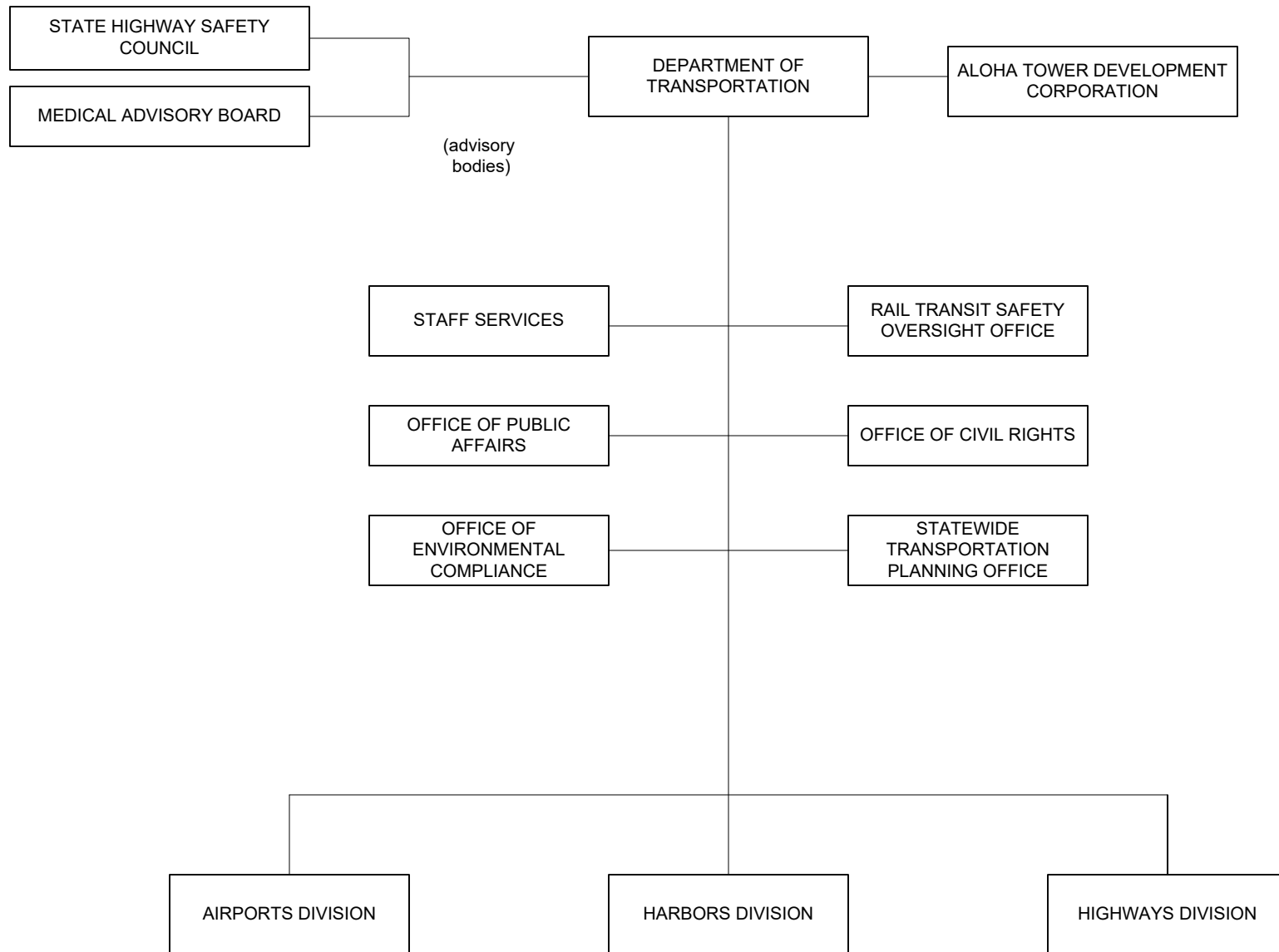




## **Department of Transportation**

**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.

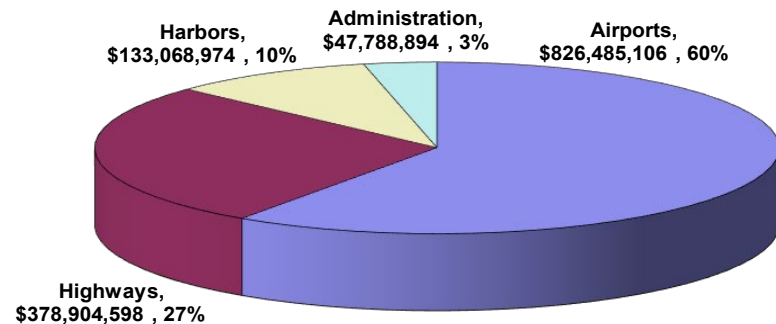
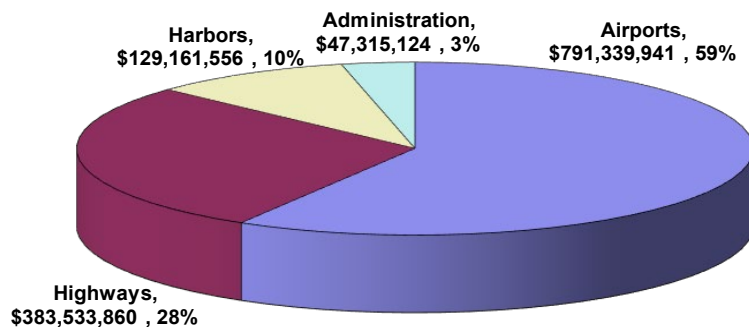
### ***Department Goals***

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 2024</u>	<u>FY 2025</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 2023-2025 Operating Budget by Major Program Area**  
**FY 2024** **FY 2025**



## **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 areas:

### Transportation Facilities and Services

#### Airports

TRN 102	Daniel K. Inouye International 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	Honolulu Harbor
TRN 303	Kalaeloa Barbers Point Harbor
TRN 311	Hilo Harbor
TRN 313	Kawaihae Harbor
TRN 331	Kahului Harbor
TRN 333	Hana Harbor
TRN 341	Kaunakakai Harbor
TRN 351	Kaumalapau Harbor
TRN 361	Nawiliwili Harbor
TRN 363	Port Allen Harbor
TRN 395	Harbors Administration

#### 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 2024	Budget Base FY 2025	FY 2024	FY 2025
<b>Funding Sources:</b>	Perm Positions	-	-	-	-
	Temp Positions	-	-	-	-
General Funds	\$	-	-	-	-
	Perm Positions	2,784.20	2,764.20	2,786.20	2,766.20
	Temp Positions	11.00	11.00	7.00	7.00
Special Funds	\$	801,743,928	812,030,704	1,308,208,567	1,343,102,793
	Perm Positions	7.00	7.00	7.00	7.00
	Temp Positions	1.00	1.00	1.00	1.00
Federal Funds	\$	41,187,561	41,187,561	32,787,561	34,687,561
	Perm Positions	0.80	0.80	0.80	0.80
	Temp Positions	-	-	-	-
Other Federal Funds	\$	1,021,144	1,021,144	9,611,286	7,714,151
Private Contributions	\$	743,067	743,067	743,067	743,067
		2,792.00	2,772.00	2,794.00	2,774.00
		12.00	12.00	8.00	8.00
<b>Total Requirements</b>		<b>844,695,700</b>	<b>854,982,476</b>	<b>1,351,350,481</b>	<b>1,386,247,572</b>

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

1. Airports Division- Adds \$56,726,547 in FY 24 and \$61,722,000 in FY 25 for special maintenance projects.
2. Airports Division- Adds \$22,800,000 in FY 24 and FY 25 for consultant services to support special maintenance projects.
3. Airports Division- Adds \$21,220,500 in FY 24 and \$22,281,525 in FY 25 for operational expenses for the Consolidated Rental Car Facilities at Daniel K. Inouye International Airport, Oahu, and Kahului Airport, Maui.
4. Harbors Division- Adds \$25,000,000 in FY 24 and \$28,000,000 in FY 25 for consultant services and special maintenance projects.
5. Highways Division- Adds \$50,000,000 in FY 24 and \$40,000,000 in FY 25 for special maintenance projects.
6. Tradeoff/transfer requests to realign the budget for various programs and necessary operating requirements.
7. 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	25,991,749	30,013,990	31,590,979	33,572,342	30,383	30,383	30,383	30,383
TOTAL CURRENT LEASE PAYMENTS COST	25,991,749	30,013,990	31,590,979	33,572,342	30,383	30,383	30,383	30,383
BY MEANS OF FINANCING								
SPECIAL FUND	25,991,749	30,013,990	31,590,979	33,572,342	30,383	30,383	30,383	30,383
OPERATING COST	2,794.50*	2,792.00*	2,794.00*	2,774.00*	2,774.0*	2,774.0*	2,774.0*	2,774.0*
	13.00**	12.00**	8.00**	8.00**	8.0**	8.0**	8.0**	8.0**
PERSONAL SERVICES	219,632,688	276,985,140	308,985,944	319,693,521	319,695	319,695	319,695	319,695
OTHER CURRENT EXPENSES	505,399,863	947,342,202	991,135,603	1,013,345,804	1,022,254	1,020,969	1,031,234	1,030,844
EQUIPMENT	6,537,938	12,237,331	13,220,267	12,642,594	12,643	12,643	12,643	12,643
MOTOR VEHICLES	4,056,540	16,481,387	6,417,688	6,993,311	6,994	6,994	6,994	6,994
TOTAL OPERATING COST	735,627,029	1,253,046,060	1,319,759,502	1,352,675,230	1,361,586	1,360,301	1,370,566	1,370,176
BY MEANS OF FINANCING								
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
GENERAL FUND	2,786.70*	2,784.20*	2,786.20*	2,766.20*	2,766.2*	2,766.2*	2,766.2*	2,766.2*
	12.00**	11.00**	7.00**	7.00**	7.0**	7.0**	7.0**	7.0**
SPECIAL FUND	725,701,785	1,208,799,688	1,276,617,588	1,309,530,451	1,318,442	1,317,157	1,327,422	1,327,032
	7.00*	7.00*	7.00*	7.00*	7.0*	7.0*	7.0*	7.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
FEDERAL FUNDS	9,613,327	42,397,161	32,787,561	34,687,561	34,687	34,687	34,687	34,687
	0.80*	0.80*	0.80*	0.80*	0.8*	0.8*	0.8*	0.8*
	**	**	**	**	**	**	**	**
OTHER FEDERAL FUNDS	311,917	1,106,144	9,611,286	7,714,151	7,714	7,714	7,714	7,714
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
PRIVATE CONTRIBUTIONS		743,067	743,067	743,067	743	743	743	743
CAPITAL IMPROVEMENT COSTS								
PLANS	55,460,000	50,920,000	17,374,000	6,181,000	3,853	4,653	378	378
LAND ACQUISITION	17,828,000	6,480,000	12,066,000	5,403,000				
DESIGN	76,785,000	71,858,000	56,523,000	23,056,000	6,728	3,528	2,028	1,528
CONSTRUCTION	822,017,000	974,778,000	1,083,907,000	818,769,000	362,870	171,555	116,580	115,579
EQUIPMENT	5,200,000	5,000						
TOTAL CAPITAL EXPENDITURES	977,290,000	1,104,041,000	1,169,870,000	853,409,000	373,451	179,736	118,986	117,485

