSTS								
DESIGN	160,000	240,000						
CONSTRUCTION	17,135,000	800,000	1,800,000					
TOTAL CAPITAL EXPENDITURES	17,295,000	1,040,000	1,800,000					
BY MEANS OF FINANCING								
REVENUE BONDS	14,294,000	1,040,000	1,800,000					
FEDERAL FUNDS	1,000							
PRIVATE CONTRIBUTIONS	3,000,000							
TOTAL PERM POSITIONS	12.00*	12.00*	12.00*	12.00*	12.0*	12.0*	12.0*	12.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	20,781,561	4,955,613	5,280,593	3,487,757	3,470	3,470	3,470	3,470

PROGRAM ID: **TRN151**
PROGRAM STRUCTURE: **030112**
PROGRAM TITLE: **LANAI AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	20	20	20	20	20	20
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	30	30	30	30	30	30	30	30
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1650	1650	1650	1650	1650	1650	1650	1650
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	0	0	0	0	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	0	0	0	0	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	17	17	17	17	17	17	17	17
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	3	3	3	3	3	3	3	3
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	0	0	0	0	0	0
PROGRAM TARGET GROUPS								
1. PASSENGERS (THOUSANDS)	121	122	80	80	80	80	80	80
2. CARGO (TONS)	808	816	1390	1390	1390	1390	1390	1390
3. AIR MAIL (TONS)	152	153	290	290	290	290	290	290
4. AIRCRAFT OPERATIONS (THOUSANDS)	10	10	9	9	9	9	9	9
5. CUSTODIAL SERVICES	3	3	3	3	3	3	3	3
6. CAPITAL IMPROVEMENT PROGRAM	0	0	0	0	0	0	0	0
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	56	56	56	56	56	56	56	56
2. CARGO HANDLING AREA (SQ FT)	1368	1368	1368	1368	1368	1368	1368	1368
3. VEHICULAR CAPACITY IN PARKING STALLS	120	120	120	120	120	120	120	120
4. TERMINAL FACILITIES (SQ FT)	13661	13661	13661	13661	13661	13661	13661	13661
5. RESTROOM FACILITY STANDARDS	7	7	8	8	8	8	8	8
6. CIP IMPLEMENTATION	0	0	0	0	0	0	0	0

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN151: LANAI AIRPORT

03 01 12

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Lanai Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes adjustments for: (1) ESCO lease financing payment increases totaling \$9,425B in FY 22 and \$16,589B in FY 23; and (2) security contract increase of \$263,400B in FY 22 and FY 23.

No FB 2021-23 Capital Improvement Program request is included for TRN 151.

C. Description of Activities Performed

Provides crash/fire services; maintains airfield operations areas, including paved and unpaved runway, taxiway and apron, runway lights, taxiway lights, windsocks and other navigational aids, drainage and clear zone areas; maintains all buildings, including exterior building surfaces, interior public areas, electrical, mechanical, plumbing systems and security fencing; maintains roads, landscaped areas, parking lots and regulatory signs.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure, among other objectives, that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment. In the area

of facilities improvements, a new passenger terminal, cargo building, access road and parking were completed in 1994. These facilities, as well as operating policies, are intended to encourage a variety of carriers to offer increased opportunities and advantages to inter-island movement of people and goods.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security, safety and certification.

Storage facilities for highway maintenance equipment of Highways Division are provided at the airport.

The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods.

Administrative, engineering and planning support are provided by Air Transportation Facilities and Services Support, TRN 195. TRN 131 (Kahului Airport) provides specialized operations and maintenance support.

F. Description of Major External Trends Affecting the Program

Passenger, cargo and mail statistics through Lanai Airport (LNY) provide the principal indicators for program improvements. The passenger volume at LNY was 107,000 in fiscal year 2014 (FY14), up 13.1% from fiscal year 2013 (FY13). The cargo volume of 816 tons was down 2.4% from FY13. FAA regulations relating to security and certification continue to keep program costs up. Also, environmental concerns continue to be a major factor in growth of physical facilities at the Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

Funds requested are for normal operational requirements necessary to maintain Airport facilities and services and comply with Federal security mandates within the budgetary guidelines set by the Department of Budget and Finance.

Program Plan Narrative

TRN151: LANAI AIRPORT

03 01 12

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Revenues are generated from aeronautical rentals, airport use charges, concession fees, non-aeronautical rentals and other miscellaneous sources are minimal. Total revenues are included in the statewide airport system revenues of TRN 195.

I. Summary of Analysis Performed

Terminal and airfield requirements are under continuing evaluation.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN161**
 PROGRAM STRUCTURE NO: **030113**
 PROGRAM TITLE: **LIHUE AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	1,071,096	1,144,480	1,203,643	1,248,616	1,144	1,144	1,144	1,144
TOTAL CURRENT LEASE PAYMENTS COST	1,071,096	1,144,480	1,203,643	1,248,616	1,144	1,144	1,144	1,144
BY MEANS OF FINANCING								
SPECIAL FUND	1,071,096	1,144,480	1,203,643	1,248,616	1,144	1,144	1,144	1,144
OPERATING COST	116.00*	116.00*	116.00*	116.00*	116.0*	116.0*	116.0*	116.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	10,890,601	10,946,542	11,271,585	11,271,585	11,272	11,272	11,272	11,272
EQUIPMENT	13,551,893	13,754,109	12,957,209	12,107,209	12,107	12,107	12,107	12,107
MOTOR VEHICLES	586,600	171,400						
		950,000						
TOTAL OPERATING COST	25,029,094	25,822,051	24,228,794	23,378,794	23,379	23,379	23,379	23,379
BY MEANS OF FINANCING								
SPECIAL FUND	116.00*	116.00*	116.00*	116.00*	116.0*	116.0*	116.0*	116.0*
	**	**	**	**	**	**	**	**
TOTAL OPERATING COST	25,029,094	25,822,051	24,228,794	23,378,794	23,379	23,379	23,379	23,379
CAPITAL IMPROVEMENT COSTS								
DESIGN	1,300,000	1,200,000	6,550,000	9,550,000				
CONSTRUCTION	13,735,000	7,100,000	8,600,000	32,300,000	52,000	25,000		
TOTAL CAPITAL EXPENDITURES	15,035,000	8,300,000	15,150,000	41,850,000	52,000	25,000		
BY MEANS OF FINANCING								
REVENUE BONDS	15,035,000	8,300,000	15,150,000	41,850,000	52,000	25,000		
TOTAL PERM POSITIONS	116.00*	116.00*	116.00*	116.00*	116.0*	116.0*	116.0*	116.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	41,135,190	35,266,531	40,582,437	66,477,410	76,523	49,523	24,523	24,523

PROGRAM ID: **TRN161**
PROGRAM STRUCTURE: **030113**
PROGRAM TITLE: **LIHUE AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	20	20	20	20	20	20
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	85	85	85	85	85	85	85	85
3. THROUGH-PUT COST PER PASSENGER (CENTS)	900	900	900	900	900	900	900	900
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.1	.1	0	0	0	0	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.25	.25	0	0	0	0	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2700	2700	2700	2700	2700	2700	2700	2700
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	6	6	6	6	6	6	6	6
8. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	50	50	50	50	50	50	50	50
PROGRAM TARGET GROUPS								
1. PASSENGERS (THOUSANDS)	2727	2754	2508	2508	2508	2508	2508	2508
2. CARGO (TONS)	13736	13873	22690	22690	22690	22690	22690	22690
3. AIR MAIL (TONS)	1111	1122	5930	5930	5930	5930	5930	5930
4. AIRCRAFT OPERATIONS (THOUSANDS)	126	128	90	90	90	90	90	90
5. CUSTODIAL SERVICES	22	22	22	22	22	22	22	22
6. CAPITAL IMPROVEMENT PROGRAM	6874	6874	37236	37236	37236	37236	37236	37236
PROGRAM ACTIVITIES								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	110	110	110	110	110	110	110	110
2. CARGO HANDLING AREA (SQ FT)	757000	757000	757000	757000	757000	757000	757000	757000
3. VEHICULAR CAPACITY IN PARKING STALLS	575	575	575	575	575	575	575	575
4. TERMINAL FACILITIES (1,000 SQ FT)	88	88	88	88	88	88	88	88
5. RESTROOM FACILITY STANDARDS	8	8	8	8	8	8	8	8
6. CIP IMPLEMENTATION	6874	6874	37236	37236	37236	37236	37236	37236

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN161: LIHUE AIRPORT

03 01 13

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Lihue Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes funding for: (1) ESCO lease financing payments increases totaling \$59,163B in FY 22 and \$104,136B in FY 23; (2) special maintenance totaling \$950,000B in FY 22 and \$100,000B in FY 23; and (3) security contract increase of \$1,213,100B in FY 22 and FY 23.

The FB 2021-23 Capital Improvement Program (CIP) budget request includes the following 2 CIP projects:

Terminal Improvements
Facility Improvements

The CIP budget request of \$24,100,000 in FY 22 and \$100,000,000 in FY 23 in Airport Revenue Bond (Bond) funds will fund the 2 CIP projects.

C. Description of Activities Performed

Provides crash/fire services, police, traffic and parking control, including law enforcement officers for the FAA Airport Certification Program; maintains airfield operations areas including paved and unpaved runways, taxiways and aprons, runway lights, taxiway lights, ramp lighting, windsocks and other navigational aids, drainage systems and clear zone areas; maintains buildings, including exterior building surfaces, interior public areas, maintains electrical, mechanical, plumbing, flight information, fire alarm, air conditioning and security systems; maintains roads, landscaped areas parking lots, street lighting, regulatory, warning and destination signs; issues parking permits, ground transportation licenses; regulates concession, airline and other tenant activities. Provides administrative and specialized maintenance support for the Kauai District Airports, which consists of Lihue Airport, TRN 161 and Port Allen Airport, TRN 163.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment. In the area of facilities improvements, the Division has projects to increase capacities of airports as well as support facilities to effectively accommodate transshipment and storage needs. Facilities improvements as well as operating policies are intended to encourage a variety of carriers to offer increased opportunities and advantages to the movement of people and goods.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security, safety and certification.

The Airport has facilities for FAA air traffic control, U.S. Weather Bureau forecast activities and for Department of Agriculture plant inspection activities.

The airport also maintains a close working relationship with the airlines and other tenants to provide for the convenience, safety and rapid movement of passengers and goods.

Administrative, engineering and planning guidance and support are provided by Air Transportation Facilities and Services Support, TRN 195.

Program Plan Narrative

TRN161: LIHUE AIRPORT

03 01 13

F. Description of Major External Trends Affecting the Program

Lihue Airport is the fourth busiest airport in the State system in terms of passengers processed, which provided the principal indicator for program improvements. In 2015, 2,776,652 passengers were processed, a 2.8% increase compared to 2014. FAA regulations relating to security and certification continue to keep program costs up. Also, environmental concerns continue to be a major factor in the growth of physical facilities at the Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

Increases in cost are due to normal operational requirements necessary to maintain Airport facilities and services and comply with federal security mandates within the budgetary guidelines set by the Department of Budget and Finance.

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Total revenues generated are included in the statewide airport system revenues of TRN 195.

I. Summary of Analysis Performed

Terminal and airfield requirements will continue to be under evaluation.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN163**
 PROGRAM STRUCTURE NO: **030114**
 PROGRAM TITLE: **PORT ALLEN AIRPORT**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OTHER CURRENT EXPENSES	46,841	21,841	1,841	1,841	2	2	2	2
TOTAL OPERATING COST	46,841	21,841	1,841	1,841	2	2	2	2
BY MEANS OF FINANCING								
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
SPECIAL FUND	46,841	21,841	1,841	1,841	2	2	2	2
TOTAL PERM POSITIONS	*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	46,841	21,841	1,841	1,841	2	2	2	2

PROGRAM ID: **TRN163**
PROGRAM STRUCTURE: **030114**
PROGRAM TITLE: **PORT ALLEN AIRPORT**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
<u>MEASURES OF EFFECTIVENESS</u>								
1. NUMBER OF ACCIDENTS	0	0	0	0	0	0	0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)	6	6	2	2	2	2	2	2
2. CAPITAL IMPROVEMENT PROGRAM	0	0	0	0	0	0	0	0
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	30	30	NA	NA	NA	NA	NA	NA
2. CIP IMPLEMENTATION	0	0	0	0	0	0	0	0

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

03 01 14

TRN163: PORT ALLEN AIRPORT

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods within the State by providing and operating airport facilities and supporting services at Port Allen Airport.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

No FB 2021-23 operating budget request included for TRN 163.

No FB 2021-23 Capital Improvement Program request is included for TRN 163.

C. Description of Activities Performed

Maintains airfield operations areas including paved and unpaved airport runway and taxiways, windsocks and other navigational aids and buildings used by various tenants at the airport.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part I, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment.

E. Identification of Important Program Relationships

The operations of the Airport must comply with the Federal Aviation Administration and Transportation Security Administration regulations concerning security and safety.

Administrative, engineering and planning support are provided by Air Transportation Facilities and Services Support, TRN 195. TRN 161 (Lihue Airport) provides specialized operations and maintenance support.

F. Description of Major External Trends Affecting the Program

General Aviation and helicopters use Port Allen Airport. This airfield must be maintained to ensure emergency landing capacity. Also, environmental concerns continue to be a major factor in growth of physical facilities at the Airport.

G. Discussion of Cost, Effectiveness, and Program Size Data

The airport maintains a master plan that recommends directions for airfield capacity and facility growth to meet various forecasts. Due to the dynamic nature of air travel, changes to aircraft type, air carrier marketing strategies, and air travel growth, must be periodically accommodated. In between formal master plan updates, a short term optimization study is done to ensure the airport is guided by current development plans.

H. Discussion of Program Revenues

Revenues generated from aeronautical rentals and airport use charges are minimal and are reported in TRN 195.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN195**
 PROGRAM STRUCTURE NO: **030115**
 PROGRAM TITLE: **AIRPORTS ADMINISTRATION**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OPERATING COST	133.00*	133.00*	136.00*	136.00*	136.0*	136.0*	136.0*	136.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
PERSONAL SERVICES	13,684,798	13,684,798	14,544,803	14,544,803	14,545	14,545	14,545	14,545
OTHER CURRENT EXPENSES	414,719,111	441,640,114	213,137,883	285,087,919	475,021	477,235	470,721	470,723
EQUIPMENT	5,769,201	9,738,304	5,769,201	5,769,201	5,769	5,769	5,769	5,769
MOTOR VEHICLES	1,593,100	1,593,100	1,593,100	1,593,100	1,593	1,593	1,593	1,593
TOTAL OPERATING COST	435,766,210	466,656,316	235,044,987	306,995,023	496,928	499,142	492,628	492,630
BY MEANS OF FINANCING	133.00*	133.00*	136.00*	136.00*	136.0*	136.0*	136.0*	136.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
SPECIAL FUND	435,766,210	466,656,316	235,044,987	306,995,023	496,928	499,142	492,628	492,630
CAPITAL IMPROVEMENT COSTS								
PLANS	2,325,000	1,775,000	3,178,000	2,378,000	378	378	378	378
DESIGN	12,161,000	25,161,000	29,128,000	9,228,000	2,528	1,528	1,528	1,528
CONSTRUCTION	132,327,000	257,208,000	295,948,000	97,500,000	53,999	13,283	13,283	2,679
TOTAL CAPITAL EXPENDITURES	146,813,000	284,144,000	328,254,000	109,106,000	56,905	15,189	15,189	4,585
BY MEANS OF FINANCING								
SPECIAL FUND	4,750,000	5,250,000	5,428,000	4,428,000	4,428	4,428	4,428	4,428
REVENUE BONDS	135,470,000	256,742,000	250,248,000	88,520,000	52,320	8,103	8,104	
FEDERAL FUNDS	3,843,000	2,000	1,000	1,000		1		
PRIVATE CONTRIBUTIONS						2,500	2,500	
OTHER FUNDS	2,750,000	22,150,000	72,577,000	16,157,000	157	157	157	157
TOTAL PERM POSITIONS	133.00*	133.00*	136.00*	136.00*	136.0*	136.0*	136.0*	136.0*
TOTAL TEMP POSITIONS	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
TOTAL PROGRAM COST	582,579,210	750,800,316	563,298,987	416,101,023	553,833	514,331	507,817	497,215

PROGRAM ID: **TRN195**
PROGRAM STRUCTURE: **030115**
PROGRAM TITLE: **AIRPORTS ADMINISTRATION**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. ADMIN COSTS REL. TO TOTAL PROG COSTS (%)	53	40	40	40	40	40	40	40
PROGRAM ACTIVITIES								
1. ADMIN PERSONNEL (NO. OF PERSONS)	133	133	136	136	136	136	136	136
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	1402	1396	1396	1396	1396	1396	1396	1396
PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)								
TAXES	2,156	2,156	2,156	2,156	2,156	2,156	2,156	2,156
REVENUES FROM THE USE OF MONEY AND PROPERTY	11,975	15,824	16,683	16,900	17,504	17,754	18,139	18,138
REVENUE FROM OTHER AGENCIES: FEDERAL	42,000	42,000	42,000	42,000	42,000	42,000	42,000	42,000
CHARGES FOR CURRENT SERVICES	535,806	555,996	577,952	603,820	632,278	657,433	679,723	679,421
TOTAL PROGRAM REVENUES	591,937	615,976	638,791	664,876	693,938	719,343	742,018	741,715
PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)								
SPECIAL FUNDS	591,937	615,976	638,791	664,876	693,938	719,343	742,018	741,715
TOTAL PROGRAM REVENUES	591,937	615,976	638,791	664,876	693,938	719,343	742,018	741,715

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN195: AIRPORTS ADMINISTRATION

03 01 15

A. Statement of Program Objectives

To enhance program effectiveness and efficiency by formulating policies, allocating resources and directing operations and personnel.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 operating budget request includes adjustments for: (1) debt service adjustment of (39,879,389B) in FY 22 and 32,070,647B in FY 23 (which includes debt service of Revenue Bonds \$106,379,636B in FY 22 and \$178,320,874B in FY 23; and debt service CFC Revenue Bonds \$24,473,048B in FY 22 and \$24,481,846B in FY23); and (2) transfer in three positions and funds from TRN 102, Visitor Information Program Assistants, and re-describe to Human Resources Specialist and Assistants \$202,763B FY 22 and FY 23.

The FB 2021-23 Capital Improvement Program (CIP) budget request includes the following 7 CIP projects:

- Airport Planning Study
- Airfield Improvements
- Airport Improvements
- Airports Division CIP Project Staff Costs
- Miscellaneous Airport Projects
- Project and Construction Management Support Services
- Environmental Compliance

The CIP budget request of \$200,946,000 (\$4,428,000 in Airport Special [Special] funds, \$137,940,000 in Airport Revenue Bond [Bond] funds, \$1,000 in federal funds and \$58,577,000 in Passenger Facility Charge [PFC] funds) in FY 22 and \$44,793,000 (\$4,428,000 in Special funds, \$35,207,000 in Bond funds, \$1,000 in federal funds, \$5,000,000 in private contributions, and \$157,000 in PFC funds) in FY 23 will fund the 7 CIP projects.

C. Description of Activities Performed

Provides direction, coordination and administrative support for the operation and maintenance of the State system of public airports; reviews administrative operations and maintenance procedures of the various airports; prepares internal policies memoranda and procedures; provides

personnel, fiscal and property management services; reviews and consolidates the Division's program and planning budget; audits internal divisional activities as well as lessees, tenants and other concessionaire activities; prepares all lease documents, advertisements for concessionaires, concession documents, space permits and property resources inventories; reviews all personnel matters and collective bargaining activities of the Division; develops and reviews standard operating procedures; coordinates all activities of the Division with the Federal Aviation Administration; conducts periodic inspection of airport facilities; reviews all request for construction in airport approach zones; prepares all documents relating to airport rules and regulations affecting airlines, concessionaires, tenants and the general public using the airport facilities; supervises the planning, design, construction and maintenance of airport facilities; prepares maps, master plans and environmental impact statements; prepares the capital improvements and special maintenance budget for all airports; supervises the design of new airport and terminal facilities; reviews all construction activities and authorizes payment to consultants and contractors for work completed; provides engineering support for special maintenance problems at various airports; prepares maintenance contracts for services or repairs; prepares all airport zoning maps, lease exhibits and property resources maps; surveys areas as required for planning and property management; develops a program for the encouragement of general aviation and aeronautics throughout the State; reviews plans for private landing fields development; develops a program for visitor information and satisfaction.

D. Statement of Key Policies Pursued

Plans and programs of the Airports Division support the goals and intent of the Hawaii State Plan as they relate to air transportation. While the size and capacities of each airport may vary, the Division pursues the objectives and sets its policies for the airport system in accordance with those cited in Part 1, Section 17, of the Hawaii State Plan. These are reflected in facilities planning, which assure among other objectives that the airports are planned so that statewide economic growth and diversification are assisted. Also, in airport planning and zoning, the planners and designers are sensitive to the needs of affected communities and the quality of Hawaii's natural environment. In the area of facilities improvements, the Division has projects to increase capacities of airports as well as support facilities to effectively accommodate transshipment and storage needs. Facilities improvements as well as

Program Plan Narrative

03 01 15

TRN195: AIRPORTS ADMINISTRATION

operating policies are intended to encourage a variety of carriers to offer increased opportunities and advantages to the movement of people and goods.

E. Identification of Important Program Relationships

In addition to providing administrative and policy direction for all State airports, this program coordinates its activities with other State departments, federal agencies and the various counties of the State of Hawaii.

F. Description of Major External Trends Affecting the Program

As in the other programs of air transportation facilities and services, this program is directly affected by the increased number of passengers, cargo and mail that must be accommodated by the State system of airports. In 2015, 33,608,998 passengers were processed at Hawaii statewide airports. This was a 3.1% total increase in the number of passengers from 2014. The requirements of the Federal Aviation Administration and the Transportation Security Administration have a direct effect on the program in the areas discussed previously concerning certification and security. The financing of major capital improvement projects for eligible airfield items are partially financed by federal aid under the Airport Improvement Program to increase the amount of participation by the federal government in airport projects.

G. Discussion of Cost, Effectiveness, and Program Size Data

Funds for other current expenses and equipment are to maintain current level of services, surcharge requirements and debt service for Capital Improvement Appropriations.

H. Discussion of Program Revenues

Revenue sources for this program include aviation fuel taxes, concession fees, aeronautical revenues, airport use charges and landing fees, non-aeronautical rentals, interest income and miscellaneous income. The program is responsible to provide principal direction for the management and development of new revenue sources for all transportation facilities and services. Every effort is being made to assure that sufficient sources of revenue are generated to meet the operating and capital improvement needs of all programs.

Duty Free concession revenues have been impacted by the events of September 11, 2001 and reflect Hawaii's sensitivity to external market events. As a result the Airport System's financial strategy is undergoing major changes. Airline revenue has become a larger portion of the reduced total revenues. Non-airline sources that must be looked at include other non-duty free concessions and airport businesses, and Customer Facility Charges. Passenger Facility Charges and discretionary Federal Grants are other funding sources. Revenues from other sources also need to be explored. All revenues generated at various airports are included in the total statewide airports system of revenues of this program.