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID:  
PROGRAM STRUCTURE NO:  
PROGRAM TITLE:

DEPARTMENT OF TRANSPORTATION

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
BY MEANS OF FINANCING								
SPECIAL FUND	9,960,000	22,610,000	15,685,000	6,956,000	6,928	6,928	4,428	4,428
G.O. BONDS REIMBURSABLE		108,500,000	36,500,000	5,000,000				
REVENUE BONDS	711,066,000	647,018,000	742,892,000	517,996,000	258,261	172,650	114,400	112,900
FEDERAL FUNDS	159,655,000	325,724,000	372,542,000	283,772,000	99,605	1	1	
PRIVATE CONTRIBUTIONS	32,000	32,000	20,000	2,528,000	2,500			
OTHER FUNDS	96,577,000	157,000	2,231,000	37,157,000	6,157	157	157	157
TOTAL PERM POSITIONS	2,794.50*	2,792.00*	2,794.00*	2,774.00*	2,774.0*	2,774.0*	2,774.0*	2,774.0*
TOTAL TEMP POSITIONS	13.00**	12.00**	8.00**	8.00**	8.0**	8.0**	8.0**	8.0**
TOTAL PROGRAM COST	1,738,908,778	2,387,101,050	2,521,220,481	2,239,656,572	1,765,420	1,570,420	1,519,935	1,518,044



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

	<u><b>FY 2024</b></u>	<u><b>FY 2025</b></u>
<b>Funding Sources:</b>		
Special Funds	13,535,000	6,956,000
Revenue Bonds	852,426,000	248,726,000
Federal Funds	254,026,000	158,631,000
Private Contributions	20,000	28,000
Other Funds	45,231,000	157,000
<b>Total Requirements</b>	<u><u>1,165,238,000</u></u>	<u><u>414,498,000</u></u>

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

1. Airports Division- Adds \$452,601,000 (\$452,600,000 in revenue bond funds and \$1,000 in federal funds) in FY 24 and \$66,001,000 (\$66,000,000 in revenue bond funds and \$1,000 in federal funds) in FY 25 for Airfield Improvements, Statewide.
2. Airports Division- Adds \$95,251,000 (\$95,250,000 in revenue bond funds and \$1,000 in federal funds) in FY 24 and \$12,760,000 in revenue bond funds in FY 25 for Daniel K. Inouye International Airport, Airport Improvements, Oahu.
3. Airports Division- Adds \$58,947,000 (\$58,946,000 in revenue bond funds and \$1,000 in federal funds) in FY 24 for Facility Improvements, Statewide.
4. Harbors Division- Adds \$50,000,000 (\$49,988,000 in revenue bond funds, \$4,000 in special funds, \$4,000 in federal funds, and \$4,000 in private contributions) in FY 24 and \$35,000,000 (\$34,988,000 in revenue bond funds, \$4,000 in special funds, \$4,000 in federal funds, and \$4,000 in private contributions) in FY 25 for Honolulu Harbor 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 24 and \$25,000,000 (\$24,988,000 in revenue bond funds, \$4,000 in special funds, \$4,000 in federal funds, and \$4,000 in private contributions) in FY 25 for Kahului Harbor Improvements, Maui.

6. Highways Division- Adds \$118,550,000 (\$1,900,000 in special funds, \$23,250,000 in revenue bond funds and \$93,400,000 federal funds) in FY 24 and \$90,750,000 (\$18,150,000 in revenue bond funds and \$72,600,000 federal funds) in FY 25 for Highway Structural Facilities Program, Statewide.
7. Highways Division- Adds \$88,000,000 (\$17,600,000 in revenue bond funds and \$70,400,000 federal funds) in FY 24 and \$87,000,000 (\$21,000,000 in revenue bond funds and \$66,000,000 federal funds) in FY 25 for Highway System Preservation Improvements, Statewide.
8. Highways Division- Adds \$36,100,000 (\$11,300,000 in revenue bond funds and \$24,800,000 federal funds) in FY 24 and \$27,300,000 (\$7,300,000 in revenue bond funds and \$20,000,000 federal funds) in FY 25 for Highway Traffic Operational Improvements, Statewide.

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE												
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	SUCCEED YEARS
COST ELEMENT/MOF															
		PLANS	578,195	451,162	69,114	26,725	19,398	4,906	2,878	2,878	378	378	378		
		LAND ACQUISITION	591,217	565,973	2,335	10,850	7,531	4,528							
		DESIGN	1,676,381	1,547,498	51,468	41,071	17,898	10,806	1,528	1,528	1,528	1,528	1,528	1,528	
		CONSTRUCTION	17,810,490	14,172,399	494,872	1,615,155	1,120,411	394,258	2,679	2,679	2,679	2,679	2,679	2,679	2,679
		EQUIPMENT	23,347	23,335	2	10									
	TOTAL		20,679,630	16,760,367	617,791	1,693,811	1,165,238	414,498	7,085	7,085	4,585	4,585	4,585	4,585	4,585
		GENERAL FUND	518	18		500									
		SPECIAL FUND	1,445,461	1,361,110	18,960	17,760	13,535	6,956	6,928	6,928	4,428	4,428	4,428	4,428	4,428
		G.O. BONDS	84,328	60,128	12,200	12,000									
		G.O. BONDS REIMBURSABLE	226,819	144,019	5,300	77,500									
		REVENUE BONDS	12,234,599	9,778,441	343,885	1,011,121	852,426	248,726							
		FED. AID PRIMARY	6,287	6,287											
		FEDERAL FUNDS	5,631,974	4,471,239	178,837	569,241	254,026	158,631							
		OTHER FEDERAL FUNDS	54,006	54,006											
	PRIVATE CONTRIBUTIONS	51,417	46,305	32	5,032	20	28								
	COUNTY FUNDS	8,750	8,250		500										
	INTERDEPARTMENTAL TRANSFERS	17,225	17,225												
	ARP FUNDS	18,800	18,800												
	OTHER FUNDS	899,446	794,539	58,577	157	45,231	157	157	157	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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	25,991,749	30,013,990	31,590,979	33,572,342	30,383	30,383	30,383	30,383
TOTAL CURRENT LEASE PAYMENTS COST	25,991,749	30,013,990	31,590,979	33,572,342	30,383	30,383	30,383	30,383
BY MEANS OF FINANCING								
SPECIAL FUND	25,991,749	30,013,990	31,590,979	33,572,342	30,383	30,383	30,383	30,383
OPERATING COST	2,794.50*	2,792.00*	2,794.00*	2,774.00*	2,774.0*	2,774.0*	2,774.0*	2,774.0*
	13.00**	12.00**	8.00**	8.00**	8.0**	8.0**	8.0**	8.0**
PERSONAL SERVICES	219,632,688	276,985,140	308,985,944	319,693,521	319,695	319,695	319,695	319,695
OTHER CURRENT EXPENSES	505,399,863	947,342,202	991,135,603	1,013,345,804	1,022,254	1,020,969	1,031,234	1,030,844
EQUIPMENT	6,537,938	12,237,331	13,220,267	12,642,594	12,643	12,643	12,643	12,643
MOTOR VEHICLES	4,056,540	16,481,387	6,417,688	6,993,311	6,994	6,994	6,994	6,994
TOTAL OPERATING COST	735,627,029	1,253,046,060	1,319,759,502	1,352,675,230	1,361,586	1,360,301	1,370,566	1,370,176
BY MEANS OF FINANCING								
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
GENERAL FUND	2,786.70*	2,784.20*	2,786.20*	2,766.20*	2,766.2*	2,766.2*	2,766.2*	2,766.2*
	12.00**	11.00**	7.00**	7.00**	7.0**	7.0**	7.0**	7.0**
SPECIAL FUND	725,701,785	1,208,799,688	1,276,617,588	1,309,530,451	1,318,442	1,317,157	1,327,422	1,327,032
	7.00*	7.00*	7.00*	7.00*	7.0*	7.0*	7.0*	7.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
FEDERAL FUNDS	9,613,327	42,397,161	32,787,561	34,687,561	34,687	34,687	34,687	34,687
	0.80*	0.80*	0.80*	0.80*	0.8*	0.8*	0.8*	0.8*
	**	**	**	**	**	**	**	**
OTHER FEDERAL FUNDS	311,917	1,106,144	9,611,286	7,714,151	7,714	7,714	7,714	7,714
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
PRIVATE CONTRIBUTIONS		743,067	743,067	743,067	743	743	743	743
CAPITAL IMPROVEMENT COSTS								
PLANS	55,460,000	50,920,000	17,374,000	6,181,000	3,853	4,653	378	378
LAND ACQUISITION	17,828,000	6,480,000	12,066,000	5,403,000				
DESIGN	76,785,000	71,858,000	56,523,000	23,056,000	6,728	3,528	2,028	1,528
CONSTRUCTION	822,017,000	974,778,000	1,083,907,000	818,769,000	362,870	171,555	116,580	115,579
EQUIPMENT	5,200,000	5,000						
TOTAL CAPITAL EXPENDITURES	977,290,000	1,104,041,000	1,169,870,000	853,409,000	373,451	179,736	118,986	117,485

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

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

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
BY MEANS OF FINANCING								
SPECIAL FUND	9,960,000	22,610,000	15,685,000	6,956,000	6,928	6,928	4,428	4,428
G.O. BONDS REIMBURSABLE		108,500,000	36,500,000	5,000,000				
REVENUE BONDS	711,066,000	647,018,000	742,892,000	517,996,000	258,261	172,650	114,400	112,900
FEDERAL FUNDS	159,655,000	325,724,000	372,542,000	283,772,000	99,605	1	1	
PRIVATE CONTRIBUTIONS	32,000	32,000	20,000	2,528,000	2,500			
OTHER FUNDS	96,577,000	157,000	2,231,000	37,157,000	6,157	157	157	157
TOTAL PERM POSITIONS	2,794.50*	2,792.00*	2,794.00*	2,774.00*	2,774.0*	2,774.0*	2,774.0*	2,774.0*
TOTAL TEMP POSITIONS	13.00**	12.00**	8.00**	8.00**	8.0**	8.0**	8.0**	8.0**
TOTAL PROGRAM COST	1,738,908,778	2,387,101,050	2,521,220,481	2,239,656,572	1,765,420	1,570,420	1,519,935	1,518,044

# 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	21,734,604	22,546,707	23,856,986	25,557,899	22,368	22,368	22,368	22,368
TOTAL CURRENT LEASE PAYMENTS COST	21,734,604	22,546,707	23,856,986	25,557,899	22,368	22,368	22,368	22,368
BY MEANS OF FINANCING								
SPECIAL FUND	21,734,604	22,546,707	23,856,986	25,557,899	22,368	22,368	22,368	22,368
OPERATING COST	1,396.00*	1,393.00*	1,393.00*	1,393.00*	1,393.0*	1,393.0*	1,393.0*	1,393.0*
	1.00**	1.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	119,445,982	137,095,861	158,252,499	163,795,269	163,797	163,797	163,797	163,797
OTHER CURRENT EXPENSES	329,768,121	524,660,195	601,200,905	629,102,387	629,114	629,287	629,302	629,309
EQUIPMENT	3,938,464	5,973,951	5,973,951	5,973,951	5,974	5,974	5,974	5,974
MOTOR VEHICLES	2,626,197	10,313,412	2,055,600	2,055,600	2,056	2,056	2,056	2,056
TOTAL OPERATING COST	455,778,764	678,043,419	767,482,955	800,927,207	800,941	801,114	801,129	801,136
BY MEANS OF FINANCING								
	1,396.00*	1,393.00*	1,393.00*	1,393.00*	1,393.0*	1,393.0*	1,393.0*	1,393.0*
	1.00**	1.00**	**	**	**	**	**	**
SPECIAL FUND	455,778,764	678,043,419	767,482,955	800,927,207	800,941	801,114	801,129	801,136
	*	*	*	*	*	*	*	*
FEDERAL FUNDS	**	**	**	**	**	**	**	**
CAPITAL IMPROVEMENT COSTS								
PLANS	3,178,000	2,378,000	978,000	1,778,000	978	1,778	378	378
LAND ACQUISITION			5,761,000					
DESIGN	52,939,000	34,519,000	13,228,000	10,028,000	6,728	3,528	2,028	1,528
CONSTRUCTION	440,922,000	152,812,000	370,367,000	331,802,000	230,270	169,680	116,580	115,579
TOTAL CAPITAL EXPENDITURES	497,039,000	189,709,000	390,334,000	343,608,000	237,976	174,986	118,986	117,485

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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
BY MEANS OF FINANCING								
SPECIAL FUND	7,428,000	13,428,000	9,115,000	4,428,000	4,428	4,428	4,428	4,428
REVENUE BONDS	390,533,000	176,123,000	378,987,000	299,520,000	224,886	170,400	114,400	112,900
FEDERAL FUNDS	2,501,000	1,000	1,000	3,000	5	1	1	
PRIVATE CONTRIBUTIONS				2,500,000	2,500			
OTHER FUNDS	96,577,000	157,000	2,231,000	37,157,000	6,157	157	157	157
TOTAL PERM POSITIONS	1,396.00*	1,393.00*	1,393.00*	1,393.00*	1,393.0*	1,393.0*	1,393.0*	1,393.0*
TOTAL TEMP POSITIONS	1.00**	1.00**	**	**	**	**	**	**
TOTAL PROGRAM COST	974,552,368	890,299,126	1,181,673,941	1,170,093,106	1,061,285	998,468	942,483	940,989



# 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	14,586,151	15,131,156	16,010,488	17,151,975	15,011	15,011	15,011	15,011
TOTAL CURRENT LEASE PAYMENTS COST	14,586,151	15,131,156	16,010,488	17,151,975	15,011	15,011	15,011	15,011
BY MEANS OF FINANCING								
SPECIAL FUND	14,586,151	15,131,156	16,010,488	17,151,975	15,011	15,011	15,011	15,011
OPERATING COST	689.00*	685.00*	682.00*	682.00*	682.0*	682.0*	682.0*	682.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	51,175,290	64,732,956	74,664,768	77,573,320	77,573	77,573	77,573	77,573
OTHER CURRENT EXPENSES	128,686,754	165,986,934	158,936,934	159,430,696	159,430	159,430	159,430	159,430
EQUIPMENT	1,229,577	204,750	204,750	204,750	205	205	205	205
MOTOR VEHICLES	313,042	8,720,312	462,500	462,500	463	463	463	463
TOTAL OPERATING COST	181,404,663	239,644,952	234,268,952	237,671,266	237,671	237,671	237,671	237,671
BY MEANS OF FINANCING								
	689.00*	685.00*	682.00*	682.00*	682.0*	682.0*	682.0*	682.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	181,404,663	239,644,952	234,268,952	237,671,266	237,671	237,671	237,671	237,671
CAPITAL IMPROVEMENT COSTS								
DESIGN	14,300,000	16,200,000	5,000,000	3,000,000				
CONSTRUCTION	103,540,000	16,500,000	96,600,000	83,255,000	5,656			
TOTAL CAPITAL EXPENDITURES	117,840,000	32,700,000	101,600,000	86,255,000	5,656			
BY MEANS OF FINANCING								
REVENUE BONDS	82,840,000	32,700,000	101,600,000	86,254,000	5,656			
FEDERAL FUNDS				1,000				
OTHER FUNDS	35,000,000							
TOTAL PERM POSITIONS	689.00*	685.00*	682.00*	682.00*	682.0*	682.0*	682.0*	682.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	313,830,814	287,476,108	351,879,440	341,078,241	258,338	252,682	252,682	252,682

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	35	35	35	35	35	35	35	35
2. % OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER	95	100	100	100	100	100	100	100
3. THROUGH PUT COST PER PASSENGER (CENTS)	650	650	650	650	650	650	650	650
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1.5	1.5	1.5	1.5	1.5	1.5	1	1
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	3700	3700	3700	3700	3700	3700	3700	3700
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	74	50	50	55	55	60	60	60
<u>PROGRAM TARGET GROUPS</u>								
1. PASSENGERS (THOUSANDS)	16485	19755	19755	20750	20750	22825	22825	22825
2. CARGO (THOUSANDS OF TONS)	513	569	570	625	625	688	688	688
3. AIR MAIL (THOUSANDS OF TONS)	80	80	80	80	80	80	80	80
4. AIRCRAFT OPERATIONS (THOUSANDS)	275	290	290	305	305	320	320	320
5. WIDE BODY AIRCRAFT OPERATIONS (HUNDREDS)	345	189	190	198	198	205	205	205
<u>PROGRAM ACTIVITIES</u>								
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	4740	5329	5329	5329	5329	5329	5329	5329
4. TERMINAL FACILITIES (1,000 SQ FT)	3250	3250	3250	3250	3250	3250	3250	3250
5. WIDE BODY AIRCRAFT GATES	35	35	35	35	35	35	35	35
6. CIP IMPLEMENTATION	257769	312217	312217	312217	312217	312217	312217	312217

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 2023-25 operating budget request includes funding for:

(1) Energy Service Company lease financing payments increases totaling \$2,141,306/special funds (B) in FY 24 and \$3,282,793/B in FY 25; (2) trade-off (combine) one 3/4-time Visitor Information Program Assistant (VIPA) I position with one 1/2-time and one 3/4-time VIPA I positions to create two full-time equivalent positions; (3) transfer out one VIPA I position to TRN 141; (4) transfer in one Safety Management Specialist position from TRN 195; (5) transfer out (and re-describe) four positions to TRN 195 for security; (6) additional fringe benefit costs; and (7) increased funds for electricity and security services.

The FB 2023-25 capital improvement program (CIP) budget request includes the following capital improvement project:

Airport Improvements

The CIP budget request of \$95,250,000 in Airport Revenue Bond (Bond) funds and \$1,000 in federal funds in FY 24 and \$12,760,000 in Bond funds in FY 25 will fund the CIP project.

## **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 Federal Aviation Administration (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; and 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 interisland movement of people and goods.

## **E. Identification of Important Program Relationships**

The operations of the airport must comply with the FAA 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 13,369,060 as of September 2022. The passenger traffic increase of 60% in 2022 compared to 2021 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 that 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 recovery efforts in international traffic due to the COVID-19 pandemic.

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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	239,680	248,635	263,084	281,841	247	247	247	247
TOTAL CURRENT LEASE PAYMENTS COST	239,680	248,635	263,084	281,841	247	247	247	247
BY MEANS OF FINANCING								
SPECIAL FUND	239,680	248,635	263,084	281,841	247	247	247	247
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**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	4,581,934	4,581,935	5,271,487	5,447,579	5,448	5,448	5,448	5,448
OTHER CURRENT EXPENSES	3,695,871	3,942,292	4,067,292	4,067,292	4,067	4,067	4,067	4,067
EQUIPMENT	10,334							
TOTAL OPERATING COST	8,288,139	8,524,227	9,338,779	9,514,871	9,515	9,515	9,515	9,515
BY MEANS OF FINANCING								
	31.00*	31.00*	31.00*	31.00*	31.0*	31.0*	31.0*	31.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	8,288,139	8,524,227	9,338,779	9,514,871	9,515	9,515	9,515	9,515
CAPITAL IMPROVEMENT COSTS								
DESIGN	2,000,000		300,000	1,000,000	700			
CONSTRUCTION	7,725,000	15,680,000	15,521,000	6,600,000	8,802	6,600		
TOTAL CAPITAL EXPENDITURES	9,725,000	15,680,000	15,821,000	7,600,000	9,502	6,600		
BY MEANS OF FINANCING								
SPECIAL FUND	3,000,000	9,000,000						
REVENUE BONDS	4,225,000	6,680,000	15,820,000	7,600,000	9,500	6,600		
FEDERAL FUNDS	2,500,000		1,000		2			
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	18,252,819	24,452,862	25,422,863	17,396,712	19,264	16,362	9,762	9,762

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NUMBER OF ACCIDENTS	0	0	0	0	0	0	0	0
2. % 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	296	296	310	310	325	325	325
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	38	38	38	38	38	38	38	38
2. CIP IMPLEMENTATION	0	0	12001	12001	0	0	0	0

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

# Program Plan Narrative

**TRN104: GENERAL AVIATION**

**03 01 02**

## **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.

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

The FB 2023-25 operating budget request includes adjustments for: (1) Energy Service Company lease financing payments increases totaling \$35,185/special funds (B) in FY 24 and \$53,942/B in FY 25; (2) additional \$375,965/B for fringe benefit expenses; and (3) additional \$125,000/B due to an increase of electricity expenses.

The FB 2023-25 capital improvement program (CIP) budget request includes the following CIP project:

Airport Improvements at Kalaeloa Airport

The CIP budget request of \$12,000,000 in Airport Revenue Bond (Bond) funds and \$1,000 in federal funds in FY 24, and \$12,000,000 in Bond funds and \$1,000 in federal funds in FY 25 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; maintaining airfield operations areas including paved and unpaved runways, taxiways and apron areas, windsocks, clear zones, and airfield fencing; maintaining buildings, electrical, mechanical, plumbing and security systems; and maintaining roads, parking areas, regulatory and warning signs.

## **D. Statement of Key Policies Pursued**

The Airports Division supports the goals and intent 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, Sections 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 are 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 that 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, the airport use charge and other miscellaneous sources.

## **I. Summary of Analysis Performed**

Terminal and airfield requirements are under continuing evaluation.