I. Summary of Analysis Performed

No special analyses were performed to substantiate a program change since no changes are required.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
PROGRAM STRUCTURE NO: **0302**
PROGRAM TITLE:

WATER TRANSPORTATION FACILITIES AND SERVICES

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	1,673,498	1,673,498	1,673,498	1,673,498	1,674	1,674	1,674	1,674
TOTAL CURRENT LEASE PAYMENTS COST	1,673,498	1,673,498	1,673,498	1,673,498	1,674	1,674	1,674	1,674
BY MEANS OF FINANCING								
SPECIAL FUND	1,673,498	1,673,498	1,673,498	1,673,498	1,674	1,674	1,674	1,674
OPERATING COST	250.00*	250.00*	250.00*	250.00*	250.0*	250.0*	250.0*	250.0*
PERSONAL SERVICES	2.00**	2.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
OTHER CURRENT EXPENSES	25,691,882	25,809,522	26,741,786	26,741,786	26,742	26,742	26,742	26,742
EQUIPMENT	94,044,807	95,032,807	85,032,807	85,032,807	131,204	126,827	116,260	114,109
MOTOR VEHICLES	1,500,000	1,500,000	1,500,000	1,500,000	1,500	1,500	1,500	1,500
TOTAL OPERATING COST	1,200,000	1,200,000	1,200,000	1,200,000	1,200	1,200	1,200	1,200
TOTAL OPERATING COST	122,436,689	123,542,329	114,474,593	114,474,593	160,646	156,269	145,702	143,551
BY MEANS OF FINANCING								
SPECIAL FUND	250.00*	250.00*	250.00*	250.00*	250.0*	250.0*	250.0*	250.0*
TOTAL OPERATING COST	2.00**	2.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
TOTAL OPERATING COST	122,436,689	123,542,329	114,474,593	114,474,593	160,646	156,269	145,702	143,551
CAPITAL IMPROVEMENT COSTS								
PLANS	2,027,000	2,531,000	2,532,000	2,532,000	2,500	2,500	2,500	
LAND ACQUISITION	44,995,000	31,000	32,000	32,000				
DESIGN	4,077,000	31,000	32,000	32,000				
CONSTRUCTION	189,002,000	199,856,000	53,404,000	160,404,000				
TOTAL CAPITAL EXPENDITURES	240,101,000	202,449,000	56,000,000	163,000,000	2,500	2,500	2,500	
BY MEANS OF FINANCING								
SPECIAL FUND	29,000	2,532,000	2,532,000	2,532,000	2,500	2,500	2,500	
REVENUE BONDS	240,020,000	199,857,000	53,404,000	160,404,000				
FEDERAL FUNDS	24,000	28,000	32,000	32,000				
PRIVATE CONTRIBUTIONS	28,000	32,000	32,000	32,000				
TOTAL PERM POSITIONS	250.00*	250.00*	250.00*	250.00*	250.0*	250.0*	250.0*	250.0*
TOTAL TEMP POSITIONS	2.00**	2.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
TOTAL PROGRAM COST	364,211,187	327,664,827	172,148,091	279,148,091	164,820	160,443	149,876	145,225

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN301**
 PROGRAM STRUCTURE NO: **030201**
 PROGRAM TITLE: **HAWAII HARBORS SYSTEM**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	1,216,075	1,216,075	1,673,498	1,673,498	1,674	1,674	1,674	1,674
TOTAL CURRENT LEASE PAYMENTS COST	1,216,075	1,216,075	1,673,498	1,673,498	1,674	1,674	1,674	1,674
BY MEANS OF FINANCING								
SPECIAL FUND	1,216,075	1,216,075	1,673,498	1,673,498	1,674	1,674	1,674	1,674
OPERATING COST	114.00*	114.00*	250.00*	250.00*	250.0*	250.0*	250.0*	250.0*
PERSONAL SERVICES	1.00**	1.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
OTHER CURRENT EXPENSES	10,947,591	11,031,747	26,741,786	26,741,786	26,742	26,742	26,742	26,742
EQUIPMENT	8,209,239	8,209,239	85,032,807	85,032,807	131,204	126,827	116,260	114,109
MOTOR VEHICLES			1,500,000	1,500,000	1,500	1,500	1,500	1,500
MOTOR VEHICLES			1,200,000	1,200,000	1,200	1,200	1,200	1,200
TOTAL OPERATING COST	19,156,830	19,240,986	114,474,593	114,474,593	160,646	156,269	145,702	143,551
BY MEANS OF FINANCING								
SPECIAL FUND	114.00*	114.00*	250.00*	250.00*	250.0*	250.0*	250.0*	250.0*
SPECIAL FUND	1.00**	1.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
SPECIAL FUND	19,156,830	19,240,986	114,474,593	114,474,593	160,646	156,269	145,702	143,551
CAPITAL IMPROVEMENT COSTS								
PLANS	4,000	4,000	2,532,000	2,532,000	2,500	2,500	2,500	
LAND ACQUISITION	4,000	4,000	32,000	32,000				
DESIGN	3,354,000	4,000	32,000	32,000				
CONSTRUCTION	104,539,000	42,487,000	53,404,000	160,404,000				
TOTAL CAPITAL EXPENDITURES	107,901,000	42,499,000	56,000,000	163,000,000	2,500	2,500	2,500	
BY MEANS OF FINANCING								
SPECIAL FUND	5,000	4,000	2,532,000	2,532,000	2,500	2,500	2,500	
REVENUE BONDS	107,888,000	42,487,000	53,404,000	160,404,000				
FEDERAL FUNDS	4,000	4,000	32,000	32,000				
PRIVATE CONTRIBUTIONS	4,000	4,000	32,000	32,000				
TOTAL PERM POSITIONS	114.00*	114.00*	250.00*	250.00*	250.0*	250.0*	250.0*	250.0*
TOTAL TEMP POSITIONS	1.00**	1.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
TOTAL PROGRAM COST	128,273,905	62,956,061	172,148,091	279,148,091	164,820	160,443	149,876	145,225

PROGRAM ID: **TRN301**
PROGRAM STRUCTURE: **030201**
PROGRAM TITLE: **HAWAII HARBORS SYSTEM**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. COST OF ADMIN. RELATIVE TO TOTAL PROG. COSTS (%)	.75	10	11.3	11.3	11.3	11.3	11.3	11.3
2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION	10000	10000	10000	10000	10000	10000	10000	10000
3. NO. OF VENDOR PAYMENTS FOR DIV EXCEEDING 30 DAYS	175	175	175	175	175	175	175	175
4. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	100	100	100	100	100	100	100	100
5. % OF SPEC MAINT PROJ INITIATED COMPARED TO PLAN	90	90	90	90	90	90	90	90
6. PROGRAM COST PER TEU OF CARGO	.75	81.14	82	82	82	82	82	82
7. NUMBER OF CONTAINERS PROCESSED EXPRESSED IN TEU'S	1615977	1574074	1605556	1637667	1670420	1703829	1737905	1772663
8. NUMBER OF INCIDENCES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
9. NO. OF CRUISE SHIP PASSENGERS	1068612	669736	683131	696793	710729	724944	739443	769316
PROGRAM TARGET GROUPS								
1. FILLED PERMANENT POSITIONS IN THE DIVISION	250	250	250	250	250	250	250	250
2. TEU'S CARGO - OVERSEAS	955800	931235	949860	968857	988234	1007999	1028158	1048722
3. TEU'S CARGO - INTERISLAND	660178	642839	655696	668810	682186	695830	709746	723941
4. TOTAL BARRELS OF LIQUID CARGO OVERSEAS (000'S)	9194	11456	11686	11919	12158	12401	12649	12902
5. TOTAL BARRELS OF LIQUID CARGO INTER-ISLAND (000'S)	21396	24317	24803	25299	25805	26322	26848	27385
6. NO. OF CRUISE SHIP CALLS	327	334	340	347	354	361	368	376
PROGRAM ACTIVITIES								
1. ADMIN. PERSONNEL (NO. OF PERMANENT POSITIONS)	77	77	77	77	77	77	77	77
2. DIVISIONAL PERSONNEL (NO. OF PERMANENT POSITIONS)	173	173	173	173	173	173	173	173
3. NO. OF CIP PROJECTS COMPLETED	6	9	9	9	9	9	9	9
4. NO. OF SPECIAL MAINTENANCE PROJ. TO BE INITIATED	57	23	23	23	23	23	23	23
5. PIER LENGTH (LINEAR FEET)	46284	46284	46284	46284	46284	46284	46284	46284
6. CONTAINER YARD AREA (ACRES)	365.78	413.19	413.19	413.19	413.19	413.19	413.19	413.19

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN301: HAWAII HARBORS SYSTEM

03 02 01

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and operating commercial harbor facilities and supporting services throughout Hawaii Harbors System.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effectively allocate our resources within our position and expenditure ceilings. Consolidating the funds from the various districts including the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System), which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer in 136.00 (full-time equivalent (FTE)) permanent positions, 1.00 FTE temporary position, and \$100,271,196B in FY 22 and FY 23 from the various districts, including 77.00 FTE permanent positions, 1.00 FTE temporary position, and \$89,316,878B in FY 22 and FY 23 into TRN 301/CB Hawaii Harbors System Administration; 6.00 FTE permanent positions and \$1,291,466B in FY 22 and FY 23 into TRN 301/CC Hawaii Harbors System - Oahu District; 17.00 FTE permanent positions and \$3,135,958B in FY 22 and FY 23 into TRN 301/CD Hawaii Harbors System - Hawaii District; 20.00 FTE permanent positions and \$3,661,609B in FY 22 and FY 23 into TRN 301/CF Hawaii Harbors System - Maui District; and 16.00 FTE permanent positions and \$2,865,285B in FY 22 and FY 23 into TRN 301/CG Hawaii Harbor System - Kauai District.

2) Reduce \$5,000,000B in FY 22 and FY 23 for special maintenance projects.

The FB 2021-23 biennium budget request reflects the following capital improvement program (CIP) requests:

Hawaii Harbors System Administration Staff Costs of \$2,500,000 in FY 22 and FY 23 in Harbor Special Funds; and Initiatives of \$1,500,000 (\$4,000 in Harbor Special Funds, \$1,488,000 in Harbor Revenue Bond Funds, \$4,000 in Federal Funds, and \$4,000 in Private Funds) in FY 22 and FY 23;

Hawaii Harbors System - Oahu District Commercial Harbor Improvements of \$20,000,000 (\$8,000 in Harbor Special Funds, \$19,976,000 in Harbor Revenue Bond Funds, \$8,000 in Federal Funds, and \$8,000 in Private Funds) in FY 22, and \$45,000,000 (\$8,000 in Harbor Special Funds, \$44,976,000 in Harbor Revenue Bond Funds, \$8,000 in Federal Funds, and \$8,000 in Private Funds) in FY 23;

Hawaii Harbors System - Hawaii District Commercial Harbor Improvements of \$20,000,000 (\$8,000 in Harbor Special Funds, \$19,976,000 in Harbor Revenue Bond Funds, \$8,000 in Federal Funds, and \$8,000 in Private Funds) in FY 22, and \$45,000,000 (\$8,000 in Harbor Special Funds, \$44,976,000 in Harbor Revenue Bond Funds, \$8,000 in Federal Funds, and \$8,000 in Private Funds) in FY 23;

Hawaii Harbors System - Maui District Commercial Harbor Improvements of \$10,000,000 (\$4,000 in Harbor Special Funds, \$9,988,000 in Harbor Revenue Bond Funds, \$4,000 in Federal Funds, and \$4,000 in Private Funds) in FY 22, and \$63,000,000 (\$4,000 in Harbor Special Funds, \$62,988,000 in Harbor Revenue Bond Funds, \$4,000 in Federal Funds, and \$4,000 in Private Funds) in FY 23;

Hawaii Harbors System - Kauai District Commercial Harbor Improvements of \$2,000,000 (\$8,000 in Harbor Special Funds, \$1,976,000 in Harbor Revenue Bond Funds, \$8,000 in Federal Funds, and \$8,000 in Private Funds) in FY 22, and \$6,000,000 in FY23 (\$8,000 in Harbor Special Funds, \$5,976,000 in Harbor Revenue Bond Funds, \$8,000 in Federal Funds, and \$8,000 in Private Funds) in FY 23.

Program Plan Narrative

TRN301: HAWAII HARBORS SYSTEM

03 02 01

C. Description of Activities Performed

The major activities of this program involve long-range planning for individual capital improvement projects; development of master plans; provide planning, design, construction special maintenance, and environmental engineering support; and provide administrative and management support including financial, personnel, property management, and information systems and methods, standards, and evaluation support.

This program develops and maintains harbor facilities for the safe and efficient flow of people and cargo into and out of the statewide commercial harbors system. Main activities include maintaining harbor facilities in operational condition; maintaining compliance with safety, security, and environmental regulations and requirements; and charging, billing, and collecting required fees charged for the use of facilities and for services provided.

D. Statement of Key Policies Pursued

The statewide commercial harbors system is operated on a self-sustaining basis and generates revenues through user fees to support its operations and capital development programs. Sound financial, management, and operational practices guide the administration of the program and optimize program resources.

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

Improve accessibility to shipping, docking, and storage facilities;
Encourage a variety of carriers to offer increased opportunities and advantages to the interisland movement of people and goods;

Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs;

Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification;

Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives;

Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities.

The federal government is involved in developing and maintaining harbor navigational features, as well as navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters including zoning and permitting. The Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services, and who assist with identifying projects needed to support shipping and maritime commerce.

The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry group founded to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

To achieve economies of scale, ship capacities, particularly for containerized cargo, have increased dramatically over time from a few hundred to over a thousand containers per ship on the most modern vessels. Increasing cargo yard capacities to handle larger peaks is an external trend affecting the program.

The evolution of overseas and inter-island container barge service has also affected the program. Due to the high wheel loads of modern handling equipment, pier and yard design loads must be increased. This indicates a trend toward using larger and heavier capacity equipment as a common means of handling cargo.

Program Plan Narrative

03 02 01

TRN301: HAWAII HARBORS SYSTEM

Market trends of the passenger cruise ship industry also affect this program. The need for increased security at both passenger and cargo terminals reflects the national trend for more secure ports.

It is a constant challenge to address ever-evolving state and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Dept. of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

Changes in the local, national, and global economy also have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

Insofar as planning and analysis are concerned, the achievement of program objectives by a combination of staff and consultant expertise is planned throughout the period.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments, and other user fees imposed throughout the statewide commercial harbors system.

I. Summary of Analysis Performed

The requirements of cargo facilities by 2020 were projected as a part of the Oahu Commercial Harbors 2020 Master Plan. Past cargo data were correlated to social-economic indicators, and mathematical relationships were derived. Projected 2020 cargo volumes were based on the Department of Business, Economic Development and Tourism's 2020 M-K projections. The 2020 cargo facilities need to meet the projected 2020 cargo volumes.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN303**
 PROGRAM STRUCTURE NO: **030202**
 PROGRAM TITLE: **KALAELOA BARBERS POINT HARBOR (HIST)**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS				
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	
CURRENT LEASE PAYMENTS									
OTHER CURRENT EXPENSES	83,863	83,863							
TOTAL CURRENT LEASE PAYMENTS COST	83,863	83,863							
BY MEANS OF FINANCING									
SPECIAL FUND	83,863	83,863							
OPERATING COST	6.00*	6.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*	0.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	529,824	532,278							
TOTAL OPERATING COST	667,068	667,068							
TOTAL OPERATING COST	1,196,892	1,199,346	0	0	0	0	0	0	0
BY MEANS OF FINANCING									
SPECIAL FUND	6.00*	6.00*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**	**
TOTAL CAPITAL EXPENDITURES	1,196,892	1,199,346							
CAPITAL IMPROVEMENT COSTS									
PLANS	4,000	4,000							
LAND ACQUISITION	39,988,000	4,000							
DESIGN	4,000	4,000							
CONSTRUCTION	4,000	63,988,000							
TOTAL CAPITAL EXPENDITURES	40,000,000	64,000,000							
BY MEANS OF FINANCING									
SPECIAL FUND	4,000	4,000							
REVENUE BONDS	39,988,000	63,988,000							
FEDERAL FUNDS	4,000	4,000							
PRIVATE CONTRIBUTIONS	4,000	4,000							
TOTAL PERM POSITIONS	6.00*	6.00*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	41,280,755	65,283,209							

Program Plan Narrative

03 02 02

TRN303: KALAELOA BARBERS POINT HARBOR (HIST)

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and operating commercial harbor facilities and supporting services at Kalaeloa Barbers Point Harbor (Kalaeloa Harbor).

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaunapali Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out 6.00 (full-time equivalent (FTE)) permanent positions and \$1,291,466B in FY 22 and FY 23 into TRN 301/CC "Oahu District".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

This program develops and maintains harbor facilities for the safe and efficient flow of cargo into and out of Kalaeloa Harbor. The main activities include assigning vessel berthing space; allocating and controlling cargo space on the docks; providing secure cargo storage areas; maintaining harbor facilities in operational condition; maintaining compliance with safety, security, and environmental regulations and requirements; charging, billing and collecting required fees charged for the use of

facilities and for services provided; maintaining an office for the conduct of business with the public; and controlling the movement of traffic into, within, and out of Kalaeloa Harbor.

D. Statement of Key Policies Pursued

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Improve accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to the interisland movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.
- 6) Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.
- 7) Fuel Pier Facility Improvements for construction of a new fuel pier facility and related improvements.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities.

The federal government is developing and maintaining harbor navigational features, as well as navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters including zoning and permitting. The

Program Plan Narrative

TRN303: KALAELOA BARBERS POINT HARBOR (HIST)

03 02 02

Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services, and who assist with identifying projects needed to support shipping and maritime commerce. The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry group founded in 2005, to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

Increases in vessel traffic have led to congested berthing conditions at Piers 5 through 7. Kalaeloa Barbers Point Harbor is the hub for inter-island distribution of fuel products. In 2009, Harbors completed the Statewide Fuel facilities Development Plan (Fuel Plan), which identified berthing improvements necessary to maintain the proper functioning of the harbor. To achieve economies of scale, ship capacities, particularly those that carry bulk products, have increased dramatically over time. Today, the largest bulk ships are unable to enter Kalaeloa Harbor fully loaded. Navigational improvements in the form of deepening of the harbor and the entrance channel are needed to address this issue.

It is a constant challenge to address ever-evolving State and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.)

Changes in the local, national and global economy also have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

The Kalaeloa Harbor 2040 Master Plan, the Fuel Plan, and the Modernization Program serve as guides in planning and programming future expansions and improvements.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and other user fees imposed throughout the statewide commercial harbors system.

I. Summary of Analysis Performed

A U.S. Army Corps of Engineers' Wave Climate Model Study was conducted to evaluate the behavior of the harbor waters under the current harbor configuration and to predict the behavior of the harbor waters if the size and depth of the entrance channel and basin were modified. The study concluded that modifications are advantageous and should have no negative navigational impacts.

The requirements of cargo facilities by 2020 were projected as part of the Oahu Commercial Harbors Master Plan. Past cargo data were correlated to socio-economic indicators and mathematical relationships were derived. Projected 2020 cargo volumes were based on the Department of Business, Economic Development and Tourism's 2020 M-K projections. By 2020, cargo facilities need to accommodate projected 2020 volumes.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN311**
 PROGRAM STRUCTURE NO: **030204**
 PROGRAM TITLE: **HILO HARBOR (HIST)**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS				
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	
CURRENT LEASE PAYMENTS									
OTHER CURRENT EXPENSES	65,752	65,752							
TOTAL CURRENT LEASE PAYMENTS COST	65,752	65,752							
BY MEANS OF FINANCING									
SPECIAL FUND	65,752	65,752							
OPERATING COST	15.00*	15.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*	0.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	1,423,214	1,431,616							
797,444	797,444	797,444							
TOTAL OPERATING COST	2,220,658	2,229,060	0	0	0	0	0	0	0
BY MEANS OF FINANCING	15.00*	15.00*	*	*	*	*	*	*	*
SPECIAL FUND	2,220,658	2,229,060	**	**	**	**	**	**	**
CAPITAL IMPROVEMENT COSTS									
PLANS	4,000	4,000							
LAND ACQUISITION	4,988,000	4,000							
DESIGN	4,000	4,000							
CONSTRUCTION	504,000	48,938,000							
TOTAL CAPITAL EXPENDITURES	5,500,000	48,950,000							
BY MEANS OF FINANCING									
SPECIAL FUND	4,000	4,000							
REVENUE BONDS	5,488,000	48,938,000							
FEDERAL FUNDS	4,000	4,000							
PRIVATE CONTRIBUTIONS	4,000	4,000							
TOTAL PERM POSITIONS	15.00*	15.00*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	7,786,410	51,244,812							

Program Plan Narrative

TRN311: HILO HARBOR (HIST)

03 02 04

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and maintaining commercial harbor facilities and supporting services at Hilo Harbor.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaunapali Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out 15.00 (full-time equivalent (FTE)) permanent positions and \$2,337,869B in FY 22 and FY 23 into TRN 301/CD "Hawaii District".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

This program develops and maintains harbor facilities for the safe and efficient flow of people and cargo into and out of Hilo Harbor. The main activities include assigning vessel berthing space; allocating and controlling cargo space on the docks; providing secure cargo storage areas; maintaining harbor facilities in operational condition; maintaining compliance with safety, security, and environmental regulations and requirements; charging, billing and collecting required fees charged for the use of facilities and for services provided; maintaining an office for the

conduct of business with the public; and controlling the movement of traffic into, within, and out of Hilo Harbor.

D. Statement of Key Policies Pursued

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Improve accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to the interisland movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.
- 6) Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.
- 7) Hilo Harbor Modification to provide for additional cargo handling operational areas.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities.

The federal government is involved in developing and maintaining harbor navigational features, as well as, navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters, including zoning and permitting. The Department further collaborates with maritime users who provide

Program Plan Narrative

TRN311: HILO HARBOR (HIST)

03 02 04

shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services and to assist with identifying projects needed to support shipping and maritime commerce. The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry group founded in 2005, to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

To achieve economies of scale, barge capacities have increased over time as larger barges are put into service. Increasing cargo yard capacities to handle larger peaks is an external trend affecting the program.

The evolution of overseas and inter-island container barge service has also affected the program. Due to the high wheel loads of modern handling equipment, pier and yard design loads must be increased.

This indicates a trend toward using larger and heavier capacity equipment as a common means of handling cargo.

It is a constant challenge to address ever-evolving State and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

Changes in the local, national and global economy also have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

The Hawaii Commercial Harbors 2035 Master Plan Update (HCHMP) planning process began in 2009 with the participation of stakeholders and other interested parties. This Plan, completed in 2011, along with the Modernization Program, will serve as guides in planning and programming future expansions and improvements.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and other user fees imposed throughout the statewide commercial harbors system.