## Program Plan Narrative

TRN104: GENERAL AVIATION

03 01 02

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### 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	731,023	758,338	802,408	859,617	753	753	753	753
TOTAL CURRENT LEASE PAYMENTS COST	731,023	758,338	802,408	859,617	753	753	753	753
BY MEANS OF FINANCING								
SPECIAL FUND	731,023	758,338	802,408	859,617	753	753	753	753
OPERATING COST	86.00*	86.00*	87.00*	87.00*	87.0*	87.0*	87.0*	87.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	8,161,139	8,552,651	10,005,712	10,311,725	10,312	10,312	10,312	10,312
OTHER CURRENT EXPENSES	9,718,705	12,223,296	11,783,296	11,783,296	11,783	11,783	11,783	11,783
EQUIPMENT	115,773							
MOTOR VEHICLES	55,000							
TOTAL OPERATING COST	18,050,617	20,775,947	21,789,008	22,095,021	22,095	22,095	22,095	22,095
BY MEANS OF FINANCING								
	86.00*	86.00*	87.00*	87.00*	87.0*	87.0*	87.0*	87.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	18,050,617	20,775,947	21,789,008	22,095,021	22,095	22,095	22,095	22,095
CAPITAL IMPROVEMENT COSTS								
DESIGN	560,000	840,000						
CONSTRUCTION	13,800,000	6,900,000						
TOTAL CAPITAL EXPENDITURES	14,360,000	7,740,000						
BY MEANS OF FINANCING								
REVENUE BONDS	14,360,000	7,740,000						
TOTAL PERM POSITIONS	86.00*	86.00*	87.00*	87.00*	87.0*	87.0*	87.0*	87.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	33,141,640	29,274,285	22,591,416	22,954,638	22,848	22,848	22,848	22,848

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	19	19	19	19	19	19	19	19
2. % OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER	90	90	90	90	90	100	100	100
3. THROUGH-PUT COST PER PASSENGER (CENTS)	910	910	910	910	910	910	910	910
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.10	.10	.10	.10	.10	.10	0	0
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	5500	5500	5500	5500	5500	5500	5500	5500
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	60	50	50	60	60	75	75	75
<b>PROGRAM TARGET GROUPS</b>								
1. PASSENGERS (THOUSANDS)	966	1361	1430	1430	1500	1500	1500	1500
2. CARGO (THOUSANDS OF TONS)	29	20	20	25	25	30	30	30
3. AIR MAIL (TONS)	7770	5486	5760	5760	6045	6045	6200	6200
4. AIRCRAFT OPERATIONS (THOUSANDS)	45	44	44	45	45	45	45	45
<b>PROGRAM ACTIVITIES</b>								
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. CIP IMPLEMENTATION	16904	6133	0	0	2401	2401	2401	2401

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 2023-25 operating budget request includes adjustments for:

- (1) Energy Service Company lease financing payments increases totaling \$107,317/special funds (B) in FY 24 and \$164,526/B in FY 25;
- (2) additional \$824,370/B for fringe benefit expenses; (3) transfer in one Safety Management Specialist IV position from TRN 195; and
- (4) additional \$160,000/B due to an increase of electricity expenses.

No FB 2023-25 capital improvement program (CIP) request is included for TRN 111.

## **C. Description of Activities Performed**

Provides crash/fire services, police, and traffic and parking control including law enforcement officers for the Federal Aviation Administration (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, and 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 interisland movement of people and goods.

## **E. Identification of Important Program Relationships**

The operations of the airport must comply with the FAA 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 are provided by TRN 114.

## **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. As of September 2022, 944,574 passengers passed through the airport. Passenger traffic increased 90% from 2021. FAA regulations relating to security and certification continue to keep program costs up.

## Program Plan Narrative

**TRN111: HILO INTERNATIONAL AIRPORT**

**03 01 03**

### **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 that 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	1,708,869	1,772,720	1,875,740	2,009,473	1,758	1,758	1,758	1,758
TOTAL CURRENT LEASE PAYMENTS COST	1,708,869	1,772,720	1,875,740	2,009,473	1,758	1,758	1,758	1,758
BY MEANS OF FINANCING								
SPECIAL FUND	1,708,869	1,772,720	1,875,740	2,009,473	1,758	1,758	1,758	1,758
OPERATING COST	107.00*	104.00*	105.00*	105.00*	105.0*	105.0*	105.0*	105.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	9,135,564	9,862,986	11,475,459	11,809,091	11,809	11,809	11,809	11,809
OTHER CURRENT EXPENSES	11,795,630	14,451,468	14,219,121	14,580,137	14,580	14,580	14,580	14,580
EQUIPMENT	977,083							
MOTOR VEHICLES	79,392							
TOTAL OPERATING COST	21,987,669	24,314,454	25,694,580	26,389,228	26,389	26,389	26,389	26,389
BY MEANS OF FINANCING								
	107.00*	104.00*	105.00*	105.00*	105.0*	105.0*	105.0*	105.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	21,987,669	24,314,454	25,694,580	26,389,228	26,389	26,389	26,389	26,389
CAPITAL IMPROVEMENT COSTS								
CONSTRUCTION	12,308,000	9,433,000						
TOTAL CAPITAL EXPENDITURES	12,308,000	9,433,000						
BY MEANS OF FINANCING								
REVENUE BONDS	12,308,000	9,433,000						
TOTAL PERM POSITIONS	107.00*	104.00*	105.00*	105.00*	105.0*	105.0*	105.0*	105.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	36,004,538	35,520,174	27,570,320	28,398,701	28,147	28,147	28,147	28,147

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	25	25	25	25	25	25	25	25
2. % OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER	90	100	100	100	100	100	100	100
3. THROUGH-PUT COST PER PASSENGER (CENTS)	670	670	670	670	670	670	650	650
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.16	.16	.16	.16	.16	.16	0	0
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	7000	7000	7000	7000	7000	7000	7000	7000
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	75	50	50	55	55	60	60	60
<b>PROGRAM TARGET GROUPS</b>								
1. PASSENGERS (THOUSANDS)	2911	4359	4575	4575	4805	4805	4805	4805
2. CARGO (THOUSAND OF TONS)	35	32	32	34	34	36	36	36
3. AIR MAIL (TONS)	8005	5439	5440	5548	5550	5661	5661	5661
4. AIRCRAFT OPERATIONS (THOUSANDS)	120	103	105	105	110	110	115	115
<b>PROGRAM ACTIVITIES</b>								
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 FACILITIES (1,000 SQ FT)	200	200	200	200	200	200	200	200
5. CIP IMPLEMENTATION	3000	28436	0	0	4805	4805	4805	4805

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 2023-25 operating budget request includes adjustments for:

- (1) Energy Service Company lease financing payments increases totaling \$250,869/special funds (B) in FY 24 and \$384,602/B in FY 25;
- (2) additional \$939,415/B for fringe benefit expenses; (3) transfer in one Safety Management Specialist IV position from TRN 195; and
- (4) additional funds for increases of electricity and security expenses.

No FB 2023-25 capital improvement program request is included for TRN 114.

### **C. Description of Activities Performed**

Provides crash/fire services, police, traffic and parking control, including law enforcement officers for the Federal Aviation Administration (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, and 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 FAA 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

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

**03 01 04**

### **F. Description of Major External Trends Affecting the Program**

KOA is the third busiest airport in the State system in terms of passengers processed. As of September 2022, 3,075,978 passengers passed through the airport. Passenger traffic increased 49% from 2021. 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 that the airport is guided by current development plans.

### **H. Discussion of Program Revenues**

Revenues from KOA 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	22,370	23,206	24,555	26,305	23	23	23	23
TOTAL CURRENT LEASE PAYMENTS COST	22,370	23,206	24,555	26,305	23	23	23	23
BY MEANS OF FINANCING								
SPECIAL FUND	22,370	23,206	24,555	26,305	23	23	23	23
OPERATING COST	4.00*	4.00*	4.00*	4.00*	4.0*	4.0*	4.0*	4.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	372,255	372,256	434,692	450,576	451	451	451	451
OTHER CURRENT EXPENSES	424,308	577,625	693,029	714,129	714	714	714	714
EQUIPMENT	56,250							
TOTAL OPERATING COST	852,813	949,881	1,127,721	1,164,705	1,165	1,165	1,165	1,165
BY MEANS OF FINANCING								
	4.00*	4.00*	4.00*	4.00*	4.0*	4.0*	4.0*	4.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	852,813	949,881	1,127,721	1,164,705	1,165	1,165	1,165	1,165
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	875,183	973,087	1,152,276	1,191,010	1,188	1,188	1,188	1,188

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	0	0	0	0	0	0
2. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. PASSENGERS (THOUSANDS)	5	9	9	10	10	11	11	11
2. AIRCRAFT OPERATIONS (THOUSANDS)	2	2	2	2	2	2	2	2
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	55	55	55	55	55	55	55	55
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

**TRN116: WAIMEA-KOHALA AIRPORT**

**03 01 05**

## **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 2023-25 operating budget request includes adjustments for: (1) Energy Service Company lease financing payments increases totaling \$3,284/special funds (B) in FY 24 and \$5,034/B in FY 25; (2) additional \$37,478/B for fringe benefit expenses; and (3) additional funds for electricity and security expenses.

No FB 2023-25 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, and plumbing systems; maintains roads, landscaped areas, parking lots, street lights, regulatory, warning and destination signs; and 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 are 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 that 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

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### **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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
OTHER CURRENT EXPENSES	13,832	49,500	51,100	51,100	51	51	51	51
EQUIPMENT								
TOTAL OPERATING COST	13,832	49,500	51,100	51,100	51	51	51	51
BY MEANS OF FINANCING								
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
SPECIAL FUND	13,832	49,500	51,100	51,100	51	51	51	51
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
FEDERAL FUNDS								
TOTAL PERM POSITIONS	*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	13,832	49,500	51,100	51,100	51	51	51	51

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. OF ACCIDENTS PER 100,000 SQ. FT.	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. AIRCRAFT OPERATIONS (THOUSANDS)	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

**TRN118: UPOLU AIRPORT**

**03 01 06**

### **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)**

The FB 2023-25 operating budget request includes an adjustment for \$1,600/special funds for increased electricity expenses.

No FB 2023-25 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 TRN 114. 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 are provided by Air Transportation Facilities and Services Support, TRN 195. Specialized operations and maintenance support are 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 the 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 that the airport is guided by current development plans.