I. Summary of Analysis Performed

The requirements of cargo facilities by 2035 were projected as a part of the HCHMP. Past cargo data were correlated to socio-economic indicators and mathematical relationships were derived. Projected 2035 cargo volumes were based on the Department of Business, Economic Development and Tourism's 2040 M-K projections. By 2035, cargo facilities need to accommodate projected 2035 cargo volumes.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN313**
 PROGRAM STRUCTURE NO: **030205**
 PROGRAM TITLE: **KAWAIHAE HARBOR (HIST)**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS				
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	
CURRENT LEASE PAYMENTS									
OTHER CURRENT EXPENSES	9,111	9,111							
TOTAL CURRENT LEASE PAYMENTS COST	9,111	9,111							
BY MEANS OF FINANCING									
SPECIAL FUND	9,111	9,111							
OPERATING COST	2.00*	2.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*	0.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	191,715	191,715							
OTHER CURRENT EXPENSES	593,550	593,550							
TOTAL OPERATING COST	785,265	785,265	0	0	0	0	0	0	0
BY MEANS OF FINANCING									
	2.00*	2.00*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**	**
SPECIAL FUND	785,265	785,265							
CAPITAL IMPROVEMENT COSTS									
PLANS	4,000	4,000							
LAND ACQUISITION	4,000	4,000							
DESIGN	4,000	4,000							
CONSTRUCTION	1,988,000	6,988,000							
TOTAL CAPITAL EXPENDITURES	2,000,000	7,000,000							
BY MEANS OF FINANCING									
SPECIAL FUND	4,000	4,000							
REVENUE BONDS	1,988,000	6,988,000							
FEDERAL FUNDS	4,000	4,000							
PRIVATE CONTRIBUTIONS	4,000	4,000							
TOTAL PERM POSITIONS	2.00*	2.00*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	2,794,376	7,794,376							

Program Plan Narrative

03 02 05

TRN313: KAWAIHAE HARBOR (HIST)

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and maintaining commercial harbor facilities and supporting services at Kawaihae Harbor.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaunapali Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out 2.00 (full-time equivalent (FTE)) permanent positions and \$789,089B in FY 22 and FY 23 into TRN 301/CD "Hawaii District".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

This program develops and maintains harbor facilities for the safe and efficient flow of people and cargo into and out of Kawaihae Harbor. The main activities include assigning vessel berthing space; allocating and controlling cargo space on the docks; providing secure cargo storage areas; maintaining harbor facilities in operational condition; maintaining compliance with safety, security, and environmental regulations and requirements; charging, billing and collecting required fees charged for the use of facilities and for services provided; maintaining an office for the

conduct of business with the public; and controlling the movement of traffic into, within, and out of Kawaihae Harbor.

D. Statement of Key Policies Pursued

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Improve accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to the interisland movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.
- 6) Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities.

The federal government is involved in developing and maintaining of harbor navigational features, as well as navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters including zoning and permitting. The Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services and who assist with identifying projects needed to support shipping and

Program Plan Narrative

03 02 05

TRN313: KAWAIHAE HARBOR (HIST)

maritime commerce. The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry founded in 2005, to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

The successful marketing of new export products, such as raw lumber and bottled water, are affecting current operations and will increase the demand of cargo handling facilities at this harbor.

It is a constant challenge to address ever-evolving State and federal requirements regarding port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

Changes in the local, national and global economy also have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

The Hawaii Commercial Harbors 2035 Master Plan Update (HCHMP) planning process began in 2009 with the participation of stakeholders and other interested parties. This Plan, completed in 2011, along with the Modernization Program, will serve as guides in planning and programming future expansions and improvements.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and other user fees imposed throughout the statewide commercial harbors system.

I. Summary of Analysis Performed

The requirements of cargo facilities by 2035 were projected as part of the HCHMP. Past cargo data were correlated to socio-economic indicators and mathematical relationships were derived. Projected 2035 cargo volumes were based on the Department of Business, Economic Development and Tourism's 2040 M-K projections. The 2035 cargo facilities need to meet the projected 2035 cargo volumes.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN331**
 PROGRAM STRUCTURE NO: **030206**
 PROGRAM TITLE: **KAHULUI HARBOR (HIST)**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS				
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	
CURRENT LEASE PAYMENTS									
OTHER CURRENT EXPENSES	119,786	119,786							
TOTAL CURRENT LEASE PAYMENTS COST	119,786	119,786							
BY MEANS OF FINANCING									
SPECIAL FUND	119,786	119,786							
OPERATING COST	18.00*	18.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*	0.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	1,617,983	1,629,108							
TOTAL OPERATING COST	1,504,377	1,504,377							
TOTAL OPERATING COST	3,122,360	3,133,485	0	0	0	0	0	0	0
BY MEANS OF FINANCING	18.00*	18.00*	*	*	*	*	*	*	*
SPECIAL FUND	**	**	**	**	**	**	**	**	**
TOTAL CAPITAL EXPENDITURES	3,122,360	3,133,485							
CAPITAL IMPROVEMENT COSTS									
PLANS	4,000	4,000							
LAND ACQUISITION	4,000	4,000							
DESIGN	4,000	4,000							
CONSTRUCTION	47,988,000	14,488,000							
TOTAL CAPITAL EXPENDITURES	48,000,000	14,500,000							
BY MEANS OF FINANCING									
SPECIAL FUND	4,000	4,000							
REVENUE BONDS	47,988,000	14,488,000							
FEDERAL FUNDS	4,000	4,000							
PRIVATE CONTRIBUTIONS	4,000	4,000							
TOTAL PERM POSITIONS	18.00*	18.00*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	51,242,146	17,753,271							

Program Plan Narrative

TRN331: KAHULUI HARBOR (HIST)

03 02 06

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and maintaining commercial harbor facilities and supporting services at Kahului Harbor.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaunapali Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out 18.00 (full-time equivalent (FTE)) permanent positions and \$3,304,122B in FY 22 and FY 23 into TRN 301/CF "Maui District".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

This program develops and maintains harbor facilities for the safe and efficient flow of people and cargo into and out of Kahului Harbor. The main activities include assigning vessel berthing space; allocating and controlling cargo space on the docks; providing secure cargo storage areas; maintaining harbor facilities in operational condition; maintaining compliance with safety, security, and environmental regulations and requirements; charging, billing and collecting required fees charged for the use of facilities and for services provided; maintaining an office for the

conduct of business with the public; and controlling the movement of traffic into, within, and out of Kahului Harbor.

D. Statement of Key Policies Pursued

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Improve accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to the inter island movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.
- 6) Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.
- 7) Kahului Harbor Land Acquisition for sitework improvements.
- 8) Kahului Harbor Improvements to provide a safer and more efficient operational area.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities. The federal government is involved in developing and maintaining harbor navigational features as well as navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters including zoning and permitting. The

Program Plan Narrative

03 02 06

TRN331: KAHULUI HARBOR (HIST)

Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services, and who assist with identifying projects needed to support shipping and maritime commerce. The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry group founded in 2005, to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

To achieve economies of scale, barge capacities have increased over time as larger barges are put into service. Increasing cargo yard capacities to handle larger peaks is an external trend affecting the program.

The evolution of overseas and inter-island container barge service has also affected the program. Due to the high wheel loads of modern handling equipment, pier and yard design loads must be increased. This indicates a trend toward using larger and heavier capacity equipment as a common means of handling cargo.

It is a constant challenge to address ever-evolving State and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

Changes in the local, national and global economy also have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

The Kahului Harbor 2030 Master Plan was completed in 2007 with the participation of stakeholders and other interested parties. This plan, the Kahului Harbor Development Plan that was completed in 2012, along with the Modernization Program, will serve as guides in planning and programming future expansions and improvements.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and user fees imposed throughout the statewide commercial harbors system.

I. Summary of Analysis Performed

The requirements of cargo facilities by 2030 were projected as part of the 2030 Master Plan. Past cargo data were correlated to socioeconomic indicators and mathematical relationships were derived. Projected 2030 cargo volumes were based on the Department of Business, Economic Development and Tourism's 2035 M-K projections. The 2030 cargo facilities need to meet the projected 2030 volumes.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN341**
 PROGRAM STRUCTURE NO: **030207**
 PROGRAM TITLE: **KAUNAKAKAI HARBOR (HIST)**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	35,383	35,383						
TOTAL CURRENT LEASE PAYMENTS COST	35,383	35,383						
BY MEANS OF FINANCING								
SPECIAL FUND	35,383	35,383						
OPERATING COST	1.00*	1.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	107,187	107,186						
	64,588	64,588						
TOTAL OPERATING COST	171,775	171,774	0	0	0	0	0	0
BY MEANS OF FINANCING								
SPECIAL FUND	1.00*	1.00*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
TOTAL PERM POSITIONS	171,775	171,774						
TOTAL TEMP POSITIONS	1.00*	1.00*	*	*	*	*	*	*
TOTAL PROGRAM COST	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	207,158	207,157						

Program Plan Narrative

TRN341: KAUNAKAKAI HARBOR (HIST)

03 02 07

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and maintaining commercial harbor facilities and supporting services at Kaunakakai Harbor.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaunapali Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out 1.00 (full-time equivalent (FTE)) permanent position and \$210,962B in FY 22 and FY 23 into TRN 301/CF "Maui District".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

This program develops and maintains harbor facilities for the safe and efficient flow of people and cargo into and out of Kaunakakai Harbor. The main activities include assigning vessel berthing space; allocating and controlling cargo space on the docks; providing secure cargo storage areas; maintaining harbor facilities in operational condition; maintaining compliance with safety, security, and environmental regulations and requirements; charging, billing and collecting required fees for the use of facilities and for services provided; maintaining an office for the conduct

of business with the public; and controlling the movement of traffic into, within, and out of Kaunakakai Harbor.

D. Statement of Key Policies Pursued

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Improve accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to inter-island movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.
- 6) Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities.

The federal government is involved in developing and maintaining harbor navigational features, as well as navigational safety and pollution control. Other State agencies are involved in coastal zone management, land and water use, economic development, pollution, control, and safety regulations. The counties are involved in matters including zoning and permitting. The Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services, and who assist with identifying projects needed to support shipping and

Program Plan Narrative

03 02 07

TRN341: KAUNAKAKAI HARBOR (HIST)

maritime commerce. The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry group founded in 2005, to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

It is a constant challenge to address ever-evolving State and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

Changes in the local, national and global economy have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

A master plan has been completed through the participation of stakeholders and other interested parties. This plan will serve as a guide in planning and programming future expansions and improvements.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and other user fees imposed throughout the statewide Harbors system.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN361**
 PROGRAM STRUCTURE NO: **030208**
 PROGRAM TITLE: **NAWILIWILI HARBOR (HIST)**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS				
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	
CURRENT LEASE PAYMENTS									
OTHER CURRENT EXPENSES	131,870	131,870							
TOTAL CURRENT LEASE PAYMENTS COST	131,870	131,870							
BY MEANS OF FINANCING									
SPECIAL FUND	131,870	131,870							
OPERATING COST	15.00*	15.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*	0.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	1,529,684	1,541,189							
947,777	947,777	947,777							
TOTAL OPERATING COST	2,477,461	2,488,966	0	0	0	0	0	0	0
BY MEANS OF FINANCING	15.00*	15.00*	*	*	*	*	*	*	*
**	**	**	**	**	**	**	**	**	**
SPECIAL FUND	2,477,461	2,488,966							
CAPITAL IMPROVEMENT COSTS									
PLANS	4,000	4,000							
LAND ACQUISITION	4,000	4,000							
DESIGN	4,000	4,000							
CONSTRUCTION	11,988,000	2,988,000							
TOTAL CAPITAL EXPENDITURES	12,000,000	3,000,000							
BY MEANS OF FINANCING									
SPECIAL FUND	4,000	4,000							
REVENUE BONDS	11,988,000	2,988,000							
FEDERAL FUNDS	4,000	4,000							
PRIVATE CONTRIBUTIONS	4,000	4,000							
TOTAL PERM POSITIONS	15.00*	15.00*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	14,609,331	5,620,836							

Program Plan Narrative

TRN361: NAWILIWILI HARBOR (HIST)

03 02 08

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and maintaining commercial harbor facilities and supporting services at Nawiliwili Harbor.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaunapali Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out 15.00 (full-time equivalent (FTE)) permanent positions and \$2,672,001B in FY 22 and FY 23 into TRN 301/CG "Kauai District".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

This program develops and maintains harbor facilities for the safe and efficient flow of people and cargo into and out of Nawiliwili Harbor. The main activities include assigning vessel berthing space; allocating and controlling cargo space on the docks; providing secure cargo storage areas; maintaining harbor facilities in operational condition; maintaining compliance with safety, security, and environmental regulations and requirements; charging, billing and collecting required fees charged for the use of facilities and for services provided; maintaining an office for the

conduct of business with the public; and controlling the movement of traffic into, within, and out of Nawiliwili Harbor.

D. Statement of Key Policies Pursued

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Improve accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to the inter-island movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.
- 6) Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities. The federal government is involved in developing and maintaining of harbor navigational features, as well as navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters including zoning and permitting. The Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services, and who assists with identifying projects needed to support shipping and maritime commerce. The Department, for example, collaborates with the Hawaii Harbors Users

Program Plan Narrative

03 02 08

TRN361: NAWILIWILI HARBOR (HIST)

Group (HHUG), a non-profit maritime transportation industry group founded in 2005, to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

To achieve economies of scale, barge capacities have increased over time as larger barges are put into service. Increasing cargo yard capacities to handle larger peaks is an external trend affecting the program.

The evolution of overseas and inter-island container barge service has also affected the program. Due to the high wheel loads of modern handling equipment, pier and yard design loads must be increased. This indicates a trend toward using larger and heavier capacity equipment as a common means of handling cargo.

It is a constant challenge to address ever-evolving State and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

Changes in the local, national and global economy also have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

The Kauai Commercial Harbors 2025 Master Plan (KCHMP) was completed with the participation of stakeholders and other interested parties. This plan and the Modernization Program serve as guides in planning and programming future expansions and improvements.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and other user fees imposed throughout the statewide commercial harbors system.

I. Summary of Analysis Performed

The requirements of cargo facilities by 2025 were projected as part of the KCHMP. Past cargo data were correlated to socio-economic indicators and mathematical relationships were derived. Projected cargo volumes were based on Department of Business, Economic Development and Tourism's 2030 M-K projections. By 2025, cargo facilities need to accommodate projected 2025 cargo volumes.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: TRN363
 PROGRAM STRUCTURE NO: 030209
 PROGRAM TITLE: PORT ALLEN HARBOR (HIST)

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS				
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	
CURRENT LEASE PAYMENTS									
OTHER CURRENT EXPENSES	6,868	6,868							
TOTAL CURRENT LEASE PAYMENTS COST	6,868	6,868							
BY MEANS OF FINANCING									
SPECIAL FUND	6,868	6,868							
OPERATING COST	1.00*	1.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*	0.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	109,512	109,511							
72,843	72,843								
TOTAL OPERATING COST	182,355	182,354	0	0	0	0	0	0	0
BY MEANS OF FINANCING									
SPECIAL FUND	1.00*	1.00*	*	*	*	*	*	*	*
**	**	**	**	**	**	**	**	**	**
TOTAL CAPITAL EXPENDITURES	182,355	182,354							
CAPITAL IMPROVEMENT COSTS									
PLANS		4,000							
LAND ACQUISITION		4,000							
DESIGN		4,000							
CONSTRUCTION		3,988,000							
TOTAL CAPITAL EXPENDITURES		4,000,000							
BY MEANS OF FINANCING									
SPECIAL FUND		4,000							
REVENUE BONDS		3,988,000							
FEDERAL FUNDS		4,000							
PRIVATE CONTRIBUTIONS		4,000							
TOTAL PERM POSITIONS	1.00*	1.00*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	189,223	4,189,222							

Program Plan Narrative

TRN363: PORT ALLEN HARBOR (HIST)

03 02 09

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and maintaining commercial harbor facilities and supporting services at Port Allen Harbor.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaunapali Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out 1.00 (full-time equivalent (FTE)) permanent position and \$193,284B in FY 22 and FY 23 into TRN 301/CG "Kauai District".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

This program develops and maintains harbor facilities for the safe and efficient flow of people and cargo into and out of Port Allen Harbor. The main activities include assigning vessel berthing space; allocating and controlling cargo space on the docks; providing secure cargo storage areas; maintaining harbor facilities in operational condition; maintaining compliance with safety, security, and environmental regulations and requirements; charging, billing and collecting required fees for the use of facilities and for services provided; maintaining an office for the conduct

of business with the public; and controlling the movement of traffic into, within, and out of Port Allen Harbor.

D. Statement of Key Policies Pursued

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Improved accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to inter-island movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.
- 6) Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities.

The federal government is involved in developing and maintaining harbor navigational features, as well as navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters including zoning and permitting. The Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services, and to assist with identifying projects needed to support shipping and maritime commerce.

Program Plan Narrative

03 02 09

TRN363: PORT ALLEN HARBOR (HIST)

The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry group founded in 2005, to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

The port plays an important role in island tourism by providing moorings for large excursion vessels. The ban of commercial tour boat operations on Kauai's north shore has increased the demand for excursion boat berths and loading docks at Port Allen Harbor and other small boat harbors. In addition, half of the piers are leased by the Pacific Missile Range Facility, a naval facility that provides testing and training for the U.S. military.

It is a constant challenge to address ever-evolving State and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

Changes in the local, national and global economy also have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

The Kauai Commercial Harbors 2025 Master Plan (KCHMP) was developed with the participation of stakeholders and other interested parties. This plan and the Modernization Program will serve as guides in planning and programming future expansions and improvements.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and other user fees imposed throughout the statewide Harbors system.

I. Summary of Analysis Performed

The requirements of cargo facilities by 2025 were projected as part of the KCHMP. Past cargo data was correlated to social-economic indicators and mathematical relationships derived. Projected 2025 cargo volumes were projected based on Department of Business, Economic Development and Tourism's 2030 M-K projections. The 2025 cargo facilities need to meet the projected 2025 cargo volumes.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN351**
 PROGRAM STRUCTURE NO: **030210**
 PROGRAM TITLE: **KAUMALAPAU HARBOR (HIST)**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	4,790	4,790						
TOTAL CURRENT LEASE PAYMENTS COST	4,790	4,790						
BY MEANS OF FINANCING								
SPECIAL FUND	4,790	4,790						
OPERATING COST	1.00*	1.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	54,816	54,816						
TOTAL OPERATING COST	73,400	73,400						
TOTAL OPERATING COST	128,216	128,216	0	0	0	0	0	0
BY MEANS OF FINANCING								
SPECIAL FUND	1.00*	1.00*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
TOTAL PERM POSITIONS	128,216	128,216						
TOTAL TEMP POSITIONS								
TOTAL PROGRAM COST	1.00*	1.00*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
	133,006	133,006						

Program Plan Narrative

TRN351: KAUMALAPAU HARBOR (HIST)

03 02 10

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and maintaining commercial harbor facilities and supporting services at Kaumalapau Harbor.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaumalapau Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out 1.00 (full-time equivalent (FTE)) permanent position and \$133,006B in FY 22 and FY 23 into TRN 301/CF "Maui District".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

This program develops and maintains harbor facilities for the safe and efficient flow of cargo into and out of Kaumalapau Harbor. The main activities include maintaining harbor facilities in good repair and operational condition; and maintaining compliance with safety, security, and environmental regulations and requirements.

D. Statement of Key Policies Pursued

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Improve accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to the inter-island movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.
- 6) Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities.

The federal government is involved in developing and maintaining harbor navigational features, as well as navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters including zoning and permitting. The Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services, and who assist with identifying projects needed to support shipping and maritime commerce. The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry group founded in 2008, to support maritime users through advocacy,

Program Plan Narrative

03 02 10

TRN351: KAUMALAPAU HARBOR (HIST)

compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

Kaumalapau is the only commercial harbor servicing Lanai. The recent purchase of the island and the infusion of funds to develop the island have increased the demands on the harbor. Expansion of harbor capacity will be needed to meet the new demand.

It is a constant challenge to address ever-evolving State and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

Changes in the local, national and global economy have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

The Kaumalapau Harbor Development Plan is in progress to address growth issues at the harbor.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and other user fees imposed throughout the statewide commercial harbors system.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN395**
 PROGRAM STRUCTURE NO: **030211**
 PROGRAM TITLE: **HARBORS ADMINISTRATION (HIST)**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OPERATING COST	77.00*	77.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*
	1.00**	1.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	9,180,356	9,180,356						
OTHER CURRENT EXPENSES	81,101,002	82,089,002						
EQUIPMENT	1,500,000	1,500,000						
MOTOR VEHICLES	1,200,000	1,200,000						
TOTAL OPERATING COST	92,981,358	93,969,358	0	0	0	0	0	0
BY MEANS OF FINANCING	77.00*	77.00*	*	*	*	*	*	*
	1.00**	1.00**	**	**	**	**	**	**
SPECIAL FUND	92,981,358	93,969,358						
CAPITAL IMPROVEMENT COSTS								
PLANS	2,003,000	2,503,000						
LAND ACQUISITION	3,000	3,000						
DESIGN	703,000	3,000						
CONSTRUCTION	21,991,000	15,991,000						
TOTAL CAPITAL EXPENDITURES	24,700,000	18,500,000						
BY MEANS OF FINANCING								
SPECIAL FUND	4,000	2,504,000						
REVENUE BONDS	24,692,000	15,992,000						
PRIVATE CONTRIBUTIONS	4,000	4,000						
TOTAL PERM POSITIONS	77.00*	77.00*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	1.00**	1.00**	**	**	**	**	**	**
TOTAL PROGRAM COST	117,681,358	112,469,358						

PROGRAM ID: **TRN395**
PROGRAM STRUCTURE: **030211**
PROGRAM TITLE: **HARBORS ADMINISTRATION**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)								
REVENUES FROM THE USE OF MONEY AND PROPERTY	2,384	650	650	650	650	650	650	650
CHARGES FOR CURRENT SERVICES	150,809	164,619	171,839	179,053	184,623	189,206	193,912	198,751
TOTAL PROGRAM REVENUES	153,193	165,269	172,489	179,703	185,273	189,856	194,562	199,401
PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)								
SPECIAL FUNDS	153,193	165,269	172,489	179,703	185,273	189,856	194,562	199,401
TOTAL PROGRAM REVENUES	153,193	165,269	172,489	179,703	185,273	189,856	194,562	199,401

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN395: HARBORS ADMINISTRATION (HIST)

03 02 11

A. Statement of Program Objectives

To enhance the effectiveness and efficiency of the program by providing program leadership, staff support services and general water transportation related services, statewide.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaehoa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaunapali Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out 77.00 (full-time equivalent (FTE)) permanent positions and 1.00 FTE temporary position and \$89,316,878B in FY 22 and FY 23 into TRN 301/CB "Harbors Administration".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

The major activities of this program involve long-range planning for individual capital improvement projects; development of master plans; provide planning, design, construction special maintenance, and environmental engineering support; and provide administrative and management support, including financial, personnel, property management, and information systems and methods, standards and evaluation support.

This program develops and maintains harbor facilities for the safe and efficient flow of people and cargo into and out of the statewide commercial harbors system. Main activities include maintaining harbor facilities in operational condition; maintaining compliance with safety, security, and environmental regulations and requirements; and charging, billing and collecting required fees charged for the use of facilities and for services provided.

D. Statement of Key Policies Pursued

The statewide commercial harbors system is operated on a self-sustaining basis and generates revenues through user fees to support its operations and capital development programs. Sound financial, management and operational practices guide the administration of the program and optimize program resources.

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Improve accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to the inter-island movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.
- 6) Acceleration of the Modernization Program to stimulate the economy as well as address critical harbor facility improvements.

Program Plan Narrative

TRN395: HARBORS ADMINISTRATION (HIST)

03 02 11

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities.

The federal government is involved in developing and maintaining harbor navigational features, as well as navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters including zoning and permitting. The Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services, and who assist with identifying projects needed to support shipping and maritime commerce. The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry group founded in 2005, to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

To achieve economies of scale, ship capacities, particularly for containerized cargo, have increased dramatically over time from a few hundred to over a thousand containers per ship on the most modern vessels. Increasing cargo yard capacities to handle larger peaks is an external trend affecting the program.

The evolution of overseas and inter-island container barge service has also affected the program. Due to the high wheel loads of modern handling equipment, pier and yard design loads must be increased. This indicates a trend toward using larger and heavier capacity equipment as a common means of handling cargo.

Market trends of the passenger cruise ship industry also affect this program. The need for increased security at both passenger and cargo terminals reflects the national trend for more secure ports.

It is a constant challenge to address ever-evolving State and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g.,

maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

Changes in the local, national, and global economy also have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

Insofar as planning and analysis are concerned, the achievement of program objectives by a combination of staff and consultant expertise is planned throughout the period.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and other user fees imposed throughout the statewide commercial harbors system.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN333**
 PROGRAM STRUCTURE NO: **030212**
 PROGRAM TITLE: **HANA HARBOR (HIST)**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OTHER CURRENT EXPENSES	13,519	13,519						
TOTAL OPERATING COST	13,519	13,519	0	0	0	0	0	0
BY MEANS OF FINANCING								
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
SPECIAL FUND	13,519	13,519						
TOTAL PERM POSITIONS	*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	13,519	13,519						

Program Plan Narrative

TRN333: HANA HARBOR (HIST)

03 02 12

A. Statement of Program Objectives

To facilitate the safe and efficient movement of people and goods into, within, and out of the State by providing and maintaining commercial harbor facilities and supporting services at Hana Harbor.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The Harbors Division is proposing to consolidate its biennium budget for the FB 2021-23 into one program to manage our financial resources efficiently and effective allocations of resources within our position and expenditure ceilings. Consolidating the funds from the various districts include the deletion of the following ten program IDs: Kalaeloa Barbers Point Harbor (TRN 303); Hilo Harbor (TRN 311); Kawaihae Harbor (TRN 313); Kahului Harbor (TRN 331); Hana Harbor (TRN 333); Kaunakakai Harbor (TRN 341); Kaunapali Harbor (TRN 351); Nawiliwili Harbor (TRN 361); Port Allen Harbor (TRN 363); and Harbors Administration (TRN 395); into one program (TRN 301, title change from Honolulu Harbor to Hawaii Harbors System) which will not require additional changes to bond funds or, to our knowledge, other obligations. Additionally, within TRN 301, the following organizational codes are identified by district: Harbors Administration (TRN 301/CB); Oahu District (TRN 301/CC); Hawaii District (TRN 301/CD); Maui District (TRN 301/CF); and Kauai District (TRN 301/CG). The proposal:

1) Transfer-out \$13,519 in FY 22 and FY 23 into TRN 301/CF "Maui District".

There is no Capital Improvement Program request for this program in the current biennium budget request.

C. Description of Activities Performed

This program maintains harbor facilities for the flow of cargo into and out of Hana Harbor. The main activities include maintaining harbor facilities in good repair and operational condition.

Hana Harbor was transferred to the jurisdiction of the Harbors Division in 2010 for use as an emergency pier in the event that Hana becomes isolated due to road closures in the event of natural or man-made disasters. The current pier is not usable for commercial cargo operations and its removal will be completed if the above CIP request is granted.

D. Statement of Key Policies Pursued

Pursuant to the Hawaii State Plan (HRS 226), the key policies pursued to meet the program objectives are:

- 1) Provide for improved accessibility to shipping, docking, and storage facilities.
- 2) Encourage a variety of carriers to offer increased opportunities and advantages to inter-island movement of people and goods.
- 3) Increase the capacities of harbor support facilities to effectively accommodate transshipment and storage needs.
- 4) Encourage the development of maritime-related transportation systems and programs which would assist statewide economic growth and diversification.
- 5) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.

E. Identification of Important Program Relationships

The Department coordinates with various governmental agencies and maritime users in the development and operation of harbor facilities.

The federal government is involved in developing and maintaining harbor navigational features, as well as navigational safety and pollution control. State agencies are involved in coastal zone management, land and water use, economic development, pollution control, and safety regulations. The counties are involved in matters including zoning and permits. The Department further collaborates with maritime users who provide shipping services, stevedoring, warehousing, tug services, maintenance, ship chandlery and repair, distribution and other services to identify projects

Program Plan Narrative

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TRN333: HANA HARBOR (HIST)

needed to support shipping and maritime commerce. The Department, for example, collaborates with the Hawaii Harbors Users Group (HHUG), a non-profit maritime transportation industry group founded in 2005, to support maritime users through advocacy, compliance assistance, and educational outreach while assisting the Harbors Division through legislative and congressional delegation support.

F. Description of Major External Trends Affecting the Program

Hana Harbor is the second harbor under commercial jurisdiction on Maui and has been designated for redevelopment for commercial use. While the pier is currently under commercial jurisdiction, it has not been used commercially for quite some time. The availability of landside handling area constraints potential cargo handling operations and affects this program.

It is a constant challenge to address ever-evolving state and federal requirements regarding fuel transfer and storage (e.g., increased demands due to economics and energy policies); port security (e.g., maintaining effective port security without restricting the flow of commerce); bio-security (providing requisite space for Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., HRS Chapter 343 compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.)

Changes in the local, national and global economy also have financial impacts on maritime operations and the revenues collected by the division.

G. Discussion of Cost, Effectiveness, and Program Size Data

The Hana Pier Improvements Development Plan was completed in 2011. The Hana Pier Improvements Environmental Assessment is currently being worked on. This plan will serve as a guide to planning and programming future improvements.

H. Discussion of Program Revenues

The program is funded through services (wharfage, port entry, and dockage), rentals, mooring fees, investments and other user fees imposed throughout the statewide commercial harbors system.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
 PROGRAM STRUCTURE NO: **0303**
 PROGRAM TITLE: **LAND TRANSPORTATION FACILITIES AND SERVICES**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	3,786,060	4,015,427	4,257,149	4,510,789	4,510	4,510	4,510	4,510
TOTAL CURRENT LEASE PAYMENTS COST	3,786,060	4,015,427	4,257,149	4,510,789	4,510	4,510	4,510	4,510
BY MEANS OF FINANCING								
SPECIAL FUND	3,786,060	4,015,427	4,257,149	4,510,789	4,510	4,510	4,510	4,510
OPERATING COST	1,037.00*	1,037.00*	1,036.00*	1,036.00*	1,036.0*	1,036.0*	1,036.0*	1,036.0*
PERSONAL SERVICES	7.00**	7.00**	7.00**	7.00**	7.0**	7.0**	7.0**	7.0**
OTHER CURRENT EXPENSES	110,804,820	111,378,938	91,439,033	91,439,033	91,437	91,437	91,437	91,437
EQUIPMENT	210,604,350	233,888,437	195,753,913	209,569,491	253,508	253,163	253,777	249,651
MOTOR VEHICLES	5,423,387	3,665,481	3,083,496	3,887,607	3,888	3,888	3,888	3,888
TOTAL OPERATING COST	2,127,141	3,901,738	4,292,572	4,163,129	4,164	4,164	4,164	4,164
TOTAL OPERATING COST	328,959,698	352,834,594	294,569,014	309,059,260	352,997	352,652	353,266	349,140
BY MEANS OF FINANCING								
SPECIAL FUND	1,030.20*	1,030.20*	1,029.20*	1,029.20*	1,029.2*	1,029.2*	1,029.2*	1,029.2*
FEDERAL FUNDS	6.00**	6.00**	6.00**	6.00**	6.0**	6.0**	6.0**	6.0**
OTHER FEDERAL FUNDS	308,581,858	332,456,754	271,980,019	285,276,665	329,215	328,870	329,484	325,358
CAPITAL IMPROVEMENT COSTS	6.00*	6.00*	6.00*	6.00*	6.0*	6.0*	6.0*	6.0*
DESIGN	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
CONSTRUCTION	19,622,851	19,622,851	21,834,006	23,027,606	23,027	23,027	23,027	23,027
EQUIPMENT	0.80*	0.80*	0.80*	0.80*	0.8*	0.8*	0.8*	0.8*
TOTAL CAPITAL IMPROVEMENT COSTS	**	**	**	**	**	**	**	**
TOTAL CAPITAL EXPENDITURES	754,989	754,989	754,989	754,989	755	755	755	755
CAPITAL IMPROVEMENT COSTS								
PLANS	23,326,000	44,001,000	48,750,000	42,600,000	1,601			
LAND ACQUISITION	13,197,000	34,453,000	4,846,000	3,258,000	2,350	250		
CONSTRUCTION	35,839,000	36,588,000	31,914,000	83,752,000	24,425			
EQUIPMENT	268,926,000	261,312,000	422,941,000	362,637,000	197,175	58,500	6,000	
TOTAL CAPITAL EXPENDITURES	13,700,000	5,200,000						
TOTAL CAPITAL EXPENDITURES	341,288,000	390,054,000	513,651,000	492,247,000	225,551	58,750	6,000	

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
 PROGRAM STRUCTURE NO: **0303**
 PROGRAM TITLE:

LAND TRANSPORTATION FACILITIES AND SERVICES

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
BY MEANS OF FINANCING								
SPECIAL FUND	12,400,000	51,100,000	9,500,000					
G.O. BONDS REIMBURSABLE			25,000,000	50,000,000	25,000			
REVENUE BONDS	100,972,000	157,794,000	313,909,000	312,696,000	119,970	11,750	1,200	
FEDERAL FUNDS	227,916,000	181,160,000	165,242,000	129,551,000	80,581	47,000	4,800	
TOTAL PERM POSITIONS	1,037.00*	1,037.00*	1,036.00*	1,036.00*	1,036.0*	1,036.0*	1,036.0*	1,036.0*
TOTAL TEMP POSITIONS	7.00**	7.00**	7.00**	7.00**	7.0**	7.0**	7.0**	7.0**
TOTAL PROGRAM COST	674,033,758	746,904,021	812,477,163	805,817,049	583,058	415,912	363,776	353,650

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN501**
 PROGRAM STRUCTURE NO: **030301**
 PROGRAM TITLE: **OAHU HIGHWAYS**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	3,256,460	3,453,714	3,661,147	3,879,277	3,879	3,879	3,879	3,879
TOTAL CURRENT LEASE PAYMENTS COST	3,256,460	3,453,714	3,661,147	3,879,277	3,879	3,879	3,879	3,879
BY MEANS OF FINANCING								
SPECIAL FUND	3,256,460	3,453,714	3,661,147	3,879,277	3,879	3,879	3,879	3,879
OPERATING COST	192.00*	192.00*	191.00*	191.00*	191.0*	191.0*	191.0*	191.0*
PERSONAL SERVICES	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
OTHER CURRENT EXPENSES	20,320,920	20,571,265	20,489,011	20,489,011	20,489	20,489	20,489	20,489
EQUIPMENT	54,709,303	54,716,065	55,710,637	55,717,800	55,718	55,718	55,718	55,718
MOTOR VEHICLES	2,349,662	692,400	746,359	653,453	653	653	653	653
TOTAL OPERATING COST	973,343	2,630,605	2,576,646	2,669,552	2,670	2,670	2,670	2,670
TOTAL OPERATING COST	78,353,228	78,610,335	79,522,653	79,529,816	79,530	79,530	79,530	79,530
BY MEANS OF FINANCING	192.00*	192.00*	191.00*	191.00*	191.0*	191.0*	191.0*	191.0*
SPECIAL FUND	**	**	**	**	**	**	**	**
TOTAL OPERATING COST	78,353,228	78,610,335	79,522,653	79,529,816	79,530	79,530	79,530	79,530
CAPITAL IMPROVEMENT COSTS								
PLANS	1,000,000	5,000,000						
LAND ACQUISITION	5,968,000	14,987,000	575,000	150,000	75			
DESIGN	14,566,000	7,864,000	15,531,000	72,475,000	20,275			
CONSTRUCTION	84,921,000	165,234,000	182,748,000	157,711,000	97,800	4,500		
EQUIPMENT			5,200,000					
TOTAL CAPITAL EXPENDITURES	106,455,000	193,085,000	204,054,000	230,336,000	118,150	4,500		

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN501**
 PROGRAM STRUCTURE NO: **030301**
 PROGRAM TITLE: **OAHU HIGHWAYS**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
BY MEANS OF FINANCING								
SPECIAL FUND	3,150,000	19,950,000	8,000,000					
G.O. BONDS REIMBURSABLE			25,000,000	50,000,000	25,000			
REVENUE BONDS	29,359,000	84,193,000	99,569,000	141,987,000	79,710	900		
FEDERAL FUNDS	73,946,000	88,942,000	71,485,000	38,349,000	13,440	3,600		
TOTAL PERM POSITIONS	192.00*	192.00*	191.00*	191.00*	191.0*	191.0*	191.0*	191.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	188,064,688	275,149,049	287,237,800	313,745,093	201,559	87,909	83,409	83,409

PROGRAM ID: **TRN501**
PROGRAM STRUCTURE: **030301**
PROGRAM TITLE: **OAHU HIGHWAYS**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	18	18	18	18	18	18	18	18
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	81	78	76.40	74.30	72.20	70.20	68.20	66.20
3. FATALITIES PER BILLION VEHICLE MILES	8	8	7.60	7.40	7.30	7.10	6.90	6.80
4. MAINTENANCE COST PER 10 LANE-MILES	730784	796168	805392	805465	805465	805465	805465	805465
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	1.06	.88	.82	.82	.82	.82	.82	.82
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	1.13	1.01	0.95	0.95	0.95	0.95	0.95	0.95
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	37.00	37.00	37.00	37.00	37.00	37.00	37.00	37.00
PROGRAM TARGET GROUPS								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	3658.00	3701.00	3744.00	3788.00	3831.00	3874.00	3917.00	3960.00
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	38790.0	39250.0	39710.0	40170.0	40630.0	41080.0	41540.0	42000.0
3. NO. OF REGISTERED VEHICLES	835880	845755	855630	865504	875379	885254	895128	905003
4. NO. OF REGISTERED VEHICLE OPERATORS	651842	657218	662595	667971	673347	678724	684100	689476
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	422.00	422.00	422.00	422.00	422.00	422.00	422.00	422.00
PROGRAM ACTIVITIES								
1. ROADWAY MAINTENANCE (LANE MILES)	1150.00	1150.00	1150.00	1150.00	1150.00	1150.00	1150.00	1150.00
2. LANDSCAPE MAINTENANCE (ACRES)	4966.00	4966.00	4966.00	4966.00	4966.00	4966.00	4966.00	4966.00
3. STRUCTURE MAINTENANCE (NUMBER)	442.00	442.00	442.00	442.00	442.00	442.00	442.00	442.00
4. RESURFACING (LANE MILES)								
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)								
6. SPECIAL MAINTENANCE - OTHERS (\$1000)								

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

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TRN501: OAHU HIGHWAYS

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods on the island of Oahu by providing and maintaining highways.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

No narrative submitted by the department.

C. Description of Activities Performed

The major activities of this program are design, construction and maintenance.

Projects are designed for maximum safety to motorists, economy of construction and maintenance, and minimum inconvenience to the traveling public.

Construction is the most visible activity. Construction brings to reality what was in the conceptual stage of design. Utility and enjoyment of the completed facilities by the public is the aim of this activity.

With time, all things deteriorate, whether it is concrete structures, asphalt concrete pavement, or landscaping. Maintenance activity becomes most visible at that time. Preventive maintenance is also a necessity for all State facilities to minimize and delay costly reconstruction. Proper maintenance of the highways provides safety and eliminates inconveniences to motorists.

D. Statement of Key Policies Pursued

To attain the program objective, a system of highways is designed, constructed and maintained. Also, existing highway facilities are being utilized to their optimum capacity without sacrificing safety through programs such as traffic operation and improvement program.

To achieve the transportation objectives of the Hawaii State Plan, this program strives to develop an integrated island-wide highway system consistent with planned growth objectives, supportive of present and future development, and responsive to needs of communities and environment.

E. Identification of Important Program Relationships

Refer to "Identification of Important Program Relationships" of Highways Administration, TRN 595, for the discussion of this section.

F. Description of Major External Trends Affecting the Program

National Environmental Policy Act (NEPA) requirements have made the preservation and enhancement of the environment a part of the total system's approach to the design concept.

Community awareness of possible effects of highway improvements on the community and environment has increased. The time and cost to complete a project have increased due to the NEPA requirements.

The Highways Division continues to take a proactive approach in fulfilling Clean Water Act and other State and Federal requirements. The need to address storm water impacts and pollutants through Best Management Practices, before, during and after construction, has increased project costs. Federal and State regulations related to storm water and pollutant impacts continue to be refined with each permit cycle, adding to increased cost and delay for all construction projects and programs that manage permitted facilities operated by the Highways Division.

The Highways Division is making efforts to be compliant with more stringent environmental regulations, which include but are not limited to Environmental Protection Agency (EPA) regulations, State of Hawaii, Department of Health (DOH) regulations, the National Environmental Policy Act (NEPA), Clean Water Act, Clean Air Act (CAA), Emergency Planning & Community Right-To-Know Act (EPCRA), Oil Pollution Act (OPA), and Resource Conservation and Recovery Act (RCRA).

Fixing America's Surface Transportation (FAST) Act: FAST authorized the federal surface transportation programs for highways, highway safety, and transit for 5 years from 2016 to 2020. The highway act provided federal funds of approximately \$171 million to \$187 million per year for Hawaii. However annual appropriations bills generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

Program Plan Narrative

03 03 01

TRN501: OAHU HIGHWAYS

Revenues to the Federal Highway Trust Fund are declining as a result of more fuel efficient or alternative fuel vehicles. How Congress will resolve the highway funding issue is unclear. For planning purposes beyond 2020, we assume Hawaii's share of federal highway funds will be similar to 2020 levels. Prediction beyond that point remains unclear as there have been no substantive information updates to President Trump's \$1 billion infrastructure investment plan.

Some of the federal highway funds that Hawaii receives are passed through to the counties and other agencies. Utilization of these funds depends on the amount of projects programmed in the Statewide Transportation Improvement Program (STIP). Law requires that projects using Federal highway funds as well as those considered regionally significant be included in STIP.

Refer to "Description of Major External Trends Affecting the Program" of Highways Administration, TRN 595 for other comments.

The State DOT is under a Consent Decree from the EPA and also must comply with the requirements of a DOH National Pollution Discharge Elimination System permit for storm water discharges. An Oahu Storm Water Management Program was created to address the Oahu District's responsibilities. HWY-OW, along with a Master Consultant, is tasked with coordinating and implementing programs and activities required by these storm water requirements. Future permit requirements will be more demanding.

G. Discussion of Cost, Effectiveness, and Program Size Data

Funding for operational costs is primarily for normal operational requirements necessary to maintain Highway facilities and services.

H. Discussion of Program Revenues

Refer to "Discussion of Program Revenues" of Highways Administration, TRN 595, for the discussion of program revenues generated under this program.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN511**
 PROGRAM STRUCTURE NO: **030302**
 PROGRAM TITLE: **HAWAII HIGHWAYS**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	113,597	120,479	127,715	135,324	135	135	135	135
TOTAL CURRENT LEASE PAYMENTS COST	113,597	120,479	127,715	135,324	135	135	135	135
BY MEANS OF FINANCING								
SPECIAL FUND	113,597	120,479	127,715	135,324	135	135	135	135
OPERATING COST	119.00*	119.00*	119.00*	119.00*	119.0*	119.0*	119.0*	119.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	9,152,541	9,309,658	9,310,480	9,310,480	9,310	9,310	9,310	9,310
OTHER CURRENT EXPENSES	4,252,660	5,371,417	7,708,715	8,007,709	8,008	8,008	8,008	8,008
EQUIPMENT	833,336	623,721	472,024	418,816	419	419	419	419
MOTOR VEHICLES	375,310	584,925	716,622	769,830	770	770	770	770
TOTAL OPERATING COST	14,613,847	15,889,721	18,207,841	18,506,835	18,507	18,507	18,507	18,507
BY MEANS OF FINANCING	119.00*	119.00*	119.00*	119.00*	119.0*	119.0*	119.0*	119.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	14,613,847	15,889,721	18,207,841	18,506,835	18,507	18,507	18,507	18,507
CAPITAL IMPROVEMENT COSTS								
PLANS	550,000	150,000						
LAND ACQUISITION	1,293,000	5,215,000	2,765,000	832,000	1,250			
DESIGN	2,154,000	11,761,000	4,262,000	2,115,000	350			
CONSTRUCTION	29,235,000	27,528,000	71,919,000	54,500,000	55,500	50,000	6,000	
TOTAL CAPITAL EXPENDITURES	33,232,000	44,654,000	78,946,000	57,447,000	57,100	50,000	6,000	
BY MEANS OF FINANCING								
SPECIAL FUND	1,250,000	13,150,000	1,500,000					
REVENUE BONDS	9,676,000	15,261,000	65,889,000	51,489,000	23,420	10,000	1,200	
FEDERAL FUNDS	22,306,000	16,243,000	11,557,000	5,958,000	33,680	40,000	4,800	
TOTAL PERM POSITIONS	119.00*	119.00*	119.00*	119.00*	119.0*	119.0*	119.0*	119.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	47,959,444	60,664,200	97,281,556	76,089,159	75,742	68,642	24,642	18,642

PROGRAM ID: **TRN511**
PROGRAM STRUCTURE: **030302**
PROGRAM TITLE: **HAWAII HIGHWAYS**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	4	4	4	4	4	4	4	4
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	61.00	55.00	51.10	47.20	43.30	39.60	36.00	32.50
3. FATALITIES PER BILLION VEHICLE MILES	14.00	14.00	13.50	13.20	12.80	12.40	12.10	11.70
4. MAINTENANCE COST PER 10 LANE-MILES	165613	204441	236735	240854	240854	240854	240854	240854
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	16.81	9.17	9.17	9.17	9.17	9.17	9.17	9.17
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	14.25	9.17	9.17	9.17	9.17	9.17	9.17	9.17
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00
PROGRAM TARGET GROUPS								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	1021.00	1040.00	1060.00	1080.00	1099.00	1119.00	1139.00	1158.00
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	8270.00	8430.00	8590.00	8750.00	8910.00	9070.00	9230.00	9390.00
3. NO. OF REGISTERED VEHICLES	219478	223711	227945	232179	236413	240647	244880	249114
4. NO. OF REGISTERED VEHICLE OPERATORS	145583	147653	149723	151793	153864	155934	158004	160074
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	455.00	455.00	455.00	455.00	455.00	455.00	455.00	455.00
PROGRAM ACTIVITIES								
1. ROADWAY MAINTENANCE (LANE MILES)	817	817	817	817	817	817	817	817
2. LANDSCAPE MAINTENANCE (ACRES)	1416	1416	1416	1416	1416	1416	1416	1416
3. STRUCTURE MAINTENANCE (NUMBER)	126	126	126	126	126	126	126	126
4. RESURFACING (LANE MILES)								
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)								
6. SPECIAL MAINTENANCE - OTHERS (\$1000)								

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN511: HAWAII HIGHWAYS

03 03 02

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods on the island of Hawaii by providing and maintaining highways.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

No narrative submitted by the department.

C. Description of Activities Performed

The major activities of this program are design, construction and maintenance.

Projects are designed for maximum safety to motorists, economy of construction and maintenance, and minimum inconvenience to the traveling public.

Construction is the most visible activity. Construction brings to reality what was in the conceptual stage of design. Utility and enjoyment of the completed facilities by the public is the aim of this activity.