Vandalism is a continuing problem at this airport. Its remoteness and relatively low activity level have 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	2,876,158	2,983,624	3,157,014	3,382,097	2,960	2,960	2,960	2,960
TOTAL CURRENT LEASE PAYMENTS COST	2,876,158	2,983,624	3,157,014	3,382,097	2,960	2,960	2,960	2,960
BY MEANS OF FINANCING								
SPECIAL FUND	2,876,158	2,983,624	3,157,014	3,382,097	2,960	2,960	2,960	2,960
OPERATING COST	175.00*	182.00*	189.00*	189.00*	189.0*	189.0*	189.0*	189.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	15,774,747	16,790,692	20,109,890	20,704,177	20,704	20,704	20,704	20,704
OTHER CURRENT EXPENSES	20,246,674	23,851,023	23,610,523	23,610,523	23,611	23,611	23,611	23,611
EQUIPMENT	45,952							
TOTAL OPERATING COST	36,067,373	40,641,715	43,720,413	44,314,700	44,315	44,315	44,315	44,315
BY MEANS OF FINANCING								
	175.00*	182.00*	189.00*	189.00*	189.0*	189.0*	189.0*	189.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	36,067,373	40,641,715	43,720,413	44,314,700	44,315	44,315	44,315	44,315
CAPITAL IMPROVEMENT COSTS								
CONSTRUCTION	3,000,000	4,500,000	31,860,000	33,980,000	9,361			
TOTAL CAPITAL EXPENDITURES	3,000,000	4,500,000	31,860,000	33,980,000	9,361			
BY MEANS OF FINANCING								
REVENUE BONDS	3,000,000	4,500,000	31,860,000	33,980,000	9,360			
FEDERAL FUNDS					1			
TOTAL PERM POSITIONS	175.00*	182.00*	189.00*	189.00*	189.0*	189.0*	189.0*	189.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	41,943,531	48,125,339	78,737,427	81,676,797	56,636	47,275	47,275	47,275



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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	20	20	20	20	20	20
2. %OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER	80	85	85	88	88	90	90	90
3. THROUGH-PUT COST PER PASSENGER (CENTS)	500	500	500	500	500	500	500	500
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1	1	1	1	1	1	0	0
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	6200	6200	6200	6200	6200	6200	6200	6200
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	60	50	50	55	60	60	65	65
<b>PROGRAM TARGET GROUPS</b>								
1. PASSENGERS (THOUSANDS)	5901	9528	9550	9550	10025	10025	10025	10025
2. CARGO (THOUSANDS OF TONS)	50	43	44	45	45	46	46	46
3. AIR MAIL (TONS)	12130	9641	9650	9650	9840	9840	9840	9840
4. AIRCRAFT OPERATIONS (THOUSANDS)	124	125	125	125	125	125	125	125
<b>PROGRAM ACTIVITIES</b>								
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. CIP IMPLEMENTATION	16576	61972	34700	34700	34700	34700	34700	34700

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

# Program Plan Narrative

**TRN131: KAHULUI AIRPORT**

**03 01 07**

## **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 2023-25 operating budget request includes funding for:

(1) Energy Service Company lease financing payments increases totaling \$422,231/special funds (B) in FY 24 and \$647,314/B in FY 25; (2) transfer in four Airport Rescue Fire Fighting positions from TRN 133; (3) transfer in two Airport Rescue Fire Fighting positions from TRN 143; (4) transfer in one Safety Management Specialist position from TRN 195; (5) additional \$1,513,055/B for fringe benefit costs; and (6) increased funds for electricity and other current expenses.

The FB 2023-25 capital improvement program (CIP) budget request includes the following CIP project:

Airport Improvements

The CIP budget request of \$34,700,000 in Airport Revenue Bond funds and \$1,000 in federal funds in FY 24 will fund the CIP project.

## **C. Description of Activities Performed**

Provides crash/fire service, police, traffic and parking control, including law enforcement officers for the Federal Aviation Administration (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, and 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 FAA 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 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

**TRN131: KAHULUI AIRPORT**

**03 01 07**

## **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. As of September 2022, 6,357,615 passengers passed through the Airport. Passenger traffic increased 42% from 2021. 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 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 that 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, the 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	8,788	9,117	9,647	10,335	9	9	9	9
TOTAL CURRENT LEASE PAYMENTS COST	8,788	9,117	9,647	10,335	9	9	9	9
BY MEANS OF FINANCING								
SPECIAL FUND	8,788	9,117	9,647	10,335	9	9	9	9
OPERATING COST	8.00*	8.00*	3.00*	3.00*	3.0*	3.0*	3.0*	3.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	882,416	882,417	443,622	485,842	486	486	486	486
OTHER CURRENT EXPENSES	95,622	109,920	111,020	111,020	111	111	111	111
EQUIPMENT	2,177							
TOTAL OPERATING COST	980,215	992,337	554,642	596,862	597	597	597	597
BY MEANS OF FINANCING								
	8.00*	8.00*	3.00*	3.00*	3.0*	3.0*	3.0*	3.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	980,215	992,337	554,642	596,862	597	597	597	597
CAPITAL IMPROVEMENT COSTS								
CONSTRUCTION	1,200,000							
TOTAL CAPITAL EXPENDITURES	1,200,000							
BY MEANS OF FINANCING								
REVENUE BONDS	1,200,000							
TOTAL PERM POSITIONS	8.00*	8.00*	3.00*	3.00*	3.0*	3.0*	3.0*	3.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	2,189,003	1,001,454	564,289	607,197	606	606	606	606

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	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. PASSENGERS (THOUSANDS)	3	5	5	5	5	5	5	5
2. AIRCRAFT OPERATIONS (THOUSANDS)	2	2	2	2	2	2	2	2
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	36	36	36	36	36	36	36	36
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

**TRN133: HANA AIRPORT**

**03 01 08**

## **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 2023-25 operating budget request includes funding for:

(1) Energy Service Company lease financing payments increases totaling \$1,290/special funds (B) in FY 24 and \$1,978/B in FY 25; (2) transfer five Airport Rescue Fire Fighting positions to TRN 131 and TRN 135; (3) additional \$79,860/B for fringe benefit costs; and (4) increased funds of \$1,100/B for electricity.

No FB 2023-25 capital improvement program request is included for TRN133.

## **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, and street signs; and maintains all exterior building surfaces, interior public areas, and 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 are 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 the 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 that the airport is guided by current development plans.

## Program Plan Narrative

**TRN133: HANA AIRPORT**

**03 01 08**

### **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.

### **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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	54,327	56,357	59,632	63,884	56	56	56	56
TOTAL CURRENT LEASE PAYMENTS COST	54,327	56,357	59,632	63,884	56	56	56	56
BY MEANS OF FINANCING								
SPECIAL FUND	54,327	56,357	59,632	63,884	56	56	56	56
OPERATING COST	11.00*	11.00*	12.00*	12.00*	12.0*	12.0*	12.0*	12.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	1,243,688	1,511,637	1,869,040	1,927,606	1,928	1,928	1,928	1,928
OTHER CURRENT EXPENSES	585,499	954,987	980,200	998,428	998	998	998	998
EQUIPMENT	1,088							
TOTAL OPERATING COST	1,830,275	2,466,624	2,849,240	2,926,034	2,926	2,926	2,926	2,926
BY MEANS OF FINANCING								
	11.00*	11.00*	12.00*	12.00*	12.0*	12.0*	12.0*	12.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	1,830,275	2,466,624	2,849,240	2,926,034	2,926	2,926	2,926	2,926
TOTAL PERM POSITIONS	11.00*	11.00*	12.00*	12.00*	12.0*	12.0*	12.0*	12.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	1,884,602	2,522,981	2,908,872	2,989,918	2,982	2,982	2,982	2,982



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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1	1	1	1	1	1	1	1
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. PASSENGERS (THOUSANDS)	58	17	20	20	21	21	21	21
2. AIRCRAFT OPERATIONS (THOUSANDS)	8	3	3	3	4	4	4	4
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	37	37	37	37	37	37	37	37
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

**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 2023-25 operating budget request includes adjustments for:

(1) Energy Service Company lease financing payments increases totaling \$7,975/special funds (B) in FY 24 and \$12,227/B in FY 25; (2) additional \$117,391/B for fringe benefit expenses; (3) transfer one Airport Fire Lieutenant position and funds from TRN 133; and (4) additional funds for electricity and security expenses.

No FB 2023-25 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; and 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 (FAA) 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 are provided by Air Transportation Facilities and Services Support, TRN 195. Specialized operations and maintenance support are 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 rentals 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

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### **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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	111,851	116,030	122,773	131,526	116	116	116	116
TOTAL CURRENT LEASE PAYMENTS COST	111,851	116,030	122,773	131,526	116	116	116	116
BY MEANS OF FINANCING								
SPECIAL FUND	111,851	116,030	122,773	131,526	116	116	116	116
OPERATING COST	14.00*	14.00*	15.00*	15.00*	15.0*	15.0*	15.0*	15.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	1,752,756	1,800,570	2,069,178	2,123,898	2,124	2,124	2,124	2,124
OTHER CURRENT EXPENSES	992,105	1,534,868	1,546,868	1,566,362	1,566	1,566	1,566	1,566
EQUIPMENT	8,284							
TOTAL OPERATING COST	2,753,145	3,335,438	3,616,046	3,690,260	3,690	3,690	3,690	3,690
BY MEANS OF FINANCING								
	14.00*	14.00*	15.00*	15.00*	15.0*	15.0*	15.0*	15.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	2,753,145	3,335,438	3,616,046	3,690,260	3,690	3,690	3,690	3,690
TOTAL PERM POSITIONS	14.00*	14.00*	15.00*	15.00*	15.0*	15.0*	15.0*	15.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	2,864,996	3,451,468	3,738,819	3,821,786	3,806	3,806	3,806	3,806

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	0	0	0	0	0	0
2. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. PASSENGERS(THOUSANDS)	205	194	194	197	197	199	199	199
2. CARGO (TONS)	1360	2234	2234	2235	2235	2235	2235	2235
3. AIR MAIL (TONS)	500	910	910	915	915	920	920	920
4. AIRCRAFT OPERATIONS (THOUSANDS)	37	33	33	34	34	35	35	35
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	75	75	75	75	75	75	75	75
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

**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 2023-25 operating budget request includes adjustments for: (1) Energy Service Company lease financing payments increases totaling \$16,420/special funds (B) in FY 24 and \$25,173/B in FY 25; (2) additional \$125,517/B for fringe benefit expenses; (3) transfer one Visitor Information Program Assistant position and funds from TRN 102; and (4) additional funds for electricity and security expenses.

No FB 2023-25 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 Federal Aviation Administration (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, and plumbing systems; and 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 interisland movement of people and goods.

## **E. Identification of Important Program Relationships**

The operations of the airport must comply with the FAA 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 are provided by Air Transportation Facilities and Services Support, TRN 195. Specialized operations and maintenance support are 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 that the airport is guided by current development plans.

## Program Plan Narrative

**TRN141: MOLOKAI AIRPORT**

**03 01 10**

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### **H. Discussion of Program Revenues**

Revenues generated from aeronautical rentals, airport use charges, concession fees, and non-aeronautical rentals 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.