With time, all things deteriorate, whether it is concrete structures, asphalt concrete pavement, or landscaping. Maintenance activity becomes most visible at that time. Preventive maintenance is also a necessity for all State facilities to minimize and delay costly reconstruction. Proper maintenance of the highways provides safety and eliminates inconveniences to motorists.

D. Statement of Key Policies Pursued

To attain the program objective, a system of highways is designed, constructed and maintained. Also, existing highway facilities are being utilized to their optimum capacity without sacrificing safety through programs such as traffic operation and improvement program.

To achieve the transportation objectives of the Hawaii State Plan, this program strives to develop an integrated island-wide highway system consistent with planned growth objectives, supportive of present and future development, and responsive to needs of communities and environment.

E. Identification of Important Program Relationships

Refer to "Identification of Important Program Relationships" of Highways Administration, TRN 595, for the discussion of this section.

F. Description of Major External Trends Affecting the Program

National Environmental Policy Act (NEPA) requirements have made the preservation and enhancement of the environment a part of the total system's approach to the design concept.

Community awareness of possible effects of highway improvements on the community and environment has increased. The time and cost to complete a project have increased due to the NEPA requirements.

The Highways Division continues to take a proactive approach in fulfilling Clean Water Act and other State and Federal requirements. The need to address storm water impacts and pollutants through Best Management Practices, before, during and after construction, has increased project costs. Federal and State regulations related to storm water and pollutant impacts continue to be refined with each permit cycle, adding to increased cost and delay for all construction projects and programs that manage permitted facilities operated by the Highways Division.

The Highways Division is making efforts to be compliant with more stringent environmental regulations, which include but are not limited to Environmental Protection Agency (EPA) regulations, State of Hawaii, Department of Health (DOH) regulations, the National Environmental Policy Act (NEPA), Clean Water Act, Clean Air Act (CAA), Emergency Planning & Community Right-To-Know Act (EPCRA), Oil Pollution Act (OPA), and Resource Conservation and Recovery Act (RCRA).

Fixing America's Surface Transportation (FAST) Act: FAST authorized the federal surface transportation programs for highways, highway safety, and transit for 5 years from 2016 to 2020. The highway act provided federal funds of approximately \$171 million to \$187 million per year for Hawaii. However annual appropriations bills generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

Program Plan Narrative

03 03 02

TRN511: HAWAII HIGHWAYS

Revenues to the Federal Highway Trust Fund are declining as a result of more fuel efficient or alternative fuel vehicles. How Congress will resolve the highway funding issue is unclear. For planning purposes beyond 2020, we assume Hawaii's share of federal highway funds will be similar to 2020 levels. Prediction beyond that point remains unclear as there have been no substantive information updates to President Trump's \$1 billion infrastructure investment plan.

Some of the federal highway funds that Hawaii receives are passed through to the counties and other agencies. Utilization of these funds depends on the amount of projects programmed in the Statewide Transportation Improvement Program (STIP). Law requires that projects using Federal highway funds as well as those considered regionally significant be included in STIP.

Refer to "Description of Major External Trends Affecting the Program" of Highways Administration, TRN 595 for other comments.

G. Discussion of Cost, Effectiveness, and Program Size Data

Funding for operational costs is primarily for normal operational requirements necessary to maintain Highway facilities and services.

H. Discussion of Program Revenues

Refer to "Discussion of Program Revenues" of Highways Administration, TRN 595, for the discussion of program revenues generated under this program.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN531**
 PROGRAM STRUCTURE NO: **030303**
 PROGRAM TITLE: **MAUI HIGHWAYS**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	264,540	280,596	298,001	315,756	316	316	316	316
TOTAL CURRENT LEASE PAYMENTS COST	264,540	280,596	298,001	315,756	316	316	316	316
BY MEANS OF FINANCING								
SPECIAL FUND	264,540	280,596	298,001	315,756	316	316	316	316
OPERATING COST	89.00*	89.00*	89.00*	89.00*	89.0*	89.0*	89.0*	89.0*
PERSONAL SERVICES	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
OTHER CURRENT EXPENSES	7,375,006	7,474,609	7,368,138	7,368,138	7,367	7,367	7,367	7,367
EQUIPMENT	8,814,761	11,816,608	13,890,564	14,992,519	14,993	14,993	14,993	14,993
MOTOR VEHICLES	854,238	860,551	513,206	1,053,995	1,054	1,054	1,054	1,054
MOTOR VEHICLES	156,645	150,032	427,377	270,204	270	270	270	270
TOTAL OPERATING COST	17,200,650	20,301,800	22,199,285	23,684,856	23,684	23,684	23,684	23,684
BY MEANS OF FINANCING								
SPECIAL FUND	89.00*	89.00*	89.00*	89.00*	89.0*	89.0*	89.0*	89.0*
SPECIAL FUND	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
SPECIAL FUND	17,200,650	20,301,800	22,199,285	23,684,856	23,684	23,684	23,684	23,684
CAPITAL IMPROVEMENT COSTS								
PLANS	650,000	1,150,000	1,100,000	1,100,000	1,100			
LAND ACQUISITION	155,000	425,000	700,000					
DESIGN	5,188,000	1,845,000	2,360,000	460,000	400			
CONSTRUCTION	31,734,000	9,621,000	75,817,000	63,400,000	9,850			
TOTAL CAPITAL EXPENDITURES	37,727,000	13,041,000	79,977,000	64,960,000	11,350			
BY MEANS OF FINANCING								
REVENUE BONDS	21,819,000	10,633,000	74,137,000	55,880,000	3,070			
FEDERAL FUNDS	15,908,000	2,408,000	5,840,000	9,080,000	8,280			
TOTAL PERM POSITIONS	89.00*	89.00*	89.00*	89.00*	89.0*	89.0*	89.0*	89.0*
TOTAL TEMP POSITIONS	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
TOTAL PROGRAM COST	55,192,190	33,623,396	102,474,286	88,960,612	35,350	24,000	24,000	24,000

PROGRAM ID: **TRN531**
PROGRAM STRUCTURE: **030303**
PROGRAM TITLE: **MAUI HIGHWAYS**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	5	5	5	5	5	5	5	5
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	66.00	66.00	65.00	64.20	63.40	62.70	62.00	61.30
3. FATALITIES PER BILLION VEHICLE MILES	14.00	12.00	11.60	11.40	11.20	11.00	10.80	10.60
4. MAINTENANCE COST PER 10 LANE-MILES	238432	351379	386701	406485	406485	406485	406485	406485
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	12.61	4.99	4.99	4.99	4.99	4.99	4.99	4.99
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	6.02	6.51	6.51	6.51	6.51	6.51	6.51	6.51
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	66.00	66.00	66.00	66.00	66.00	66.00	66.00	66.00
PROGRAM TARGET GROUPS								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	971.00	987.00	1003.00	1019.00	1035.00	1051.00	1067.00	1083.00
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	19790.0	20110.0	20440.0	20770.0	21090.0	21420.0	21750.0	22070.0
3. NO. OF REGISTERED VEHICLES	195199.	198420.	201642.	204863.	208085.	211306.	214528.	217749.
4. NO. OF REGISTERED VEHICLE OPERATORS	125522.	127322.	129122.	130922.	132722.	134522.	136323.	138123.
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	391.00	391.00	391.00	391.00	391.00	391.00	391.00	391.00
PROGRAM ACTIVITIES								
1. ROADWAY MAINTENANCE (LANE MILES)	529	529	529	529	529	529	529	529
2. LANDSCAPE MAINTENANCE (ACRES)	366	366	366	366	366	366	366	366
3. STRUCTURE MAINTENANCE (NUMBER)	111	111	111	111	111	111	111	111
4. RESURFACING (LANE MILES)								
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)								
6. SPECIAL MAINTENANCE - OTHERS (\$1000)								

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

03 03 03

TRN531: MAUI HIGHWAYS

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods on the island of Maui, Molokai, and Lanai, by providing and maintaining highways.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

No narrative submitted by the department.

C. Description of Activities Performed

The major activities of this program are design, construction and maintenance.

Projects are designed for maximum safety to motorists, economy of construction and maintenance, and minimum inconvenience to the traveling public.

Construction is the most visible activity. Construction brings to reality what was in the conceptual stage of design. Utility and enjoyment of the completed facilities by the public is the aim of this activity.

With time, all things deteriorate, whether it is concrete structures, asphalt concrete pavement, or landscaping. Maintenance activity becomes most visible at that time. Preventive maintenance is also a necessity for all State facilities to minimize and delay costly reconstruction. Proper maintenance of the highways provides safety and eliminates inconveniences to motorists.

D. Statement of Key Policies Pursued

To attain the program objective, a system of highways is designed, constructed, and maintained. Also, existing highway facilities are being utilized to their optimum capacity without sacrificing safety through programs such as traffic operation and improvement program.

To achieve the transportation objectives of the Hawaii State Plan, this program strives to develop an integrated island-wide highway system consistent with planned growth objectives, supportive of present and future development, and responsive to the needs of communities and the environment.

E. Identification of Important Program Relationships

Refer to "Identification of Important Program Relationships" of Highways Administration, TRN 595, for the discussion of this section.

F. Description of Major External Trends Affecting the Program

National Environmental Policy Act (NEPA) requirements have made the preservation and enhancement of the environment a part of the total system's approach to the design concept.

Community awareness of possible effects of highway improvements on the community and environment has increased. The time and cost to complete a project have increased due to the NEPA requirements.

The Highways Division continues to take a proactive approach in fulfilling Clean Water Act and other State and Federal requirements. The need to address storm water impacts and pollutants through Best Management Practices, before, during and after construction, has increased project costs. Federal and State regulations related to storm water and pollutant impacts continue to be refined with each permit cycle, adding to increased cost and delay for all construction projects and programs that manage permitted facilities operated by the Highways Division.

The Highways Division is making efforts to be compliant with more stringent environmental regulations, which include but are not limited to Environmental Protection Agency (EPA) regulations, State of Hawaii, Department of Health (DOH) regulations, the National Environmental Policy Act (NEPA), Clean Water Act, Clean Air Act (CAA), Emergency Planning & Community Right-To-Know Act (EPCRA), Oil Pollution Act (OPA), and Resource Conservation and Recovery Act (RCRA).

Program Plan Narrative

03 03 03

TRN531: MAUI HIGHWAYS

Fixing America's Surface Transportation (FAST) Act: FAST authorized the federal surface transportation programs for highways, highway safety, and transit for 5 years from 2016 to 2020. The highway act provided federal funds of approximately \$171 million to \$187 million per year for Hawaii. However annual appropriations bills generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

Revenues to the Federal Highway Trust Fund are declining as a result of more fuel efficient or alternative fuel vehicles. How Congress will resolve the highway funding issue is unclear. For planning purposes beyond 2020, we assume Hawaii's share of federal highway funds will be similar to 2020 levels. Prediction beyond that point remains unclear as there have been no substantive information updates to President Trump's \$1 billion infrastructure investment plan.

Some of the federal highway funds that Hawaii receives are passed through to the counties and other agencies. Utilization of these funds depends on the amount of projects programmed in the Statewide Transportation Improvement Program (STIP). Law requires that projects using Federal highway funds as well as those considered regionally significant be included in STIP.

Refer to "Description of Major External Trends Affecting the Program" of Highways Administration, TRN 595 for other comments.

The State DOT is under a Consent Decree from the EPA and also must comply with the requirements of a DOH National Pollution Discharge Elimination System permit for storm water discharges. A Maui Storm Water Management Program was created to address Maui District's Municipal Separate Stormwater Sewer System (MS4) responsibilities. HWY-M is tasked with coordinating and implementing programs and activities required by these storm water requirements. Future permit requirements will be more demanding.

G. Discussion of Cost, Effectiveness, and Program Size Data

Funding for operational costs is primarily for normal operational requirements necessary to maintain Highway facilities and services.

H. Discussion of Program Revenues

Refer to "Discussion of Program Revenues" of Highways Administration, TRN 595, for the discussion of program revenues generated under this program.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN561**
 PROGRAM STRUCTURE NO: **030306**
 PROGRAM TITLE: **KAUAI HIGHWAYS**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	151,463	160,638	170,286	180,432	180	180	180	180
TOTAL CURRENT LEASE PAYMENTS COST	151,463	160,638	170,286	180,432	180	180	180	180
BY MEANS OF FINANCING								
SPECIAL FUND	151,463	160,638	170,286	180,432	180	180	180	180
OPERATING COST	54.00*	54.00*	55.00*	55.00*	55.0*	55.0*	55.0*	55.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	4,882,543	4,945,179	4,848,151	4,848,151	4,848	4,848	4,848	4,848
OTHER CURRENT EXPENSES	3,071,438	3,073,506	4,857,427	4,859,627	4,860	4,860	4,860	4,860
EQUIPMENT	662,326	895,384	839,633	1,160,119	1,161	1,161	1,161	1,161
MOTOR VEHICLES	621,843	536,176	571,927	453,543	454	454	454	454
TOTAL OPERATING COST	9,238,150	9,450,245	11,117,138	11,321,440	11,323	11,323	11,323	11,323
BY MEANS OF FINANCING	54.00*	54.00*	55.00*	55.00*	55.0*	55.0*	55.0*	55.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	9,238,150	9,450,245	11,117,138	11,321,440	11,323	11,323	11,323	11,323
CAPITAL IMPROVEMENT COSTS								
PLANS	500,000	375,000						
LAND ACQUISITION	5,436,000	13,625,000	255,000	1,500,000	500			
DESIGN	1,660,000	3,476,000	770,000	550,000				
CONSTRUCTION	60,735,000	21,606,000	52,450,000	44,750,000	8,000			
TOTAL CAPITAL EXPENDITURES	68,331,000	39,082,000	53,475,000	46,800,000	8,500			
BY MEANS OF FINANCING								
SPECIAL FUND	6,000,000	16,000,000						
REVENUE BONDS	14,498,000	6,669,000	48,815,000	38,520,000	2,900			
FEDERAL FUNDS	47,833,000	16,413,000	4,660,000	8,280,000	5,600			
TOTAL PERM POSITIONS	54.00*	54.00*	55.00*	55.00*	55.0*	55.0*	55.0*	55.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	77,720,613	48,692,883	64,762,424	58,301,872	20,003	11,503	11,503	11,503

PROGRAM ID: **TRN561**
PROGRAM STRUCTURE: **030306**
PROGRAM TITLE: **KAUAI HIGHWAYS**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	2	2	2	2	2	2	2	2
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	67.00	66.00	65.30	64.80	64.30	63.90	63.40	62.90
3. FATALITIES PER BILLION VEHICLE MILES	11.00	8.00	7.70	7.60	7.40	7.30	7.10	7.00
4. MAINTENANCE COST PER 10 LANE-MILES	343935.	376927.	454664.	454765.	454765.	454765.	454765.	454765.
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	10.50	5.14	5.14	5.14	5.14	5.14	5.14	5.14
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	5.62	6.06	6.06	6.06	6.06	6.06	6.06	6.06
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	57.00	57.00	57.00	57.00	57.00	57.00	57.00	57.00
PROGRAM TARGET GROUPS								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	460.00	468.00	476.00	483.00	491.00	498.00	506.00	513.00
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	11900.0	12100.0	12290.0	12490.0	12680.0	12880.0	13070.0	13270.0
3. NO. OF REGISTERED VEHICLES	91317.0	92818.0	94319.0	95819.0	97320.0	98821.0	100322.	101822.
4. NO. OF REGISTERED VEHICLE OPERATORS	58452.0	59129.0	59807.0	60485.0	61162.0	61840.0	62518.0	63195.0
5. MILES OF ROADS W/ PAVEMENT COND. RATING 80 OR MORE	122.00	122.00	122.00	122.00	122.00	122.00	122.00	122.00
PROGRAM ACTIVITIES								
1. ROADWAY MAINTENANCE (LANE MILES)	121	121	121	121	121	121	121	121
2. LANDSCAPE MAINTENANCE (ACRES)	2000	2000	2000	2000	2000	2000	2000	2000
3. STRUCTURE MAINTENANCE (NUMBER)	4	4	4	4	4	4	4	4
4. RESURFACING (LANE MILES)								
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)								
6. SPECIAL MAINTENANCE - OTHERS (\$1000)								

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

03 03 06

TRN561: KAUAI HIGHWAYS

A. Statement of Program Objectives

To facilitate the rapid, safe and economical movement of people and goods on the island of Kauai by providing and maintaining highways.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

No narrative submitted by the department.

C. Description of Activities Performed

The major activities of this program are design, construction and maintenance.

Projects are designed for maximum safety to motorists, economy of construction and maintenance, and minimum inconvenience to the traveling public.

Construction is the most visible activity. Construction brings to reality what was in the conceptual stage of design. Utility and enjoyment of the completed facilities by the public is the aim of this activity.

With time, all things deteriorate, whether it is concrete structures, asphalt concrete pavement, or landscaping. Maintenance activity becomes most visible at this time. Preventive maintenance is also a necessity for all State facilities to minimize and delay costly reconstruction. Proper maintenance of the highways provides safety and eliminates inconveniences to motorists.

D. Statement of Key Policies Pursued

To attain the program objective, a system of highways is designed, constructed and maintained. Also, existing highway facilities are being utilized to their optimum capacity without sacrificing safety through programs such as traffic operation and improvement program.

To achieve the transportation objectives of the Hawaii State Plan, this program strives to develop an integrated island-wide highway system consistent with planned growth objectives, supportive of present and future development, and responsive to the needs of communities and the environment.

E. Identification of Important Program Relationships

Refer to "Identification of Important Program Relationships" of Highways Administration, TRN 595, for the discussion of this section.

F. Description of Major External Trends Affecting the Program

National Environmental Policy Act (NEPA) requirements have made the preservation and enhancement of the environment a part of the total system's approach to the design concept.

Community awareness of possible effects of highway improvements on the community and environment has increased. The time and cost to complete a project have increased due to the NEPA requirements.

The Highways Division continues to take a proactive approach in fulfilling Clean Water Act and other State and Federal requirements. The need to address storm water impacts and pollutants through Best Management Practices, before, during and after construction, has increased project costs. Federal and State regulations related to storm water and pollutant impacts continue to be refined with each permit cycle, adding to increased cost and delay for all construction projects and programs that manage permitted facilities operated by the Highways Division.

The Highways Division is making efforts to be compliant with more stringent environmental regulations, which include but are not limited to Environmental Protection Agency (EPA) regulations, State of Hawaii, Department of Health (DOH) regulations, the National Environmental Policy Act (NEPA), Clean Water Act, Clean Air Act (CAA), Emergency Planning & Community Right-To-Know Act (EPCRA), Oil Pollution Act (OPA), and Resource Conservation and Recovery Act (RCRA).

Fixing America's Surface Transportation (FAST) Act: FAST authorized the federal surface transportation programs for highways, highway safety, and transit for 5 years from 2016 to 2020. The highway act provided federal funds of approximately \$171 million to \$187 million per year for Hawaii. However annual appropriations bills generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

Program Plan Narrative

03 03 06

TRN561: KAUAI HIGHWAYS

Revenues to the Federal Highway Trust Fund are declining as a result of more fuel efficient or alternative fuel vehicles. How Congress will resolve the highway funding issue is unclear. For planning purposes beyond 2020, we assume Hawaii's share of federal highway funds will be similar to 2020 levels. Prediction beyond that point remains unclear as there have been no substantive information updates to President Trump's \$1 billion infrastructure investment plan.

Some of the federal highway funds that Hawaii receives are passed through to the counties and other agencies. Utilization of these funds depends on the amount of projects programmed in the Statewide Transportation Improvement Program (STIP). Law requires that projects using Federal highway funds as well as those considered regionally significant be included in STIP.

Refer to "Description of Major External Trends Affecting the Program" of Highways Administration, TRN 595 for other comments.

G. Discussion of Cost, Effectiveness, and Program Size Data

Funding for operational costs is primarily for normal operational requirements necessary to maintain Highway facilities and services.

H. Discussion of Program Revenues

Refer to "Discussion of Program Revenues" of Highways Administration, TRN 595, for the discussion of program revenues generated under this program.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN595**
 PROGRAM STRUCTURE NO: **030307**
 PROGRAM TITLE: **HIGHWAYS ADMINISTRATION**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OPERATING COST	545.00*	545.00*	544.00*	544.00*	544.0*	544.0*	544.0*	544.0*
	6.00**	6.00**	6.00**	6.00**	6.0**	6.0**	6.0**	6.0**
PERSONAL SERVICES	65,616,476	65,620,893	46,201,804	46,201,804	46,202	46,202	46,202	46,202
OTHER CURRENT EXPENSES	127,442,249	146,596,902	98,964,676	111,369,942	155,307	154,962	155,576	151,450
EQUIPMENT	723,825	593,425	512,274	601,224	601	601	601	601
TOTAL OPERATING COST	193,782,550	212,811,220	145,678,754	158,172,970	202,110	201,765	202,379	198,253
BY MEANS OF FINANCING	545.00*	545.00*	544.00*	544.00*	544.0*	544.0*	544.0*	544.0*
	5.00**	5.00**	5.00**	5.00**	5.0**	5.0**	5.0**	5.0**
SPECIAL FUND	178,225,132	197,253,802	130,212,009	141,512,625	185,450	185,105	185,719	181,593
	*	*	*	*	*	*	*	*
FEDERAL FUNDS	15,557,418	15,557,418	15,466,745	16,660,345	16,660	16,660	16,660	16,660
CAPITAL IMPROVEMENT COSTS								
PLANS	20,626,000	37,326,000	47,650,000	41,500,000	501			
LAND ACQUISITION	345,000	201,000	551,000	776,000	525	250		
DESIGN	12,271,000	11,642,000	8,991,000	8,152,000	3,400			
CONSTRUCTION	62,301,000	37,323,000	40,007,000	42,276,000	26,025	4,000		
EQUIPMENT		13,700,000						
TOTAL CAPITAL EXPENDITURES	95,543,000	100,192,000	97,199,000	92,704,000	30,451	4,250		
BY MEANS OF FINANCING								
SPECIAL FUND	2,000,000	2,000,000						
REVENUE BONDS	25,620,000	41,038,000	25,499,000	24,820,000	10,870	850		
FEDERAL FUNDS	67,923,000	57,154,000	71,700,000	67,884,000	19,581	3,400		
TOTAL PERM POSITIONS	545.00*	545.00*	544.00*	544.00*	544.0*	544.0*	544.0*	544.0*
TOTAL TEMP POSITIONS	6.00**	6.00**	6.00**	6.00**	6.0**	6.0**	6.0**	6.0**
TOTAL PROGRAM COST	289,325,550	313,003,220	242,877,754	250,876,970	232,561	206,015	202,379	198,253

PROGRAM ID: **TRN595**
PROGRAM STRUCTURE: **030307**
PROGRAM TITLE: **HIGHWAYS ADMINISTRATION**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	32.28	40.20	40.03	39.43	22.96	21.86	20.87	21.33
2. VENDOR PAYMENT EXCEEDING 30 DAYS	0.07	0.02	0.02	0.02	0.02	0.02	0.02	0.02
3. DEBT SERVICE COST TO TOTAL O&M EXPENDITURE	0.18	.15	0.19	0.19	0.19	0.20	0.21	0.20
4. AVG. # OF WORK DAYS TO PROCESS PERMIT APPLICATIONS	8	8	8	8	8	8	8	8
5. % OF COMPLAINTS RESPONDED TO WITHIN 5 WORK DAYS	55	55	55	55	55	55	55	55
PROGRAM ACTIVITIES								
1. ADMINISTRATIVE PERSONNEL (NO. OF PERSONS)	404.00	545.00	544.00	544.00	544.00	544.00	544.00	544.00
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	759.00	1037.00	1036.00	1036.00	1036.00	1036.00	1036.00	1036.00
3. RESURFACING (LANE MILES)	88.50	190.00	16.78	35.63	84.49	110.18	67.98	65.88
4. SPECIAL MAINTENANCE - RESURFACING (\$1000)	16756.0	39476.0	4600	7486	24958	24650.0	15200.0	25200.0
5. SPECIAL MAINTENANCE - OTHERS (\$1000)	15588.0	23524.0	10400.0	12514.0	15042.0	15350.0	24800.0	14800.0
PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)								
TAXES	267,390	268,727	270,071	271,421	272,778	274,142	275,512	276,890
LICENSES, PERMITS, AND FEES	2,131	2,141	2,152	2,162	2,173	2,183	2,194	2,205
REVENUES FROM THE USE OF MONEY AND PROPERTY	2,302	2,314	2,325	2,337	2,349	2,360	2,372	2,384
REVENUE FROM OTHER AGENCIES: FEDERAL	134,567	135,240	135,917	122,939	125,705	128,533	131,426	134,383
CHARGES FOR CURRENT SERVICES	1,244	1,250	1,256	1,263	1,269	1,275	1,281	1,288
FINES, FORFEITS AND PENALTIES	5,734	5,762	5,792	5,821	5,849	5,879	5,908	5,937
NON-REVENUE RECEIPTS	56	58	58	58	59	59	59	59
TOTAL PROGRAM REVENUES	413,424	415,492	417,571	406,001	410,182	414,431	418,752	423,146
PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)								
SPECIAL FUNDS	413,424	415,492	417,571	406,001	410,182	414,431	418,752	423,146
TOTAL PROGRAM REVENUES	413,424	415,492	417,571	406,001	410,182	414,431	418,752	423,146

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN595: HIGHWAYS ADMINISTRATION

03 03 07

A. Statement of Program Objectives

To enhance the effectiveness of the program by providing program leadership, staff support services, and general land transportation-related services.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

No narrative submitted by the department.

C. Description of Activities Performed

Direct and coordinate the planning, design, construction, improvement, operation and maintenance of highways facilities and services by providing overall guidance, supervision and assistance. Review program accomplishments to improve effectiveness in achieving the objective of facilitating the safe and economic movement of people and goods within the State by providing, maintaining and operating land transportation facilities and services.

D. Statement of Key Policies Pursued

To attain the program objective, a system of highways is planned, designed, constructed and maintained. Program prioritization and project selection is supported in part by categorizing projects and programs into one or more of the following: mandates, safety, system preservation, congestion relief/mitigation, capacity, enhancement, and other.

Traffic capacity studies are conducted to ensure existing highway facilities are being utilized to optimum capacity without sacrificing safety by incorporating techniques such as contra-flow lanes, coning and high occupancy vehicle (HOV) lanes, and Intelligent Transportation Systems (ITS), such as our Freeway Management System.

To achieve the transportation objectives of the Hawaii State Plan, this program strives to develop an integrated statewide highway system consistent with planned growth objectives, supportive of present and future development and responsive to the needs of communities and the environment.

E. Identification of Important Program Relationships

This program cooperates with the federal government, other State agencies, City and County of Honolulu, Hawaii County, Maui County, Kauai County, Community groups, and with the private sector. Financial support is provided through the Federal-aid highway program. Various County governments operate and maintain their own facilities and services, which are connected to State highways facilities and services. The private sector (i.e., engineering and construction firms) aids in design and construction of highways facilities and services.

F. Description of Major External Trends Affecting the Program

Major external trends affecting the program are population growth, increase in the number of vehicles, economic growth, land use changes, and new industrial and residential communities.

Fixing America's Surface Transportation (FAST) Act: FAST authorized the federal surface transportation programs for highways, highway safety, and transit for 5 years from 2016 to 2020. The highway act provided federal funds of approximately \$171 million to \$187 million per year for Hawaii. However annual appropriations bills generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

Revenues to the Federal Highway Trust Fund are declining as a result of more fuel efficient or alternative fuel vehicles. How Congress will resolve the highway funding issue is unclear. For planning purposes beyond 2020, we assume Hawaii's share of federal highway funds will be similar to 2020 levels. Prediction beyond that point remains unclear as there have been no substantive information updates to President Trump's \$1 billion infrastructure investment plan.

Some of the federal highway funds that Hawaii receives are passed through to the counties and other agencies. Utilization of these funds depends on the amount of projects programmed in the Statewide Transportation Improvement Program (STIP). Law requires that projects using Federal highway funds as well as those considered regionally significant be included in STIP.

Program Plan Narrative

03 03 07

TRN595: HIGHWAYS ADMINISTRATION

G. Discussion of Cost, Effectiveness, and Program Size Data

Some of the federal highway funds that Hawaii receives are passed through to the counties and other agencies. Utilization of these funds depends on the amount of projects programmed in the Statewide Transportation Improvement Program (STIP). Law requires that projects using Federal highway funds, as well as those considered regionally significant, be included in STIP. Discussion of Cost, Effectiveness, and Program Size Data

Beginning in 1993, the State has financed the Highways Capital Improvement Program by issuing revenue bonds secured by pledged revenues rather than by issuing reimbursable general obligation bonds. Currently, \$400,725,000 aggregate principal amount of revenue bonds are outstanding. Revenue bond sales of approximately \$80,000,000 are scheduled for 2018.

H. Discussion of Program Revenues

The Highways program is financed by State motor fuel (fixed rate) tax, State vehicle weight tax, State vehicle registration fee, rental motor vehicle/tour vehicle surcharge tax, other miscellaneous revenues, and Federal grants-in-aid for highways projects. The capital improvement budget is financed by revenue bonds, Highway Special Fund (cash), developer contributions/fees, and Federal funds.

Motor fuel tax revenues are forecast to remain relatively flat. The current State fuel tax rates are: gasoline, 16 cents/gallon; diesel oil (off highway), 2 cents/gallon; diesel oil (highway use), 16 cents/gallon; and liquid petroleum gas (highway use), 5.2 cents/gallon.

Revenues from vehicle weight tax and vehicle registration fees are both projected to increase at approximately .50%. Vehicle weight tax rates are: 0-4000 pounds at .0175 cents/pound, 4001-7000 pounds at .02 cents/pound, 7001-10,000 pounds at .0225 cents/pound, and 10,000 pounds and over at \$300/vehicle.

Vehicle registration fee is \$45/vehicle, of which \$40 is deposited into State Highway Fund and \$5 into the Emergency Medical Services Special Fund.

The current rates for the motor vehicle/tour vehicle surcharge are: motor vehicle rental - \$3/day levied upon the lessor; tour vehicles (8-25 passengers) - \$15/mo., and over 25 passengers - \$65/mo. levied upon the tour vehicle operator. On January 1, 2019, an additional \$2/day will be collected from all non-Hawaii renters for motor vehicle by each county to be used for those county state highway projects and an additional \$1/mo. for each of the tour vehicles categories. Car-sharing vehicle surcharge tax - 25 cents per half hour, with a maximum of \$3/day levied upon the car-sharing organization.

Fines include illegal parking in bikeways of \$200 per violation and use of electronic devices while operating a motor vehicle in a school zone or construction area of \$250 per violation.

The 6-year operating budget and planning period expenditures are based upon current revenues.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN597**
 PROGRAM STRUCTURE NO: **030308**
 PROGRAM TITLE: **HIGHWAYS SAFETY**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OPERATING COST	38.00*	38.00*	38.00*	38.00*	38.0*	38.0*	38.0*	38.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	3,457,334	3,457,334	3,221,449	3,221,449	3,221	3,221	3,221	3,221
OTHER CURRENT EXPENSES	12,313,939	12,313,939	14,621,894	14,621,894	14,622	14,622	14,622	14,622
TOTAL OPERATING COST	15,771,273	15,771,273	17,843,343	17,843,343	17,843	17,843	17,843	17,843
BY MEANS OF FINANCING	31.20*	31.20*	31.20*	31.20*	31.2*	31.2*	31.2*	31.2*
	**	**	**	**	**	**	**	**
SPECIAL FUND	10,950,851	10,950,851	10,721,093	10,721,093	10,721	10,721	10,721	10,721
	6.00*	6.00*	6.00*	6.00*	6.0*	6.0*	6.0*	6.0*
	**	**	**	**	**	**	**	**
FEDERAL FUNDS	4,065,433	4,065,433	6,367,261	6,367,261	6,367	6,367	6,367	6,367
	0.80*	0.80*	0.80*	0.80*	0.8*	0.8*	0.8*	0.8*
	**	**	**	**	**	**	**	**
OTHER FEDERAL FUNDS	754,989	754,989	754,989	754,989	755	755	755	755
TOTAL PERM POSITIONS	38.00*	38.00*	38.00*	38.00*	38.0*	38.0*	38.0*	38.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	15,771,273	15,771,273	17,843,343	17,843,343	17,843	17,843	17,843	17,843

PROGRAM ID: **TRN597**
PROGRAM STRUCTURE: **030308**
PROGRAM TITLE: **HIGHWAY SAFETY**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. NO. MOTOR VEH FATALITIES PER 10,000 MOTOR VEHICLES	1	1	1	1	1	1	1.00	1.00
2. NO. MOTOR VEH INJURIES PER 10,000 MOTOR VEHICLES	60.00	70.00	65.00	65.00	65.00	65.00	62.00	62.00
3. NO. MOTOR VEH ACCIDENTS PER 10,000 MOTOR VEHICLES	100.00	105	105	105	105	105	105.00	105.00
4. NO. MOTOR VEH PROP DAMAGE ACCDTS/10,000 MOTOR VEH	38.00	40	40	40	40	40	40	40
5. NO. ACCIDENTS PER 10,000 MOTOR CARRIER VEHICLES	30.00	31.00	30	30	30	30	30.00	30.00
6. % DOT CERTIFIED INSPECTION STATIONS INSPECTED	9.00	25	25	25	25	25	25	25
7. NO. DOT CERTIFIED INSPECTION STATIONS SUSPENDED	0	0	0	0	0	0	0	0
8. NO. VEHICLES WEIGHED ON SEMI-PORTABLE SCALE	680.00	6000	6000	6000	6000	6000	6000	6000
9. NO. VEHICLES WEIGHED ON SEMI-PORT SCALE AND CITED	11.00	40	40	40	35	35	35.00	35.00
10. NO. ACCIDENTS PER 10,000 SCHOOL BUS VEHICLES	1	1	1	1	1	1	1	1
PROGRAM TARGET GROUPS								
1. NO. OF MOTOR CARRIERS	7100.00	7000	7000	7000	7000	7000	7000	7000
2. NO. OF MOTOR CARRIER VEHICLES	33000.0	34400	34400	34400	34500	34500	34500	34500
3. NO. OF MOTOR CARRIER DRIVERS	33500.0	32000	32000	32000	32000	32000	32000	32000
4. NO. OF MOTOR VEHICLES	1290000	1240000	1240000	1240000	1240000	1240000	1240000	1240000
5. NO. OF DOT CERTIFIED VEHICLE INSPECTION STATIONS	190.00	165	165	165	165	165	165	165
6. NO. OF MOTOR CARRIERS WEIGHED SEMI-PORTABLE SCALES	680.00	6000	6000	6000	6000	6000	6000	6000
7. NO. OF MOTOR CARRIER WEIGHED FIX COMMERCIAL SCALES	13000.0	25000	25000	25000	25000	25000	25000	25000
8. NO. OF SCHOOL BUS OPERATORS	90.00	95	95	95	95	95	95	95
9. NO. OF SCHOOL BUS VEHICLES	1000.00	1050	1050	1050	1050	1050	1050	1050
10. NO. OF SCHOOL BUS DRIVERS	1600.00	1700	1700	1700	1700	1700	1700	1700
PROGRAM ACTIVITIES								
1. NO. OF MOTOR CARRIER VEHICLES INSPECTED	1289.00	3800	3800	3800	4200	4200	4200	4200
2. NO. OF MOTOR CARRIER INVESTIGATIONS CONDUCTED	6	60	60	60	60	60	60	60
3. NO. OF DOT CERTIFIED INSPECTION STATIONS INSPECTED	17.00	50	50	50	50	50	50	50
4. NO. OF SEMI-PORTABLE SCALE SETUPS CONDUCTED	9.00	50	50	50	50	50	50	50
5. NO. OF FIXED COMMERCIAL SCALE SETUPS CONDUCTED	200	250	250	250	275	275	275	275
6. NO. OF SCHOOL BUSES INSPECTED	125.00	300	300	300	300	300	275	275
7. NO. OF SCHOOL BUS INVESTIGATIONS CONDUCTED	2	12	12	12	12	12	12	12
PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)								
REVENUE FROM OTHER AGENCIES: FEDERAL	1,832	1,842	1,851	1,860	1,869	1,879	1,888	1,897
CHARGES FOR CURRENT SERVICES	63	63	63	64	64	64	65	65
TOTAL PROGRAM REVENUES	1,895	1,905	1,914	1,924	1,933	1,943	1,953	1,962
PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)								
SPECIAL FUNDS	1,895	1,905	1,914	1,924	1,933	1,943	1,953	1,962
TOTAL PROGRAM REVENUES	1,895	1,905	1,914	1,924	1,933	1,943	1,953	1,962

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN597: HIGHWAYS SAFETY

03 03 08

A. Statement of Program Objectives

To facilitate the safe movement of people and goods on public highways within the State by formulating and implementing a highway safety plan and enforcing laws, rules and regulations relating to highway safety and motor carrier safety operations and providing for supportive services.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

No narrative submitted by the department.

C. Description of Activities Performed

The degree to which program objectives are achieved:

1. Establish and maintain a State Highway Safety Agency with adequate staffing, funding, administrative support, facilities and authority to administer a State Highway Safety Program.
2. Develop and implement the State Highway Safety Plan.
3. Coordinate and monitor Federal Commercial Driver License and State Periodic Motor Vehicle Inspection Programs.
4. Coordinate and monitor Real ID requirements as it relates to driver licenses and State identification cards.
5. Monitor State Civil Identification Program and Motor Vehicle Registration Program.
6. Design and implement a Motor Carrier Inspection and Driver Development Program.
7. Provide for the identification of highway and motor carrier needs of the driver, vehicle and carrier population.
8. Enforce the Vehicle Size and Weight Program for federal compliance.
9. Enforce motor carrier safety rules to meet federal compliance.
10. Enforce rules relating to the Pupil Transportation Safety Program.

D. Statement of Key Policies Pursued

Initial efforts have been directed toward the Motor Vehicle Safety Office to comply with the Motor Carrier and Highway Safety Programs in compliance with State and federal safety standards.

Sufficient implementation of the federal highway safety emphasis areas has been accomplished to permit approval of the Hawaii Highway Safety Program each year since 1969. The Governor's Highway Safety representative is the State's Highway Safety Coordinator.

E. Identification of Important Program Relationships

All matters pertaining to highway safety and motor carrier safety are coordinated with the federal, State and county governments and community and special interest groups.

F. Description of Major External Trends Affecting the Program

Major external trends affecting the program include the increase of motor carriers and driver population and State resident population acquiring State identification cards.

G. Discussion of Cost, Effectiveness, and Program Size Data

For the Fiscal Biennium 2019-21, the operating budget for the Motor Vehicle Safety Office Support Office is primarily to maintain operational requirements necessary to comply with Motor Carrier and Highway Safety Programs and standards.

H. Discussion of Program Revenues

Revenues for this program are derived from inspection fees, forms and decals, commercial driver licensing fees and manuals, and sale of rules/regulations. Because these revenues are insufficient to cover operating expenses, TRN 597, is supplemented by other highway revenue sources discussed in Highways Administration, TRN 595. The Civil Identification Program is supported by the Civil Identification Card Fee Special Fund.

Program Plan Narrative

TRN597: HIGHWAYS SAFETY

03 03 08

I. Summary of Analysis Performed

None.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN995
0304
GENERAL ADMINISTRATION

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OPERATING COST	111.00*	111.00*	112.00*	112.00*	112.0*	112.0*	112.0*	112.0*
	2.00**	2.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
PERSONAL SERVICES	13,128,550	13,130,224	13,770,406	13,770,406	13,771	13,771	13,771	13,771
OTHER CURRENT EXPENSES	27,146,556	27,289,283	27,882,045	28,367,068	28,367	28,367	28,367	28,367
EQUIPMENT	150,772	150,772	150,772	150,772	151	151	151	151
MOTOR VEHICLES	704,846	704,846	704,846	704,846	705	705	705	705
TOTAL OPERATING COST	41,130,724	41,275,125	42,508,069	42,993,092	42,994	42,994	42,994	42,994
BY MEANS OF FINANCING	110.00*	110.00*	111.00*	111.00*	111.0*	111.0*	111.0*	111.0*
	2.00**	2.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
SPECIAL FUND	22,323,473	22,325,147	22,965,329	22,965,329	22,966	22,966	22,966	22,966
	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
	**	**	**	**	**	**	**	**
FEDERAL FUNDS	18,064,184	18,206,911	18,799,673	19,284,696	19,285	19,285	19,285	19,285
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
PRIVATE CONTRIBUTIONS	743,067	743,067	743,067	743,067	743	743	743	743
TOTAL PERM POSITIONS	111.00*	111.00*	112.00*	112.00*	112.0*	112.0*	112.0*	112.0*
TOTAL TEMP POSITIONS	2.00**	2.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
TOTAL PROGRAM COST	41,130,724	41,275,125	42,508,069	42,993,092	42,994	42,994	42,994	42,994

PROGRAM ID: **TRN995**
PROGRAM STRUCTURE: **0304**
PROGRAM TITLE: **GENERAL ADMINISTRATION**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	4	4	4	4	4	4	4	4
PROGRAM ACTIVITIES								
1. DIRECTOR'S OFFICE	20	20	20	20	20	20	20	20
2. PERSONNEL OFFICE	11	11	11	11	11	11	11	11
3. OFFICE OF CIVIL RIGHTS	8	8	8	8	8	8	8	8
4. BUSINESS MANAGEMENT OFFICE	17	17	17	17	17	17	17	17
5. CONTRACTS OFFICE	4	4	4	4	4	4	4	4
6. PROPERTY MANAGEMENT	0	0	0	0	0	0	0	0
7. COMPUTER SYSTEMS AND SERVICES	18	18	18	18	18	18	18	18
8. PPB MANAGEMENT AND ANALYTICAL	11	11	11	11	11	11	11	11
9. STATEWIDE TRANSPORATION PLANNING	17	17	17	17	17	17	17	17
PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)								
REVENUE FROM OTHER AGENCIES: FEDERAL	8,162	10,026	9,303	9,303	9,303	9,303	9,303	9,303
TOTAL PROGRAM REVENUES	8,162	10,026	9,303	9,303	9,303	9,303	9,303	9,303
PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)								
SPECIAL FUNDS	8,162	10,026	9,303	9,303	9,303	9,303	9,303	9,303
TOTAL PROGRAM REVENUES	8,162	10,026	9,303	9,303	9,303	9,303	9,303	9,303

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN995: GENERAL ADMINISTRATION

03 04

A. Statement of Program Objectives

To enhance the effectiveness and efficiency of the program by providing program leadership, staff support services, and general transportation related services.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

The FB 2021-23 budget request includes federal award adjustments of \$592,762N in FY 22 and \$1,077,785N in FY 23.

The FB 2021-23 budget request includes a transfer in of 1.00 FTE permanent position and \$83,352B in FY 22 and FY 23 for position #21385, Civil Rights Specialist IV, from TRN 595/DA.

C. Description of Activities Performed

1. Office of the Director - Provides top-level planning, direction and coordination of the various activities of the Department of Transportation.
2. Business Management Office - Provides internal audit and reports. Performs accounting functions for the General Administration offices and federal-aid accounting. Provides clerical, duplication, mail and messenger services.
3. Personnel Office - Provides personnel management and organizational development services.
4. Planning, Programming and Budgeting Management and Analytical Office - Provides program budgeting and evaluation services, budget control, managerial analysis and organizational evaluation and transportation studies. Also, provides services for short-range capital improvement implementation.
5. Computer Systems and Services Office - Provides full service automated data processing.
6. Statewide Transportation Planning Office - Provides overall long-range transportation and research services.

7. Contracts Office - Provides contract administration for the Transportation Facilities Program.

8. Office of Civil Rights - Monitors the department's efforts towards compliance with American with Disabilities Act (ADA), Civil Rights and Title VI, and the Disadvantaged Business Enterprise (DBE) Program.

9. Office of Environmental Compliance - Manages hazardous materials and environmental compliance programs.

10. Office of Public Affairs - Provides services to implement the Department's program of public information and public relations.

D. Statement of Key Policies Pursued

1. Increasing the ability of transportation systems to promote economic development and minimize traffic congestion.
2. In terms of statewide transportation planning, respond to the changing transportation requirements and the need for the development and preparation of special transportation studies and reports.
3. In terms of general staff support to the divisions, providing timely and substantive advice and assistance in both planning and operations.

E. Identification of Important Program Relationships

Federal agencies involved include the following: Federal Aviation Administration, U.S. Departments of Treasury, Commerce, Agriculture, Interior, Education, and Health and Human Services, Army Corps of Engineers, U.S. Coast Guard, Federal Highway Administration, Urban Mass Transportation Administration and Environmental Protection Agency. Because county transportation systems must complement the statewide system, the counties, Planning Commissions and the Department of Public Works are also involved.

Program Plan Narrative

TRN995: GENERAL ADMINISTRATION

03 04

F. Description of Major External Trends Affecting the Program

The Transportation Program is constantly being affected by the following conditions:

1. Changing economic conditions have affected user operational needs that result in different types of aircraft, new methods of handling waterborne cargo and have required major renovations to user facilities.
2. Improved inter-island transportation has commanded a continuous search for an economical and convenient system that will integrate all modes of land, water, and air travel.
3. Consent decrees and federal law requires the Department to address environmental and social concerns.
4. Revenue sources of the program are limited due to the nature of the special funds. Yet, inflationary forces and collective bargaining have increased operational expenses. The overall impact is that considerable financial constraints are placed upon the program.

G. Discussion of Cost, Effectiveness, and Program Size Data

The effectiveness of the program in meeting its objectives is directly related to adequate funding and position levels.

H. Discussion of Program Revenues

This program does not generate revenues. The cost of the program is prorated among the three divisions: Airports Division, Highways Division and Harbors Division.

I. Summary of Analysis Performed

Not applicable.

J. Further Considerations

None.