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

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
OPERATING COST	7.00*	6.00*	2.00*	2.00*	2.0*	2.0*	2.0*	2.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	767,293	688,478	328,422	358,663	359	359	359	359
OTHER CURRENT EXPENSES	51,997	158,661	159,861	159,861	160	160	160	160
EQUIPMENT	1,607							
MOTOR VEHICLES								
TOTAL OPERATING COST	820,897	847,139	488,283	518,524	519	519	519	519
BY MEANS OF FINANCING	7.00*	6.00*	2.00*	2.00*	2.0*	2.0*	2.0*	2.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	820,897	847,139	488,283	518,524	519	519	519	519
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
FEDERAL FUNDS								
TOTAL PERM POSITIONS	7.00*	6.00*	2.00*	2.00*	2.0*	2.0*	2.0*	2.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	820,897	847,139	488,283	518,524	519	519	519	519



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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<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. PASSENGERS (THOUSANDS)	9	17	17	18	18	18	19	19
2. AIRCRAFT OPERATIONS (THOUSANDS)	4	3	3	4	4	4	4	4
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	75	75	75	75	75	75	75	75
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

**TRN143: KALAUPAPA AIRPORT**

**03 01 11**

## **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)**

The FB 2023-25 operating budget request includes adjustments for: (1) transfer four Airport Rescue Fire Fighting positions and funds to TRN 131 and TRN 151; (2) additional \$51,958/special funds (B) for fringe benefit expenses; and (3) additional \$1,200/B for electricity expenses.

No FB 2023-25 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; and 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 that 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	191,744	198,908	210,467	225,473	197	197	197	197
TOTAL CURRENT LEASE PAYMENTS COST	191,744	198,908	210,467	225,473	197	197	197	197
BY MEANS OF FINANCING								
SPECIAL FUND	191,744	198,908	210,467	225,473	197	197	197	197
OPERATING COST	12.00*	12.00*	14.00*	14.00*	14.0*	14.0*	14.0*	14.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	1,538,056	1,538,057	1,992,966	2,043,342	2,043	2,043	2,043	2,043
OTHER CURRENT EXPENSES	957,584	1,872,652	1,951,134	1,991,108	1,991	1,991	1,991	1,991
EQUIPMENT	2,598							
TOTAL OPERATING COST	2,498,238	3,410,709	3,944,100	4,034,450	4,034	4,034	4,034	4,034
BY MEANS OF FINANCING								
	12.00*	12.00*	14.00*	14.00*	14.0*	14.0*	14.0*	14.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	2,498,238	3,410,709	3,944,100	4,034,450	4,034	4,034	4,034	4,034
CAPITAL IMPROVEMENT COSTS								
CONSTRUCTION	1,800,000							
TOTAL CAPITAL EXPENDITURES	1,800,000							
BY MEANS OF FINANCING								
REVENUE BONDS	1,800,000							
TOTAL PERM POSITIONS	12.00*	12.00*	14.00*	14.00*	14.0*	14.0*	14.0*	14.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	4,489,982	3,609,617	4,154,567	4,259,923	4,231	4,231	4,231	4,231

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	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. PASSENGERS (THOUSANDS)	80	107	107	110	110	110	112	112
2. CARGO (TONS)	1390	2400	2400	2400	2405	2405	2405	2405
3. AIR MAIL (TONS)	290	451	451	451	455	455	455	455
4. AIRCRAFT OPERATIONS (THOUSANDS)	9	25	25	25	26	26	26	26
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	56	56	56	56	56	56	56	56
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

**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 (LNY).

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

The FB 2023-25 operating budget request includes adjustments for: (1) Energy Service Company lease financing payments increases totaling \$28,148/special funds (B) in FY 24 and \$43,154/B in FY 25; (2) additional \$123,164/B for fringe benefit expenses; (3) transfer two Airport Rescue Fire Fighting positions and funds from TRN 143; and (4) additional funds for electricity and security expenses.

No FB 2023-25 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; and 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 interisland movement of people and goods.

## **E. Identification of Important Program Relationships**

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

Storage facilities for highway maintenance equipment of the 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 LNY provide the principal indicators for program improvements. The passenger volume at LNY was 82,120 in FY 22, up 41% from FY 21. The cargo volume of 2,026 tons was up 33% from FY 21. 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**

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 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	1,203,643	1,248,616	1,321,178	1,415,373	1,238	1,238	1,238	1,238
TOTAL CURRENT LEASE PAYMENTS COST	1,203,643	1,248,616	1,321,178	1,415,373	1,238	1,238	1,238	1,238
BY MEANS OF FINANCING								
SPECIAL FUND	1,203,643	1,248,616	1,321,178	1,415,373	1,238	1,238	1,238	1,238
OPERATING COST	116.00*	117.00*	118.00*	118.00*	118.0*	118.0*	118.0*	118.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	11,271,584	11,328,877	13,224,362	13,689,778	13,690	13,690	13,690	13,690
OTHER CURRENT EXPENSES	12,388,772	13,307,209	14,443,809	14,759,000	14,759	14,759	14,759	14,759
EQUIPMENT	23,782							
TOTAL OPERATING COST	23,684,138	24,636,086	27,668,171	28,448,778	28,449	28,449	28,449	28,449
BY MEANS OF FINANCING								
	116.00*	117.00*	118.00*	118.00*	118.0*	118.0*	118.0*	118.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	23,684,138	24,636,086	27,668,171	28,448,778	28,449	28,449	28,449	28,449
CAPITAL IMPROVEMENT COSTS								
LAND ACQUISITION			5,761,000					
DESIGN	6,550,000	9,550,000						
CONSTRUCTION	8,600,000	32,300,000	53,107,000	30,583,000	7,000			
TOTAL CAPITAL EXPENDITURES	15,150,000	41,850,000	58,868,000	30,583,000	7,000			
BY MEANS OF FINANCING								
SPECIAL FUND			4,687,000					
REVENUE BONDS	15,150,000	41,850,000	53,107,000	30,583,000	7,000			
OTHER FUNDS			1,074,000					
TOTAL PERM POSITIONS	116.00*	117.00*	118.00*	118.00*	118.0*	118.0*	118.0*	118.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	40,037,781	67,734,702	87,857,349	60,447,151	36,687	29,687	29,687	29,687

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	20	20	20	20	20	20
2. % OF TSA WAIT TIMES < 30 MINUTES FOR PASSENGER	85	85	85	85	85	85	90	90
3. THROUGH-PUT COST PER PASSENGER (CENTS)	900	900	900	900	900	900	900	900
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	0	0	0	0	0	0
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2700	2700	2700	2700	2700	2700	2700	2700
6. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	50	50	50	50	50	50	50	50
<b>PROGRAM TARGET GROUPS</b>								
1. PASSENGERS (THOUSANDS)	2508	4121	4205	4205	4290	4290	4290	4290
2. CARGO (TONS)	22690	34668	35000	35000	35360	35360	35360	35360
3. AIR MAIL (TONS)	5930	4317	4400	4400	4490	4490	4490	4490
4. AIRCRAFT OPERATIONS (THOUSANDS)	90	116	116	116	118	118	118	118
<b>PROGRAM ACTIVITIES</b>								
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. CIP IMPLEMENTATION	37236	30593	9451	10000	10000	10000	10000	10000

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 2023-25 operating budget request includes adjustments for:

- (1) Energy Service Company lease financing payments increases totaling \$176,698/special funds (B) in FY 24 and \$270,893/B in FY 25;
- (2) additional \$1,037,721/B for fringe benefit expenses; (3) transfer in one Safety Management Specialist IV position from TRN 195; and
- (4) additional funds for increases of electricity and security expenses.

The FB 2023-25 capital improvement program (CIP) budget request includes the following CIP project:

Airport Improvements

The CIP budget request of \$4,687,000 in Airport Special funds, \$3,690,000 in Airport Revenue Bond (Bond) funds and \$1,074,000 in Passenger Facility Charge funds in FY 24, and \$10,000,000 in Bond funds and \$1,000 in federal funds in FY 25 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 Federal Aviation Administration (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 and 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 and ground transportation licenses; and 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 FAA 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 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**

Lihue Airport is the fourth busiest airport in the State system in terms of passengers processed, which provided the principal indicator for program improvements. As of September 2022, 2,691,208 passengers passed through the airport. Passenger traffic increased 45% from 2021. FAA

## Program Plan Narrative

**TRN161: LIHUE AIRPORT**

**03 01 13**

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 that 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

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

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
OTHER CURRENT EXPENSES		1,841	1,841	1,841	2	2	2	2
TOTAL OPERATING COST	0	1,841	1,841	1,841	2	2	2	2
BY MEANS OF FINANCING								
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
SPECIAL FUND		1,841	1,841	1,841	2	2	2	2
TOTAL PERM POSITIONS	*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST		1,841	1,841	1,841	2	2	2	2

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<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)	2	2	2	2	2	2	2	2
<u>PROGRAM ACTIVITIES</u>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	NA	NA	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

**TRN163: PORT ALLEN AIRPORT**

**03 01 14**

### **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 2023-25 operating budget request is included for TRN 163.

No FB 2023-25 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 the 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 that 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
OPERATING COST	136.00*	133.00*	131.00*	131.00*	131.0*	131.0*	131.0*	131.0*
	1.00**	1.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	12,789,260	14,452,349	16,362,901	16,869,672	16,870	16,870	16,870	16,870
OTHER CURRENT EXPENSES	140,114,768	285,637,919	368,644,877	395,277,594	395,291	395,464	395,479	395,486
EQUIPMENT	1,463,959	5,769,201	5,769,201	5,769,201	5,769	5,769	5,769	5,769
MOTOR VEHICLES	2,178,763	1,593,100	1,593,100	1,593,100	1,593	1,593	1,593	1,593
TOTAL OPERATING COST	156,546,750	307,452,569	392,370,079	419,509,567	419,523	419,696	419,711	419,718
BY MEANS OF FINANCING	136.00*	133.00*	131.00*	131.00*	131.0*	131.0*	131.0*	131.0*
	1.00**	1.00**	**	**	**	**	**	**
SPECIAL FUND	156,546,750	307,452,569	392,370,079	419,509,567	419,523	419,696	419,711	419,718
CAPITAL IMPROVEMENT COSTS								
PLANS	3,178,000	2,378,000	978,000	1,778,000	978	1,778	378	378
DESIGN	29,529,000	7,929,000	7,928,000	6,028,000	6,028	3,528	2,028	1,528
CONSTRUCTION	288,949,000	67,499,000	173,279,000	177,384,000	199,451	163,080	116,580	115,579
TOTAL CAPITAL EXPENDITURES	321,656,000	77,806,000	182,185,000	185,190,000	206,457	168,386	118,986	117,485
BY MEANS OF FINANCING								
SPECIAL FUND	4,428,000	4,428,000	4,428,000	4,428,000	4,428	4,428	4,428	4,428
REVENUE BONDS	255,650,000	73,220,000	176,600,000	141,103,000	193,370	163,800	114,400	112,900
FEDERAL FUNDS	1,000	1,000		2,000	2	1	1	
PRIVATE CONTRIBUTIONS				2,500,000	2,500			
OTHER FUNDS	61,577,000	157,000	1,157,000	37,157,000	6,157	157	157	157
TOTAL PERM POSITIONS	136.00*	133.00*	131.00*	131.00*	131.0*	131.0*	131.0*	131.0*
TOTAL TEMP POSITIONS	1.00**	1.00**	**	**	**	**	**	**
TOTAL PROGRAM COST	478,202,750	385,258,569	574,555,079	604,699,567	625,980	588,082	538,697	537,203