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN695
0305
ALOHA TOWER DEVELOPMENT CORPORATION

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
OPERATING COST	0.00*	0.00*	0.00*	0.00*	0.0*	0.0*	0.0*	0.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
PERSONAL SERVICES	77,173	77,173	77,173	77,173	77	77	77	77
OTHER CURRENT EXPENSES	1,765,000	1,765,000	1,765,000	1,765,000	1,765	1,765	1,765	1,765
EQUIPMENT								
TOTAL OPERATING COST	1,842,173	1,842,173	1,842,173	1,842,173	1,842	1,842	1,842	1,842
BY MEANS OF FINANCING	*	*	*	*	*	*	*	*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
SPECIAL FUND	1,842,173	1,842,173	1,842,173	1,842,173	1,842	1,842	1,842	1,842
TOTAL PERM POSITIONS	*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
TOTAL PROGRAM COST	1,842,173	1,842,173	1,842,173	1,842,173	1,842	1,842	1,842	1,842

PROGRAM ID: **TRN695**
PROGRAM STRUCTURE: **0305**
PROGRAM TITLE: **ALOHA TOWER DEVELOPMENT CORPORATION**

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
MEASURES OF EFFECTIVENESS								
1. NO MEASURES HAVE BEEN DEVELOPED FOR THIS PROGRAM								
PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)								
REVENUES FROM THE USE OF MONEY AND PROPERTY	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002
TOTAL PROGRAM REVENUES	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002
PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)								
SPECIAL FUNDS	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002
TOTAL PROGRAM REVENUES	1,002	1,002	1,002	1,002	1,002	1,002	1,002	1,002

NOTE: PROGRAM REVENUES BY TYPE AND FUND MAY NOT BE ACCURATE DUE TO SYSTEM ERROR.

Program Plan Narrative

TRN695: ALOHA TOWER DEVELOPMENT CORPORATION

03 05

A. Statement of Program Objectives

To better serve the economic, maritime, and recreational needs of the people of Hawaii by developing, redeveloping or improving the Aloha Tower Complex.

B. Description of Request and Compliance with Section 37-68(1)(A)(B)

There are no increases in fringe and collective bargaining for the FB 2021-2023 budget request.

There is no Capital Improvement Program request for this program in this biennium budget request.

C. Description of Activities Performed

This program manages the real property assets that are within the jurisdiction of the Aloha Tower Development Corporation (ATDC). The major activities involve administrative and managerial support, property management and the development of master plans for the areas within ATDC's jurisdiction.

D. Statement of Key Policies Pursued

Pursuant to HRS 206J-3, key policies concern the development, redevelopment or improvement of the waterfront areas within ATDC's jurisdiction.

E. Identification of Important Program Relationships

ATDC coordinates with various government agencies in the management of the real property assets that are within its jurisdiction.

F. Description of Major External Trends Affecting the Program

Changes in the local, national and global economy have financial implications for the real property assets of ATDC.

G. Discussion of Cost, Effectiveness, and Program Size Data

Insofar as real property asset management is concerned, the achievement of program objectives by a combination of staff and consultant expertise is planned throughout the period.

H. Discussion of Program Revenues

The program is funded through the revenue that ATDC receives as rent from the Aloha Tower Marketplace lessee.

In FB 2019-21, the current lessee (Hawaii Pacific University), provides rent at \$1,000,000 per fiscal year.

I. Summary of Analysis Performed

None.

J. Further Considerations

None.



Capital Budget Details

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN102
030101
DANIEL K. INOUE INTERNATIONAL AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS

REPORT B78
203 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC SCOPE	COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
				PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	
A07A	6	NEW	DANIEL K. INOUE INTERNATIONAL AIRPORT, DIAMOND HEAD CONCOURSE EXTENSION, OAHU											
			DESIGN	30,000		30,000								
			TOTAL	30,000		30,000								
			REVENUE BONDS	30,000		30,000								
A20E	6	RENOVATION	DANIEL K. INOUE INTERNATIONAL AIRPORT, INTRA-TERMINAL TRANSPORTATION, OAHU											
			CONSTRUCTION	10,000		10,000								
			TOTAL	10,000		10,000								
			REVENUE BONDS	10,000		10,000								
A37E	4	RENOVATION	DANIEL K. INOUE INTERNATIONAL AIRPORT, SYSTEMS IMPROVEMENTS, OAHU											
			DESIGN	4,000		1,000		3,000						
			CONSTRUCTION	83,500		26,500	12,000	15,000	30,000					
			TOTAL	87,500		27,500	12,000	18,000	30,000					
REVENUE BONDS	87,500		27,500	12,000	18,000	30,000								
A41D	2	RENOVATION	DANIEL K. INOUE INTERNATIONAL AIRPORT, TERMINAL MODIFICATIONS, OAHU											
			DESIGN	8,400		5,900	2,500							
			CONSTRUCTION	99,900		41,000	58,900							
			TOTAL	108,300		46,900	61,400							
REVENUE BONDS	108,300		46,900	61,400										

STATE OF HAWAII
 PROGRAM ID:
 PROGRAM STRUCTURE NO:
 PROGRAM TITLE:

TRN163
030114
PORT ALLEN AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS

REPORT B78
 214 of 297

PROJECT NUMBER	PRIORITY	LOC NUMBER	SCOPE	PROJECT TITLE	BUDGET PERIOD						SUCCEED YEARS	
					PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23		FY 23-24
PROGRAM TOTALS												
			COST ELEMENT/MOF									
			CONSTRUCTION	1,500	1,500							
			TOTAL	1,500	1,500							
			REVENUE BONDS	1,500	1,500							

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN195
030115
AIRPORTS ADMINISTRATION

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
215 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC SCOPE	PROJECT TITLE	BUDGET PERIOD								SUCCEED YEARS	
				PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25		FY 25-26
F04J	11	OTHER	AIRPORT PLANNING STUDY, STATEWIDE										
		PLANS		25,400	18,400	1,500	1,500	2,000	2,000				
		TOTAL		25,400	18,400	1,500	1,500	2,000	2,000				
		SPECIAL FUND		17,950	17,950								
		REVENUE BONDS		7,000		1,500	1,500	2,000	2,000				
		FEDERAL FUNDS		450	450								
F05I	2	RENOVATION	AIRFIELD IMPROVEMENTS, STATEWIDE										
		DESIGN		49,554	13,552	4,001	32,001						
		CONSTRUCTION		753,202	192,551	168,001	273,001	98,441	21,208				
		TOTAL		802,756	206,103	172,002	305,002	98,441	21,208				
		SPECIAL FUND		30,600	30,600								
		REVENUE BONDS		629,147	45,500	164,000	305,000	98,440	16,207				
		FEDERAL FUNDS		45,009	45,003	2	2	1	1				
		PRIVATE CONTRIBUTIONS		5,000					5,000				
		OTHER FUNDS		93,000	85,000	8,000							
F05J	12	OTHER	AIRPORT IMPROVEMENTS, STATEWIDE										
		PLANS		1,350	550	800							
		LAND ACQUISITION		13,290	13,290								
		DESIGN		9,115	5,615	3,500							
		CONSTRUCTION		233,964	172,944	2,600		58,420					
		TOTAL		257,719	192,399	6,900		58,420					
		REVENUE BONDS		4,300		4,300							
		OTHER FUNDS		253,419	192,399	2,600		58,420					

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN195
030115
AIRPORTS ADMINISTRATION

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS

REPORT B78
216 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE	BUDGET PERIOD							SUCCEED YEARS		
					PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24		FY 24-25	FY 25-26
F05K	1		OTHER	RUNWAY SAFETY AREA IMPROVEMENTS, STATEWIDE										
			DESIGN		15,500	5,000	3,000	7,500						
			CONSTRUCTION		70,501	6,000	22,001	42,500						
			TOTAL		86,001	11,000	25,001	50,000						
			SPECIAL FUND		3,000	3,000								
			REVENUE BONDS		78,000	3,000	25,000	50,000						
			FEDERAL FUNDS		5,001	5,000	1							
F05L	3		NEW	RENTAL CAR FACILITY IMPROVEMENTS, STATEWIDE										
			PLANS		1,000	1,000								
			LAND ACQUISITION		29,000	29,000								
			DESIGN		21,100	21,100								
			CONSTRUCTION		1,049,650	1,005,650		44,000						
			TOTAL		1,100,750	1,056,750		44,000						
			SPECIAL FUND		86,811	86,811								
			G.O. BONDS		816,139	816,139								
			OTHER FUNDS		197,800	153,800		44,000						
F08A	5		NEW	FACILITY IMPROVEMENTS, STATEWIDE										
			CONSTRUCTION		4,990			4,990						
			TOTAL		4,990			4,990						
			REVENUE BONDS		4,990			4,990						

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN195
030115
AIRPORTS ADMINISTRATION

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
217 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE													
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	SUCCEED YEARS		
F08B	3		OTHER	ENVIRONMENTAL COMPLIANCE, STATEWIDE													
			DESIGN	6,500					6,500								
			CONSTRUCTION	26,000					20,000	6,000							
			TOTAL	32,500					26,500	6,000							
			REVENUE BONDS	32,500					26,500	6,000							
F08C	9		OTHER	SUPPORT SERVICES, STATEWIDE													
			DESIGN	4,000					2,000	2,000							
			CONSTRUCTION	4,000					2,000	2,000							
			TOTAL	8,000					4,000	4,000							
			REVENUE BONDS	8,000					4,000	4,000							
F08F	1		OTHER	AIRPORTS DIVISION CAPITAL IMPROVEMENT PROGRAM PROJECT STAFF COSTS, STATEWIDE													
			PLANS	6,919	4,101	275	275	378	378	378	378	378	378	378	378	378	378
			DESIGN	27,625	15,137	1,660	1,660	1,528	1,528	1,528	1,528	1,528	1,528	1,528	1,528	1,528	1,528
			CONSTRUCTION	48,869	27,865	2,465	2,465	2,679	2,679	2,679	2,679	2,679	2,679	2,679	2,679	2,679	2,679
			TOTAL	83,413	47,103	4,400	4,400	4,585	4,585	4,585	4,585	4,585	4,585	4,585	4,585	4,585	4,585
			SPECIAL FUND	80,771	45,703	4,250	4,250	4,428	4,428	4,428	4,428	4,428	4,428	4,428	4,428	4,428	4,428
			OTHER FUNDS	2,642	1,400	150	150	157	157	157	157	157	157	157	157	157	157
F08G	10		OTHER	MISCELLANEOUS AIRPORT PROJECTS, STATEWIDE													
			DESIGN	20,800	13,800	1,000	2,000	2,000	2,000	2,000							
			CONSTRUCTION	63,700	46,200	2,500	5,000	5,000	5,000	5,000							
			TOTAL	84,500	60,000	3,500	7,000	7,000	7,000	7,000							
			SPECIAL FUND	60,000	60,000												
			REVENUE BONDS	24,500		3,500	7,000	7,000	7,000	7,000							

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN301
030201
HAWAII HARBORS SYSTEM

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
219 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE										
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27
I21	01		OTHER	MODERNIZATION PROGRAM - HARBORS DIVISION CIP PROJECT STAFF COSTS, STATEWIDE										
			PLANS	12,500					2,500	2,500	2,500	2,500	2,500	
			TOTAL	12,500					2,500	2,500	2,500	2,500	2,500	
			SPECIAL FUND	12,500					2,500	2,500	2,500	2,500	2,500	
I27	02		NEW	COMMERCIAL HARBORS ADMINISTRATION INITIATIVES, STATEWIDE										
			PLANS	8					4	4				
			LAND ACQUISITION	8					4	4				
			DESIGN	8					4	4				
			CONSTRUCTION	2,976					1,488	1,488				
			TOTAL	3,000					1,500	1,500				
			SPECIAL FUND	8					4	4				
			REVENUE BONDS	2,976					1,488	1,488				
FEDERAL FUNDS	8					4	4							
PRIVATE CONTRIBUTIONS	8					4	4							
J51	03		NEW	HONOLULU HARBOR IMPROVEMENTS, OAHU										
			PLANS	16		4	4		4	4				
			LAND ACQUISITION	16		4	4		4	4				
			DESIGN	16		4	4		4	4				
			CONSTRUCTION	147,502		81,038	26,488		9,988	29,988				
			TOTAL	147,550		81,050	26,500		10,000	30,000				
			SPECIAL FUND	16		4	4		4	4				
			REVENUE BONDS	147,502		81,038	26,488		9,988	29,988				
FEDERAL FUNDS	16		4	4		4	4							
PRIVATE CONTRIBUTIONS	16		4	4		4	4							

STATE OF HAWAII
 PROGRAM ID:
 PROGRAM STRUCTURE NO:
 PROGRAM TITLE:

TRN301
 030201
 HAWAII HARBORS SYSTEM

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
 IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE												
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	SUCCEED YEARS	
J52	04		NEW	KALAELOA BARBERS POINT HARBOR IMPROVEMENTS, OAHU												
			PLANS	8					4	4						
			LAND ACQUISITION	8					4	4						
			DESIGN	8					4	4						
			CONSTRUCTION	24,976					9,988	14,988						
			TOTAL	25,000					10,000	15,000						
			SPECIAL FUND	8					4	4						
			REVENUE BONDS	24,976					9,988	14,988						
			FEDERAL FUNDS	8					4	4						
			PRIVATE CONTRIBUTIONS	8					4	4						
K13	07		NEW	NAWILIWILI HARBOR IMPROVEMENTS, KAUAI												
			PLANS	8					4	4						
			LAND ACQUISITION	8					4	4						
			DESIGN	8					4	4						
			CONSTRUCTION	1,976					988	988						
			TOTAL	2,000					1,000	1,000						
			SPECIAL FUND	8					4	4						
			REVENUE BONDS	1,976					988	988						
			FEDERAL FUNDS	8					4	4						
			PRIVATE CONTRIBUTIONS	8					4	4						

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN301
030201
HAWAII HARBORS SYSTEM

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
221 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE											
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	SUCCEED YEARS
K14	09		NEW	PORT ALLEN HARBOR IMPROVEMENTS, KAUAI											
				PLANS	8				4	4					
				LAND ACQUISITION	8				4	4					
				DESIGN	8				4	4					
				CONSTRUCTION	5,976				988	4,988					
				TOTAL	6,000				1,000	5,000					
				SPECIAL FUND	8				4	4					
				REVENUE BONDS	5,976				988	4,988					
				FEDERAL FUNDS	8				4	4					
				PRIVATE CONTRIBUTIONS	8				4	4					
L19	06		NEW	HILO HARBOR IMPROVEMENTS, HAWAII											
				PLANS	8				4	4					
				LAND ACQUISITION	8				4	4					
				DESIGN	8				4	4					
				CONSTRUCTION	24,976				9,988	14,988					
				TOTAL	25,000				10,000	15,000					
				SPECIAL FUND	8				4	4					
				REVENUE BONDS	24,976				9,988	14,988					
				FEDERAL FUNDS	8				4	4					
				PRIVATE CONTRIBUTIONS	8				4	4					

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN301
030201
HAWAII HARBORS SYSTEM

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
222 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE												
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	SUCCEED YEARS	
L20	08		NEW	KAWAIHAE HARBOR IMPROVEMENTS, HAWAII												
			PLANS	8					4	4						
			LAND ACQUISITION	8					4	4						
			DESIGN	8					4	4						
			CONSTRUCTION	39,976					9,988	29,988						
			TOTAL	40,000					10,000	30,000						
			SPECIAL FUND	8					4	4						
			REVENUE BONDS	39,976					9,988	29,988						
			FEDERAL FUNDS	8					4	4						
			PRIVATE CONTRIBUTIONS	8					4	4						
M24	05		NEW	KAHULUI HARBOR IMPROVEMENTS, MAUI												
			PLANS	8					4	4						
			LAND ACQUISITION	8					4	4						
			DESIGN	8					4	4						
			CONSTRUCTION	72,976					9,988	62,988						
			TOTAL	73,000					10,000	63,000						
			SPECIAL FUND	8					4	4						
			REVENUE BONDS	72,976					9,988	62,988						
			FEDERAL FUNDS	8					4	4						
			PRIVATE CONTRIBUTIONS	8					4	4						

STATE OF HAWAII
 PROGRAM ID:
 PROGRAM STRUCTURE NO:
 PROGRAM TITLE:

TRN301
030201
HAWAII HARBORS SYSTEM

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS

REPORT B78
 223 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE		BUDGET PERIOD						SUCCEED YEARS
				PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	
PROGRAM TOTALS												
			COST ELEMENT/MOF									
			PLANS	15,923	3,351	4	4	2,532	2,532	2,500	2,500	2,500
			LAND ACQUISITION	8,272	8,200	4	4	32	32			
			DESIGN	82,856	82,784	4	4	32	32			
			CONSTRUCTION	1,569,536	1,248,202	81,038	26,488	53,404	160,404			
			TOTAL	1,676,587	1,342,537	81,050	26,500	56,000	163,000	2,500	2,500	2,500
			SPECIAL FUND	86,710	74,138	4	4	2,532	2,532	2,500	2,500	2,500
			REVENUE BONDS	1,529,323	1,207,989	81,038	26,488	53,404	160,404			
			FEDERAL FUNDS	3,072	3,000	4	4	32	32			
			OTHER FEDERAL FUNDS	50,000	50,000							
			PRIVATE CONTRIBUTIONS	7,482	7,410	4	4	32	32			

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN303
030202
KALAELOA BARBERS POINT HARBOR (HIST)

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
224 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE	BUDGET PERIOD							SUCCEED YEARS		
					PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24		FY 24-25	FY 25-26
J52	04		NEW	KALAELOA BARBERS POINT HARBOR IMPROVEMENTS, OAHU										
			PLANS		8		4	4						
			LAND ACQUISITION		39,992		39,988	4						
			DESIGN		8		4	4						
			CONSTRUCTION		63,992		4	63,988						
			TOTAL		104,000		40,000	64,000						
			SPECIAL FUND		8		4	4						
			REVENUE BONDS		103,976		39,988	63,988						
			FEDERAL FUNDS		8		4	4						
			PRIVATE CONTRIBUTIONS		8		4	4						
			PROGRAM TOTALS											
			PLANS		5,028	5,020	4	4						
			LAND ACQUISITION		89,142	49,150	39,988	4						
			DESIGN		18,335	18,327	4	4						
			CONSTRUCTION		170,244	106,252	4	63,988						
			TOTAL		282,749	178,749	40,000	64,000						
			SPECIAL FUND		3,328	3,320	4	4						
			REVENUE BONDS		279,151	175,175	39,988	63,988						
			FEDERAL FUNDS		258	250	4	4						
			PRIVATE CONTRIBUTIONS		12	4	4	4						

STATE OF HAWAII
 PROGRAM ID:
 PROGRAM STRUCTURE NO:
 PROGRAM TITLE:

TRN313
 030205
 KAWAIHAE HARBOR (HIST)

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
 IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE	BUDGET PERIOD							SUCCEED YEARS		
					PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24		FY 24-25	FY 25-26
L20	08		NEW	KAWAIHAE HARBOR IMPROVEMENTS, HAWAII										
			PLANS		8			4	4					
			LAND ACQUISITION		8			4	4					
			DESIGN		8			4	4					
			CONSTRUCTION		8,976			1,988	6,988					
			TOTAL		9,000			2,000	7,000					
			SPECIAL FUND		8			4	4					
			REVENUE BONDS		8,976			1,988	6,988					
			FEDERAL FUNDS		8			4	4					
			PRIVATE CONTRIBUTIONS		8			4	4					
PROGRAM TOTALS														
			PLANS		1,608	1,600		4	4					
			LAND ACQUISITION		8			4	4					
			DESIGN		17,749	17,741		4	4					
			CONSTRUCTION		107,428	98,452		1,988	6,988					
			TOTAL		126,793	117,793		2,000	7,000					
			SPECIAL FUND		13,548	13,540		4	4					
			REVENUE BONDS		113,226	104,250		1,988	6,988					
			FEDERAL FUNDS		11	3		4	4					
			PRIVATE CONTRIBUTIONS		8			4	4					

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN395
030211
HARBORS ADMINISTRATION (HIST)

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC SCOPE	PROJECT TITLE	BUDGET PERIOD								SUCCEED YEARS		
				PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25		FY 25-26	FY 26-27
I21	01	OTHER	MODERNIZATION PROGRAM - HARBORS DIVISION CIP PROJECT STAFF COSTS, STATEWIDE											
		PLANS		22,271	17,771	2,000	2,500							
		TOTAL		22,271	17,771	2,000	2,500							
		SPECIAL FUND		2,500			2,500							
		REVENUE BONDS		19,771	17,771	2,000								
I27	02	NEW	COMMERCIAL HARBORS ADMINISTRATION INITIATIVES, STATEWIDE											
		PLANS		6		3	3							
		LAND ACQUISITION		6		3	3							
		DESIGN		6		3	3							
		CONSTRUCTION		29,982		14,991	14,991							
		TOTAL		30,000		15,000	15,000							
		SPECIAL FUND		8		4	4							
		REVENUE BONDS		29,984		14,992	14,992							
		PRIVATE CONTRIBUTIONS		8		4	4							
PROGRAM TOTALS														
		PLANS		57,173	52,667	2,003	2,503							
		LAND ACQUISITION		7	1	3	3							
		DESIGN		35,056	35,050	3	3							
		CONSTRUCTION		295,464	265,482	14,991	14,991							
		EQUIPMENT		1	1									
		TOTAL		387,701	353,201	17,000	17,500							
		SPECIAL FUND		141,222	138,714	4	2,504							
		G.O. BONDS		10,000	10,000									
		G.O. BONDS REIMBURSABLE		40,000	40,000									
		REVENUE BONDS		162,955	130,971	16,992	14,992							
		FEDERAL FUNDS		29,507	29,507									
		OTHER FEDERAL FUNDS		4,006	4,006									
		PRIVATE CONTRIBUTIONS		11	3	4	4							

STATE OF HAWAII
PROGRAM ID: TRN501
PROGRAM STRUCTURE NO: 030301
PROGRAM TITLE: OAHU HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
233 of 297

PROJECT NUMBER	PRIORITY NUMBER	LOC SCOPE	PROJECT TITLE										SUCCEED YEARS		
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26		FY 26-27	
R030	25	ADDITION	INTERSTATE ROUTE H-3, FINISH WORK AND MITIGATION, JUNCTION AT H-1 TO KMCAS, OAHU												
		DESIGN	1,935	1,935											
		CONSTRUCTION	47,650	35,150		12,500									
		TOTAL	49,585	37,085		12,500									
		REVENUE BONDS	7,363	4,863		2,500									
		FEDERAL FUNDS	42,192	32,192		10,000									
		PRIVATE CONTRIBUTIONS	30	30											
S230	10	REPLACEMENT	WAIAHOLE BRIDGE REPLACEMENT, KAMEHAMEHA HIGHWAY, OAHU												
		LAND ACQUISITION	750	750											
		DESIGN	120	120											
		CONSTRUCTION	36,520	23,520	4,000			9,000							
		TOTAL	37,390	24,390	4,000			9,000							
		REVENUE BONDS	7,510	4,910	800			1,800							
		FEDERAL FUNDS	29,880	19,480	3,200			7,200							
S239	21	ADDITION	FREEWAY MANAGEMENT SYSTEM, OAHU												
		DESIGN	19,650	19,650											
		CONSTRUCTION	57,348	52,848				4,500							
		EQUIPMENT	2	2											
		TOTAL	77,000	72,500				4,500							
		REVENUE BONDS	14,980	14,080				900							
		FEDERAL FUNDS	62,020	58,420				3,600							

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN501
030301
OAHU HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE	BUDGET PERIOD							SUCCEED YEARS		
					PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24		FY 24-25	FY 25-26
S284	32		REPLACEMENT	FREEWAY DESTINATION SIGN UPGRADE/REPLACEMENT, OAHU										
			DESIGN		3,525	2,025		1,500						
			CONSTRUCTION		21,500	13,250	3,750			4,500				
			TOTAL		25,025	15,275	3,750	1,500		4,500				
			REVENUE BONDS		4,405	2,455	750	300		900				
			FEDERAL FUNDS		20,620	12,820	3,000	1,200		3,600				
S296	4		REPLACEMENT	KAMEHAMEHA HIGHWAY, KAIPAPAU STREAM BRIDGE REPLACEMENT AND/OR REHABILITATION, OAHU										
			LAND ACQUISITION		1,325	1,325								
			DESIGN		1,185	1,185								
			CONSTRUCTION		52,800	51,300		1,500						
			TOTAL		55,310	53,810		1,500						
			REVENUE BONDS		11,550	11,250		300						
			FEDERAL FUNDS		43,300	42,100		1,200						
			OTHER FUNDS		460	460								
S301	2		REPLACEMENT	FARRINGTON HIGHWAY, MAKAHA BRIDGES NO. 3 AND NO. 3A REPLACEMENT, OAHU										
			LAND ACQUISITION		100	100								
			DESIGN		545	545								
			CONSTRUCTION		41,200	40,200	1,000							
			TOTAL		41,845	40,845	1,000							
			REVENUE BONDS		8,380	8,180	200							
			FEDERAL FUNDS		33,465	32,665	800							

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN501
030301
OAHU HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC SCOPE	PROJECT TITLE										SUCCEED YEARS	
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26		FY 26-27
								FY 21-22	FY 22-23					
S331	17	ADDITION	INTERSTATE ROUTE H-1 WIDENING, EASTBOUND, VICINITY OF WAIKELE TO VIC. OF HALAWA, OAHU											
		LAND ACQUISITION	500			500								
		DESIGN	8,500	8,500										
		CONSTRUCTION	280,000	80,000		200,000								
		TOTAL	289,000	88,500		200,500								
		SPECIAL FUND	500			500								
		REVENUE BONDS	241,700	41,700		200,000								
		FEDERAL FUNDS	46,800	46,800										
S332	14	OTHER	EROSION CONTROL PROGRAM FOR STATE HIGHWAYS AND FACILITIES, OAHU											
		LAND ACQUISITION	100	100										
		DESIGN	1,400	600		200	400	200						
		CONSTRUCTION	22,000	16,000		2,000	2,000	2,000						
		TOTAL	23,500	16,700		2,200	2,400	2,200						
		SPECIAL FUND	3,200	3,200										
		REVENUE BONDS	20,300	13,500		2,200	2,400	2,200						
S344	30	OTHER	MISCELLANEOUS PERMANENT BEST MANAGEMENT PRACTICES, OAHU											
		LAND ACQUISITION	860	760	100									
		DESIGN	4,790	3,290	800	700								
		CONSTRUCTION	13,680	10,180		1,500				2,000				
		TOTAL	19,330	14,230	900	2,200				2,000				
		SPECIAL FUND	2,280	2,280										
		REVENUE BONDS	17,050	11,950	900	2,200				2,000				

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN501
030301
OAHU HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE	BUDGET PERIOD							SUCCEED YEARS		
					PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24		FY 24-25	FY 25-26
S351	31		REPLACEMENT	CULVERT ASSESSMENT AND REMEDIATION, OAHU										
			DESIGN	8,000	5,000	1,000	2,000							
			CONSTRUCTION	17,810	8,810	1,000	3,000	1,000	4,000					
			TOTAL	25,810	13,810	2,000	5,000	1,000	4,000					
			REVENUE BONDS	25,810	13,810	2,000	5,000	1,000	4,000					
S356	18		NEW	SAND ISLAND ACCESS ROAD, TRUCK WEIGH STATION, OAHU										
			LAND ACQUISITION	3,200	3,200									
			DESIGN	50	50									
			CONSTRUCTION	8,550	5,550		3,000							
			TOTAL	11,800	8,800		3,000							
			REVENUE BONDS	3,560	1,760		1,800							
			FEDERAL FUNDS	8,240	7,040		1,200							
S360	16		RENOVATION	INTERSTATE ROUTE H-3, TUNNEL IMPROVEMENTS, OAHU										
			DESIGN	700	700									
			CONSTRUCTION	8,000	5,200		2,800							
			EQUIPMENT	5,200			5,200							
			TOTAL	13,900	5,900		8,000							
			REVENUE BONDS	13,900	5,900		8,000							
S363	23		RENOVATION	KAMEHAMEHA HIGHWAY, WAIMANANA BRIDGE REPLACEMENT, OAHU										
			DESIGN	921	921									
			CONSTRUCTION	7,000				7,000						
			TOTAL	7,921	921			7,000						
			REVENUE BONDS	2,320	920			1,400						
			FEDERAL FUNDS	5,601	1			5,600						

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN501
030301
OAHU HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE											
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	SUCCEED YEARS
S374	5		RENOVATION	KAMEHAMEHA HIGHWAY DRAINAGE IMPROVEMENTS, VICINITY OF WAIKANE, OAHU											
			LAND ACQUISITION	300					300						
			DESIGN	700					700						
			TOTAL	1,000					1,000						
			REVENUE BONDS	1,000					1,000						
SP0603	33		RENOVATION	FARRINGTON HIGHWAY IMPROVEMENTS BETWEEN HONOKAI HALE AND HAKIMO ROAD, OAHU											
			DESIGN	600	600										
			CONSTRUCTION	23,400	22,400		1,000								
			TOTAL	24,000	23,000		1,000								
			REVENUE BONDS	6,400	6,200		200								
			FEDERAL FUNDS	17,600	16,800		800								
SP0701	15		RENOVATION	KAMEHAMEHA HIGHWAY IMPROVEMENTS, VICINITY OF LANIAKEA, OAHU											
			PLANS	1,200	1,200										
			DESIGN	5,100	5,100										
			CONSTRUCTION	12,001	4,000		8,001								
			TOTAL	18,301	10,300		8,001								
			SPECIAL FUND	8,000			8,000								
			REVENUE BONDS	2,600	2,600										
			FEDERAL FUNDS	7,701	7,700		1								

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN511
030302
HAWAII HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE										SUCCEED YEARS		
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26		FY 26-27	
T155	8		RENOVATION	HAWAII BELT ROAD, WAILUKU BRIDGE REHABILITATION AND/OR REPLACEMENT, HAWAII												
			PLANS	1,201	1,201											
			LAND ACQUISITION	500	500											
			DESIGN	800	800											
			CONSTRUCTION	24,000							24,000					
			TOTAL	26,501	2,501						24,000					
			REVENUE BONDS	6,260	1,460						4,800					
			FEDERAL FUNDS	20,241	1,041						19,200					
T156	25		RENOVATION	HAWAII BELT ROAD, REHABILITATION / REPLACEMENT OF KOLEKOLE STREAM BRIDGE, HAWAII												
			DESIGN	8,500		2,500	6,000									
			CONSTRUCTION	19,000							19,000					
			TOTAL	27,500		2,500	6,000				19,000					
			REVENUE BONDS	5,500		500	1,200				3,800					
			FEDERAL FUNDS	22,000		2,000	4,800				15,200					
T157	24		RENOVATION	HAWAII BELT ROAD, REHABILITATION / REPLACEMENT OF HAKALAU BRIDGE, HAWAII												
			DESIGN	12,000			12,000									
			CONSTRUCTION	41,000							41,000					
			TOTAL	53,000			12,000				41,000					
			REVENUE BONDS	10,600			2,400				8,200					
			FEDERAL FUNDS	42,400			9,600				32,800					

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN531
030303
MAUI HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE										
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27
V075	17		RENOVATION	HANA HIGHWAY ROCKFALL MITIGATION, HUELO TO HANA, MAUI										
				PLANS	45	45								
				DESIGN	1,135	1,135								
				CONSTRUCTION	28,632	24,632		2,000		2,000				
				TOTAL	29,812	25,812		2,000		2,000				
				REVENUE BONDS FEDERAL FUNDS	28,212 1,600	25,812		2,000		400 1,600				
V083	37		RENOVATION	TRAFFIC OPERATIONAL IMPROVEMENTS TO EXISTING INTERSECTIONS AND HIGHWAY FACILITIES, MAUI										
				PLANS	100	100								
				DESIGN	2,025	1,275		350		400				
				CONSTRUCTION	24,045	20,190		1,055	1,600	1,200				
				TOTAL	26,170	21,565		1,405	1,600	1,600				
				REVENUE BONDS	26,170	21,565		1,405	1,600	1,600				
V084	33		RENOVATION	HANA HIGHWAY IMPROVEMENTS, HUELO TO HANA, MAUI										
				DESIGN	360	360								
				CONSTRUCTION	25,270	17,270	2,700		1,300	4,000				
				TOTAL	25,630	17,630	2,700		1,300	4,000				
				REVENUE BONDS FEDERAL FUNDS OTHER FUNDS	21,000 3,200 1,430	16,200	2,700		1,300	800 3,200				

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN531
030303
MAUI HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE												
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	SUCCEED YEARS	
V097	32		ADDITION	PUUNENE AVENUE IMPROVEMENTS, KAMEHAMEHA AVENUE TO KUIHELANI HIGHWAY, MAUI												
			LAND ACQUISITION	25	25											
			DESIGN	500	500											
			CONSTRUCTION	54,000	14,000		40,000									
			TOTAL	54,525	14,525		40,000									
			REVENUE BONDS	42,905	2,905		40,000									
			FEDERAL FUNDS	11,620	11,620											
V103	4		RENOVATION	HANA HIGHWAY BRIDGE PRESERVATION, MAUI												
			PLANS	1,600	1,600											
			LAND ACQUISITION	2,250	1,000	1,250										
			DESIGN	5,250	2,250	3,000										
			CONSTRUCTION	12,500					12,500							
			TOTAL	21,600	4,850	4,250			12,500							
			REVENUE BONDS	4,320	970	850			2,500							
			FEDERAL FUNDS	17,280	3,880	3,400			10,000							
V107	47		RENOVATION	MAUI DISTRICT BASEYARD/OFFICE IMPROVEMENTS, MAUI												
			DESIGN	1,625	925		700									
			CONSTRUCTION	5,800	700		5,000		100							
			EQUIPMENT	100	100											
			TOTAL	7,525	1,725		5,700		100							
			REVENUE BONDS	7,525	1,725		5,700		100							

STATE OF HAWAII
 PROGRAM ID:
 PROGRAM STRUCTURE NO:
 PROGRAM TITLE:

TRN531
 030303
 MAUI HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
 IN THOUSANDS OF DOLLARS**

REPORT B78
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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE									
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26
V117	14		RENOVATION	MISCELLANEOUS DRAINAGE IMPROVEMENTS, MAUI									
			DESIGN	550	250		300						
			CONSTRUCTION	1,700	1,000		700						
			TOTAL	2,250	1,250		1,000						
			REVENUE BONDS	2,250	1,250		1,000						
V118	37		RENOVATION	PEDESTRIAN IMPROVEMENTS AT VARIOUS LOCATIONS, MAUI									
			DESIGN	200	100		100						
			CONSTRUCTION	900	500		400						
			TOTAL	1,100	600		500						
			REVENUE BONDS	1,100	600		500						
V119	22		RENOVATION	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS LOCATIONS, MAUI									
			DESIGN	250	250								
			CONSTRUCTION	5,000	3,000		2,000						
			TOTAL	5,250	3,250		2,000						
			REVENUE BONDS	5,250	3,250		2,000						

STATE OF HAWAII
PROGRAM ID:
PROGRAM STRUCTURE NO:
PROGRAM TITLE:

TRN531
030303
MAUI HIGHWAYS

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT
IN THOUSANDS OF DOLLARS**

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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE COST ELEMENT/MOF	PROJECT TITLE			BUDGET PERIOD					SUCCEED YEARS
				PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	
PROGRAM TOTALS												
			PLANS	14,462	9,461	5,001						
			LAND ACQUISITION	59,559	58,308	1,251						
			DESIGN	83,442	77,791	3,001	1,850		800			
			CONSTRUCTION	1,216,050	950,499	116,696	124,155	17,500	7,200			
			EQUIPMENT	115	114	1						
			TOTAL	1,373,628	1,096,173	125,950	126,005	17,500	8,000			
			SPECIAL FUND	80,787	80,787							
			G.O. BONDS	500	500							
			G.O. BONDS REIMBURSABLE	100	100							
			REVENUE BONDS	697,722	446,467	118,550	123,605	5,900	3,200			
			FEDERAL FUNDS	587,124	560,924	7,400	2,400	11,600	4,800			
			PRIVATE CONTRIBUTIONS	715	715							
			COUNTY FUNDS	3,750	3,750							
			OTHER FUNDS	2,930	2,930							

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PROJECT NUMBER	PRIORITY NUMBER	LOC SCOPE	PROJECT TITLE										SUCCEED YEARS	
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26		FY 26-27
								FY 21-22	FY 22-23					
X006	39	ADDITION	KAUMUALII HIGHWAY IMPROVEMENTS, LIHUE TO WEST OF MALUHIA ROAD, KAUAI											
		PLANS	4,850	4,850										
		LAND ACQUISITION	12,150	11,150					1,000					
		DESIGN	5,900	5,900										
		CONSTRUCTION	86,900	86,900										
		TOTAL	109,800	108,800					1,000					
		SPECIAL FUND	10,950	10,950										
		REVENUE BONDS	19,190	18,990					200					
		FEDERAL FUNDS	75,160	74,360					800					
		COUNTY FUNDS	4,500	4,500										
X007	27	ADDITION	KUHIO HIGHWAY IMPROVEMENTS, HANAMAULU TO KAPAA, KAUAI											
		PLANS	2,350	2,350										
		LAND ACQUISITION	31,702	13,502			18,200							
		DESIGN	21,400	17,600			3,800							
		CONSTRUCTION	190,398	120,397			70,001							
		EQUIPMENT	1	1										
		TOTAL	245,851	153,850			92,001							
		SPECIAL FUND	44,450	22,450			22,000							
		REVENUE BONDS	96,080	26,080			70,000							
		FEDERAL FUNDS	88,321	88,320			1							
		FEDERAL STIMULUS FUNDS	17,000	17,000										
X051	16	RENOVATION	GUARDRAIL AND SHOULDER IMPROVEMENTS ON STATE HIGHWAYS, KAUAI											
		DESIGN	1,755	1,755										
		CONSTRUCTION	27,729	21,729			2,000	2,000	2,000					
		TOTAL	29,484	23,484			2,000	2,000	2,000					
		SPECIAL FUND	837	837										
		REVENUE BONDS	7,890	5,090			400	2,000	400					
		FEDERAL FUNDS	20,757	17,557			1,600		1,600					

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PROJECT NUMBER	PRIORITY NUMBER	LOC SCOPE	PROJECT TITLE										
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27
X112	38	RENOVATION	TRAFFIC OPERATIONAL IMPROVEMENTS TO EXISTING INTERSECTIONS AND HIGHWAYS, KAUAI										
			PLANS	100	100								
			LAND ACQUISITION	1,274	1,274								
			DESIGN	4,614	4,214	400							
			CONSTRUCTION	35,405	23,805	1,500	5,100	2,500	2,500				
TOTAL			41,393	29,393	1,900	5,100	2,500	2,500					
REVENUE BONDS			41,393	29,393	1,900	5,100	2,500	2,500					
X123	19	RENOVATION	WAIMEA CANYON DRIVE/KOKEE ROAD IMPROVEMENTS, KAUAI										
			DESIGN	1,500	1,200		100	200					
			CONSTRUCTION	20,300	12,800				2,500	5,000			
			TOTAL	21,800	14,000		100	2,700	5,000				
			REVENUE BONDS	11,000	9,200		100	700	1,000				
FEDERAL FUNDS			10,800	4,800			2,000	4,000					
X134	35	RENOVATION	KUHIO HIGHWAY, SLOPE STABILIZATION AT LUMAHAI HILLSIDE, KAUAI										
			LAND ACQUISITION	900	700	200							
			DESIGN	650	650								
			CONSTRUCTION	6,550	4,150		2,000	400					
			TOTAL	8,100	5,500	200	2,000	400					
REVENUE BONDS			6,500	3,900	200	2,000	400						
FEDERAL FUNDS			1,600	1,600									

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			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26		FY 26-27	
								FY 21-22	FY 22-23						
X139	12	RENOVATION	KUHIO HIGHWAY, HANAIEI BRIDGE REPAIR, KAUAI												
			DESIGN	300	300										
			CONSTRUCTION	14,000	6,000				8,000						
			TOTAL	14,300	6,300				8,000						
			REVENUE BONDS	2,860	1,260				1,600						
			FEDERAL FUNDS	11,440	5,040		6,400								
X141	48	RENOVATION	KAUAI BASEYARD IMPROVEMENTS, KAUAI												
			DESIGN	100	100										
			CONSTRUCTION	1,300	600		600		100						
			TOTAL	1,400	700		600		100						
			REVENUE BONDS	1,400	700		600		100						
			FEDERAL FUNDS												
X143	45	RENOVATION	KUHIO HIGHWAY INTERSECTION IMPROVEMENTS AT KOLO ROAD / KALAMANIA ROAD, KAUAI												
			LAND ACQUISITION	1,000					1,000						
			DESIGN	501			501								
			CONSTRUCTION	3,000						3,000					
			TOTAL	4,501			501		1,000		3,000				
			REVENUE BONDS	1,300			500		200		600				
			FEDERAL FUNDS	3,201			1		800		2,400				
XP1901		NEW	KUHIO HIGHWAY WIDENING AND DRAINAGE IMPROVEMENTS, KAUAI												
			PLANS	1			1								
			DESIGN	1			1								
			CONSTRUCTION	1,998			1,998								
			TOTAL	2,000			2,000								
			REVENUE BONDS	2,000			2,000								

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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE										
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27
X221	7		RENOVATION	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS LOCATIONS, STATEWIDE										
			DESIGN	7,250	3,400	3,500		250	100					
			CONSTRUCTION	45,200	27,200	3,750	10,000	1,250	3,000					
			TOTAL	52,450	30,600	7,250	10,000	1,500	3,100					
			REVENUE BONDS	15,410	8,360	1,450	2,000	500	3,100					
			FEDERAL FUNDS	37,040	22,240	5,800	8,000	1,000						
X222	13		RENOVATION	SEISMIC RETROFIT OF VARIOUS BRIDGES, STATEWIDE										
			DESIGN	21,500	18,000		2,000		1,500					
			CONSTRUCTION	101,550	99,050		2,000		500					
			TOTAL	123,050	117,050		4,000		2,000					
			REVENUE BONDS	24,250	23,050		800		400					
			FEDERAL FUNDS	97,000	92,200		3,200		1,600					
			FEDERAL STIMULUS FUNDS	1,800	1,800									
X224	2		RENOVATION	HIGHWAY SHORELINE PROTECTION, STATEWIDE										
			PLANS	500	500									
			DESIGN	14,225	11,225			1,500	1,500					
			CONSTRUCTION	113,551	95,551			3,000	15,000					
			TOTAL	128,276	107,276			4,500	16,500					
			REVENUE BONDS	37,087	32,887			900	3,300					
			FEDERAL FUNDS	91,189	74,389			3,600	13,200					

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PROJECT NUMBER	PRIORITY NUMBER	LOC SCOPE	PROJECT TITLE	BUDGET PERIOD								SUCCEED YEARS		
				PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25		FY 25-26	FY 26-27
X225	1	OTHER	HIGHWAYS DIVISION CAPITAL IMPROVEMENTS PROGRAM PROJECT STAFF COSTS, STATEWIDE											
		PLANS		38,020	38,018	1	1							
		LAND ACQUISITION		24	22	1	1							
		DESIGN		26	24	1	1							
		CONSTRUCTION		459,030	455,036	1,997	1,997							
		TOTAL		497,100	493,100	2,000	2,000							
		SPECIAL FUND		259,000	255,000	2,000	2,000							
		REVENUE BONDS		97,100	97,100									
		FEDERAL FUNDS		141,000	141,000									
X226	42	OTHER	CLOSEOUT OF HIGHWAY CONSTRUCTION PROJECTS, STATEWIDE											
		CONSTRUCTION		31,303	23,100		7,801	201	201					
		TOTAL		31,303	23,100		7,801	201	201					
		REVENUE BONDS		18,291	10,091		7,800	200	200					
		FEDERAL FUNDS		13,012	13,009		1	1	1					
X227	3	RENOVATION	ROCKFALL PROTECTION/SLOPE STABILIZATION AT VARIOUS LOCATIONS, STATEWIDE											
		PLANS		1,200	1,200									
		LAND ACQUISITION		2,000	1,500				500					
		DESIGN		13,550	11,750			1,000	800					
		CONSTRUCTION		72,200	38,500		25,000		8,700					
		TOTAL		88,950	52,950		25,000	1,000	10,000					
		REVENUE BONDS		18,350	11,150		5,000	200	2,000					
		FEDERAL FUNDS		70,600	41,800		20,000	800	8,000					

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PROJECT NUMBER	PRIORITY NUMBER	LOC SCOPE	PROJECT TITLE										SUCCEED YEARS	
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26		FY 26-27
								FY 21-22	FY 22-23					
X230	27	OTHER	BIKEWAY IMPROVEMENTS AT VARIOUS LOCATIONS, STATEWIDE											
		LAND ACQUISITION	100	50					50					
		DESIGN	2,250	2,250										
		CONSTRUCTION	8,640	8,390					250					
		TOTAL	10,990	10,690					300					
		REVENUE BONDS	2,890	2,790					100					
		FEDERAL FUNDS	8,100	7,900					200					
X231A	46	RENOVATION	HIGHWAYS DIVISION MATERIALS TESTING AND RESEARCH FACILITY RENOVATION, STATEWIDE											
		LAND ACQUISITION	50			50								
		DESIGN	500			500								
		CONSTRUCTION	2,500						2,500					
		TOTAL	3,050			550			2,500					
		REVENUE BONDS	3,050			550			2,500					
X238	40	ADDITION	HEIGHT MODERNIZATION FACILITIES, STATEWIDE											
		PLANS	6,003	5,002						1,001				
		LAND ACQUISITION	2,002	2,002										
		DESIGN	12,204	10,502		701		1,001						
		CONSTRUCTION	3,397	3,397										
		EQUIPMENT	2,297	2,297										
		TOTAL	25,903	23,200		701		1,001	1,001					
		REVENUE BONDS	11,898	9,198		700		1,000	1,000					
		FEDERAL FUNDS	14,005	14,002		1		1	1					

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PROJECT NUMBER	PRIORITY NUMBER	LOC NUMBER	SCOPE	PROJECT TITLE												
				COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 19-20	FY 20-21	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	SUCCEED YEARS	
X241	7		RENOVATION	MAJOR PAVEMENT IMPROVEMENTS, STATEWIDE												
				DESIGN	500	500										
				CONSTRUCTION	272,001	262,000		10,001								
				TOTAL	272,501	262,500		10,001								
				REVENUE BONDS	81,300	71,300		10,000								
FEDERAL FUNDS	191,201	191,200		1												
X242	22		NEW	STATEWIDE INTELLIGENT TRANSPORTATION SYSTEM, STATEWIDE												
				PLANS	1,000	1,000										
				DESIGN	3,000				3,000							
				CONSTRUCTION	2,500				2,500							
				TOTAL	6,500	1,000			5,500							
REVENUE BONDS	1,300	200			1,100											
FEDERAL FUNDS	5,200	800			4,400											
Y101	43		OTHER	CLOSEOUT OF HIGHWAY DESIGN PROJECTS, STATEWIDE												
				DESIGN	30,204	22,000	5,001	2,801	201	201						
				TOTAL	30,204	22,000	5,001	2,801	201	201						
				REVENUE BONDS	14,600	6,400	5,000	2,800	200	200						
FEDERAL FUNDS	15,604	15,600	1	1	1	1										