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. ADMIN COSTS REL. TO TOTAL PROG COSTS (%)	40	44	44	45	45	45	45	45
<b>PROGRAM ACTIVITIES</b>								
1. ADMIN PERSONNEL (NO. OF PERSONS)	136	125	133	133	133	133	133	133
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	1396	1393	1393	1393	1393	1393	1393	1393
<b>PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)</b>								
TAXES	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
REVENUES FROM THE USE OF MONEY AND PROPERTY	5,128	4,790	4,626	5,131	4,971	4,631	4,581	4,581
REVENUE FROM OTHER AGENCIES: FEDERAL	87,590	70,210	27,000	27,000	27,000	27,000	27,000	27,000
CHARGES FOR CURRENT SERVICES	494,290	554,809	627,017	670,504	706,057	731,386	756,455	756,455
TOTAL PROGRAM REVENUES	589,008	631,809	660,643	704,635	740,028	765,017	790,036	790,036
<b>PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)</b>								
SPECIAL FUNDS	589,008	631,809	660,643	704,635	740,028	765,017	790,036	790,036
TOTAL PROGRAM REVENUES	589,008	631,809	660,643	704,635	740,028	765,017	790,036	790,036

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 2023-25 operating budget request includes adjustments for:

(1) debt service base reduction of \$202,802,720/special funds (B); (2) debt service - Revenue Bonds of \$159,383,136/B in FY 24 and \$179,497,788/B in FY 25; (3) debt service - Customer Facility Charge (CFC) Revenue Bonds of \$24,489,495/B in FY 24 and \$24,503,082/B in FY 25; (4) transfer in four positions and funds for a security unit; (5) transfer out six Safety Management Specialist positions to various airports; (6) abolish one temporary position; (7) re-describe three positions for key managerial functions; (8) additional funds for fringe benefit costs; (9) statewide special maintenance project funds of \$56,726,547/B in FY 24 and \$61,722,000/B in FY 25; and (10) increases for maintenance, Consolidated Rental Car Facility operating expenses, and consultant services.

The Governor's Decision reduced the Airports Division's (AIR) FB 2023-25 Capital Improvement Program (CIP) Budget Request. The FB 2023-25 CIP budget request includes the following five CIP projects:

Airfield Improvements  
Airport Development  
AIR CIP Project Staff Costs  
Facility Improvements  
Rental Car Facility Improvements

The CIP budget request of \$573,134,000 (\$4,428,000 in Airport Special (Special) funds, \$524,546,000 in Airport Revenue Bond (Bond) funds, \$3,000 in federal funds and \$44,157,000 in Passenger Facility Charge (PFC) funds) in FY 24 and \$83,587,000 (\$4,428,000 in Special funds, \$79,000,000 in Bond funds, \$2,000 in federal funds and \$157,000 in PFC funds) in FY 25 will fund the five 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 (FAA); conducts periodic inspection of airport facilities; reviews all requests 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; and develops a program for visitor information and satisfaction.

## **D. Statement of Key Policies Pursued**

Plans and programs of AIR 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



## Program Plan Narrative

**TRN195: AIRPORTS ADMINISTRATION**

**03 01 15**

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**

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. As of September 2022, 26,691,897 passengers were processed at Hawaii statewide airports. This was a 53% total increase in the number of passengers from 2021. The requirements of the FAA 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 COVID-19 pandemic 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 CFCs. PFCs 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		2,956,494	2,956,494	2,956,494	2,957	2,957	2,957	2,957
TOTAL CURRENT LEASE PAYMENTS COST		2,956,494	2,956,494	2,956,494	2,957	2,957	2,957	2,957
BY MEANS OF FINANCING								
SPECIAL FUND		2,956,494	2,956,494	2,956,494	2,957	2,957	2,957	2,957
OPERATING COST	250.00*	251.00*	252.00*	232.00*	232.0*	232.0*	232.0*	232.0*
	2.00**	1.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	14,676,648	26,761,786	28,276,637	28,490,186	28,490	28,490	28,490	28,490
OTHER CURRENT EXPENSES		93,729,811	95,228,425	98,922,294	98,625	96,479	96,180	95,245
EQUIPMENT		1,500,000	1,500,000	1,500,000	1,500	1,500	1,500	1,500
MOTOR VEHICLES		1,200,000	1,200,000	1,200,000	1,200	1,200	1,200	1,200
TOTAL OPERATING COST	14,676,648	123,191,597	126,205,062	130,112,480	129,815	127,669	127,370	126,435
BY MEANS OF FINANCING								
	250.00*	251.00*	252.00*	232.00*	232.0*	232.0*	232.0*	232.0*
	2.00**	1.00**	**	**	**	**	**	**
SPECIAL FUND	14,676,648	123,191,597	126,205,062	130,112,480	129,815	127,669	127,370	126,435
CAPITAL IMPROVEMENT COSTS								
PLANS	2,532,000	2,532,000	2,520,000	2,528,000	2,500	2,500		
LAND ACQUISITION	32,000	32,000	20,000	28,000				
DESIGN	32,000	32,000	20,000	28,000				
CONSTRUCTION	53,404,000	160,404,000	99,940,000	84,916,000				
TOTAL CAPITAL EXPENDITURES	56,000,000	163,000,000	102,500,000	87,500,000	2,500	2,500		
BY MEANS OF FINANCING								
SPECIAL FUND	2,532,000	2,532,000	2,520,000	2,528,000	2,500	2,500		
REVENUE BONDS	53,404,000	160,404,000	99,940,000	84,916,000				
FEDERAL FUNDS	32,000	32,000	20,000	28,000				
PRIVATE CONTRIBUTIONS	32,000	32,000	20,000	28,000				
TOTAL PERM POSITIONS	250.00*	251.00*	252.00*	232.00*	232.0*	232.0*	232.0*	232.0*
TOTAL TEMP POSITIONS	2.00**	1.00**	**	**	**	**	**	**
TOTAL PROGRAM COST	70,676,648	289,148,091	231,661,556	220,568,974	135,272	133,126	130,327	129,392

# OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN301**  
PROGRAM STRUCTURE NO: **030201**  
PROGRAM TITLE: **HONOLULU HARBOR**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		2,143,634	2,143,634	2,143,634	2,144	2,144	2,144	2,144
TOTAL CURRENT LEASE PAYMENTS COST		2,143,634	2,143,634	2,143,634	2,144	2,144	2,144	2,144
BY MEANS OF FINANCING								
SPECIAL FUND		2,143,634	2,143,634	2,143,634	2,144	2,144	2,144	2,144
OPERATING COST	114.00*	120.00*	120.00*	101.00*	101.0*	101.0*	101.0*	101.0*
	1.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	6,393,612	11,800,138	11,917,176	11,405,388	11,405	11,405	11,405	11,405
OTHER CURRENT EXPENSES		8,789,239	12,629,848	13,773,168	13,773	13,773	13,773	13,773
TOTAL OPERATING COST	6,393,612	20,589,377	24,547,024	25,178,556	25,178	25,178	25,178	25,178
BY MEANS OF FINANCING								
	114.00*	120.00*	120.00*	101.00*	101.0*	101.0*	101.0*	101.0*
	1.00**	**	**	**	**	**	**	**
SPECIAL FUND	6,393,612	20,589,377	24,547,024	25,178,556	25,178	25,178	25,178	25,178
CAPITAL IMPROVEMENT COSTS								
PLANS	4,000	4,000	4,000	4,000				
LAND ACQUISITION	4,000	4,000	4,000	4,000				
DESIGN	4,000	4,000	4,000	4,000				
CONSTRUCTION	9,988,000	29,988,000	49,988,000	34,988,000				
TOTAL CAPITAL EXPENDITURES	10,000,000	30,000,000	50,000,000	35,000,000				
BY MEANS OF FINANCING								
SPECIAL FUND	4,000	4,000	4,000	4,000				
REVENUE BONDS	9,988,000	29,988,000	49,988,000	34,988,000				
FEDERAL FUNDS	4,000	4,000	4,000	4,000				
PRIVATE CONTRIBUTIONS	4,000	4,000	4,000	4,000				
TOTAL PERM POSITIONS	114.00*	120.00*	120.00*	101.00*	101.0*	101.0*	101.0*	101.0*
TOTAL TEMP POSITIONS	1.00**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	16,393,612	52,733,011	76,690,658	62,322,190	27,322	27,322	27,322	27,322

PROGRAM ID: **TRN301**  
 PROGRAM STRUCTURE: **030201**  
 PROGRAM TITLE: **HONOLULU HARBOR**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. PROGRAM COST PER TON OF CARGO	2.24	2.24	2.24	2.24	2.24	2.24	2.24	2.24
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	38976	39755	40551	41362	42189	43033	43893	44771
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	1980	1980	1980	1980	1980	1980	1980
<b>PROGRAM TARGET GROUPS</b>								
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	5337158	5443901	5552779	5663835	5777111	5892654	6010507	6130717
2. TONS OF CARGO - OVERSEAS - DOMESTIC	1058817	1079993	1101593	1123625	1146097	1169019	1192400	1216248
3. TONS OF CARGO - INTERISLAND	2943818	3002694	3062748	3124003	3186483	3250213	3315217	3381522
4. NO. OF PASSENGERS	0	51986	53026	54086	55168	56271	57397	58545
5. NO. OF CRUISE SHIP CALLS	0	26	27	27	28	28	29	30
<b>PROGRAM ACTIVITIES</b>								
1. PIER LENGTH (LINEAR FEET)	30490	30490	30490	30490	30490	30490	30490	30490
2. SHED AREA (ACRES)	30	30	30	30	30	30	30	30
3. YARD AREA (ACRES)	210	210	210	210	210	210	210	210

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

# Program Plan Narrative

**TRN301: HONOLULU HARBOR**

**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 the Hawaii Harbors System.

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

The biennium budget for FB 2023-25 reflects prudence in managing our financial resources within our revenue projections as the economy continues its recovery from the COVID-19 pandemic.

The FB 2023-25 operating biennium budget requests include:

1. Transfer funds for Harbor Police.
2. Department of Budget and Finance adjustment transfer of funds for Harbor Police for other current expenses.
3. Add funds for Oahu District fringe benefits (FY 24: \$485,460/special funds (B); FY 25: \$701,263/B).
4. Add funds for Oahu District (\$2,757,470/B).

The FB 2023-25 capital improvement program (CIP) requests for \$50,000,000 in FY 24 and \$35,000,000 in FY 25, for the following CIP project:

1. Honolulu Harbor Improvements, Oahu (FY 24: \$4,000/B, \$49,988,000/revenue bonds (E), \$4,000/federal funds (N), \$4,000/private contributions (R); FY 25: \$4,000/B, \$34,988,000/E, \$4,000/N, \$4,000/R).

## **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 Honolulu 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 services provided; maintaining an office for the conduct of business with the public; and controlling the movement of traffic into, within, and out of Honolulu Harbor from a control tower manned around the clock, seven days a week.

## **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.
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.

# Program Plan Narrative

**TRN301: HONOLULU HARBOR**

**03 02 01**

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, 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 interisland 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 the Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., Chapter 343, HRS, 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. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

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

The Honolulu Harbor 2045 Master Plan and the Modernization Program will serve as guides to planning and programming future expansions and improvements.

The Honolulu Harbor 2050 Master Plan is currently being finalized.

## **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**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		148,312	148,312	148,312	148	148	148	148
TOTAL CURRENT LEASE PAYMENTS COST		148,312	148,312	148,312	148	148	148	148
BY MEANS OF FINANCING								
SPECIAL FUND		148,312	148,312	148,312	148	148	148	148
OPERATING COST	6.00*	6.00*	6.00*	6.00*	6.0*	6.0*	6.0*	6.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	306,384	540,535	567,008	583,564	584	584	584	584
OTHER CURRENT EXPENSES		917,068	917,068	917,068	917	917	917	917
EQUIPMENT								
MOTOR VEHICLES								
TOTAL OPERATING COST	306,384	1,457,603	1,484,076	1,500,632	1,501	1,501	1,501	1,501
BY MEANS OF FINANCING								
	6.00*	6.00*	6.00*	6.00*	6.0*	6.0*	6.0*	6.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	306,384	1,457,603	1,484,076	1,500,632	1,501	1,501	1,501	1,501
CAPITAL IMPROVEMENT COSTS								
PLANS	4,000	4,000		4,000				
LAND ACQUISITION	4,000	4,000		4,000				
DESIGN	4,000	4,000		4,000				
CONSTRUCTION	9,988,000	14,988,000		4,988,000				
TOTAL CAPITAL EXPENDITURES	10,000,000	15,000,000		5,000,000				
BY MEANS OF FINANCING								
SPECIAL FUND	4,000	4,000		4,000				
REVENUE BONDS	9,988,000	14,988,000		4,988,000				
FEDERAL FUNDS	4,000	4,000		4,000				
PRIVATE CONTRIBUTIONS	4,000	4,000		4,000				
TOTAL PERM POSITIONS	6.00*	6.00*	6.00*	6.00*	6.0*	6.0*	6.0*	6.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	10,306,384	16,605,915	1,632,388	6,648,944	1,649	1,649	1,649	1,649

PROGRAM ID: **TRN303**  
 PROGRAM STRUCTURE: **030202**  
 PROGRAM TITLE: **KALAELOA BARBERS POINT HARBOR**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. PROGRAM COST PER TON OF CARGO	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	70417	71825	73262	74727	76221	77746	79301	80887
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	1937337	1976084	2015605	2055918	2097036	2138977	2181756	2225391
2. TONS OF CARGO - OVERSEAS - DOMESTIC	363961	371240	378665	386238	393963	401842	409879	418077
3. TONS OF CARGO - INTERISLAND	1390658	1418471	1446841	1475777	1505293	1535399	1566107	1597429
<u>PROGRAM ACTIVITIES</u>								
1. PIER LENGTH (LINEAR FEET)	2990	2990	2990	2990	2990	2990	2990	2990
2. SHED AREA (ACRES)	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
3. YARD AREA (ACRES)	51.60	51.60	51.60	51.60	51.60	51.60	51.60	51.60

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



## Program Plan Narrative

**TRN303: KALAELOA BARBERS POINT HARBOR**

**03 02 02**

### **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 biennium budget for FY 2023-25 reflects prudence in managing our financial resources within our revenue projections as the economy continues its recovery from the COVID-19 pandemic.

The FY 2023-25 capital improvement program (CIP) request for \$5,000,000 in FY 25, for the following CIP project:

1. Kalaeloa Barbers Point Harbor Improvements, Oahu (FY 25: \$4,000/special funds, \$4,988,000/revenue bonds, \$4,000/federal funds, \$4,000/private contributions).

### **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 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.

## Program Plan Narrative

**TRN303: KALAELOA BARBERS POINT HARBOR**

**03 02 02**

The department, for example, collaborates with the Hawaii Harbors Users Group, 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.

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 the Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., Chapter 343, HRS, 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. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

### **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**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		116,868	116,868	116,868	117	117	117	117
TOTAL CURRENT LEASE PAYMENTS COST		116,868	116,868	116,868	117	117	117	117
BY MEANS OF FINANCING								
SPECIAL FUND		116,868	116,868	116,868	117	117	117	117
OPERATING COST	15.00*	15.00*	15.00*	15.00*	15.0*	15.0*	15.0*	15.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	814,872	1,474,673	1,620,090	1,699,690	1,700	1,700	1,700	1,700
OTHER CURRENT EXPENSES		844,444	1,335,944	1,335,944	1,335	1,335	1,335	1,335
TOTAL OPERATING COST	814,872	2,319,117	2,956,034	3,035,634	3,035	3,035	3,035	3,035
BY MEANS OF FINANCING								
	15.00*	15.00*	15.00*	15.00*	15.0*	15.0*	15.0*	15.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	814,872	2,319,117	2,956,034	3,035,634	3,035	3,035	3,035	3,035
CAPITAL IMPROVEMENT COSTS								
PLANS	4,000	4,000	4,000	4,000				
LAND ACQUISITION	4,000	4,000	4,000	4,000				
DESIGN	4,000	4,000	4,000	4,000				
CONSTRUCTION	9,988,000	14,988,000	14,988,000	4,988,000				
TOTAL CAPITAL EXPENDITURES	10,000,000	15,000,000	15,000,000	5,000,000				
BY MEANS OF FINANCING								
SPECIAL FUND	4,000	4,000	4,000	4,000				
REVENUE BONDS	9,988,000	14,988,000	14,988,000	4,988,000				
FEDERAL FUNDS	4,000	4,000	4,000	4,000				
PRIVATE CONTRIBUTIONS	4,000	4,000	4,000	4,000				
TOTAL PERM POSITIONS	15.00*	15.00*	15.00*	15.00*	15.0*	15.0*	15.0*	15.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	10,814,872	17,435,985	18,072,902	8,152,502	3,152	3,152	3,152	3,152

PROGRAM ID: **TRN311**  
 PROGRAM STRUCTURE: **030204**  
 PROGRAM TITLE: **HILO HARBOR**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. PROGRAM COST PER TON OF CARGO	2.08	2.08	2.08	2.08	2.08	2.08	2.08	2.08
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	41026	41847	42684	43537	44408	45296	46202	47126
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	2272	2272	2272	2272	2272	2272	2272
<b>PROGRAM TARGET GROUPS</b>								
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	20543	20954	21373	21800	22236	22681	23135	23597
2. TONS OF CARGO - OVERSEAS - DOMESTIC	57921	59079	60261	61466	62696	63949	65228	66533
3. TONS OF CARGO - INTERISLAND	1046476	1067406	1088754	1110529	1132739	1155394	1178502	1202072
4. NO. OF PASSENGERS	0	46569	47500	48450	49419	50407	51415	52444
5. NO. OF CRUISE SHIP CALLS	0	21	21	21	22	22	23	23
<b>PROGRAM ACTIVITIES</b>								
1. PIER LENGTH (LINEAR FEET)	3351	3351	3351	3351	3351	3351	3351	3351
2. SHED AREA (ACRES)	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02
3. YARD AREA (ACRES)	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4

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

## Program Plan Narrative

**TRN311: HILO HARBOR**

**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 biennium budget for FB 2023-25 reflects prudence in managing our financial resources within our revenue projections as the economy continues its recovery from the COVID-19 pandemic.

The FB 2023-25 operating biennium budget requests include:

1. Add funds for Hawaii District fringe benefits (FY 24: \$59,494/special funds (B); FY 25: \$88,820/B).
2. Add funds for Hawaii District (\$491,500/B).

The FB 2023-25 capital improvement program (CIP) requests for \$15,000,000 in FY 24 and \$5,000,000 in FY 25 for the following CIP project:

1. Hilo Harbor Improvements, Hawaii (FY 24: \$4,000/B, \$14,988,000/revenue bonds (E), \$4,000/federal funds (N), \$4,000/private contributions (R); FY 25: \$4,000/B, \$4,988,000/E, \$4,000/N, \$4,000/R).

### **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.

# Program Plan Narrative

**TRN311: HILO HARBOR**

**03 02 04**

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, 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 interisland 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 the Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., Chapter 343, HRS, 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. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

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

The Hawaii Commercial Harbors 2035 Master Plan Update (HCHMP) and the Modernization Program will serve as guides to 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

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		17,001	17,001	17,001	17	17	17	17
TOTAL CURRENT LEASE PAYMENTS COST		17,001	17,001	17,001	17	17	17	17
BY MEANS OF FINANCING								
SPECIAL FUND		17,001	17,001	17,001	17	17	17	17
OPERATING COST	2.00*	2.00*	2.00*	2.00*	2.0*	2.0*	2.0*	2.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	85,812	195,428	205,038	211,189	211	211	211	211
OTHER CURRENT EXPENSES		638,550	638,550	638,550	638	638	638	638
TOTAL OPERATING COST	85,812	833,978	843,588	849,739	849	849	849	849
BY MEANS OF FINANCING								
	2.00*	2.00*	2.00*	2.00*	2.0*	2.0*	2.0*	2.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	85,812	833,978	843,588	849,739	849	849	849	849
CAPITAL IMPROVEMENT COSTS								
PLANS	4,000	4,000	4,000	4,000				
LAND ACQUISITION	4,000	4,000	4,000	4,000				
DESIGN	4,000	4,000	4,000	4,000				
CONSTRUCTION	9,988,000	29,988,000	14,988,000	4,988,000				
TOTAL CAPITAL EXPENDITURES	10,000,000	30,000,000	15,000,000	5,000,000				
BY MEANS OF FINANCING								
SPECIAL FUND	4,000	4,000	4,000	4,000				
REVENUE BONDS	9,988,000	29,988,000	14,988,000	4,988,000				
FEDERAL FUNDS	4,000	4,000	4,000	4,000				
PRIVATE CONTRIBUTIONS	4,000	4,000	4,000	4,000				
TOTAL PERM POSITIONS	2.00*	2.00*	2.00*	2.00*	2.0*	2.0*	2.0*	2.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	10,085,812	30,850,979	15,860,589	5,866,740	866	866	866	866

PROGRAM ID: **TRN313**  
 PROGRAM STRUCTURE: **030205**  
 PROGRAM TITLE: **KAWAIHAE HARBOR**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. PROGRAM COST PER TON OF CARGO	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	54433	55521	56632	57764	58920	60098	61300	62526
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	36	36	36	36	36	36	36
<b>PROGRAM TARGET GROUPS</b>								
1. TONS OF CARGO - INTERISLAND	1047283	1068229	1089593	1111385	1133613	1156285	1179411	1202999
2. NO. OF PASSENGERS	0	116	118	120	123	125	128	130
3. NO. OF CRUISE SHIP CALLS	0	3	3	3	3	4	4	4
<b>PROGRAM ACTIVITIES</b>								
1. PIER LENGTH (LINEAR FEET)	1627	1627	1627	1627	1627	1627	1627	1627
2. SHED AREA (ACRES)	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22
3. YARD AREA (ACRES)	19.02	19.02	19.02	19.02	19.02	19.02	19.02	19.02

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



## Program Plan Narrative

**TRN313: KAWAIHAE HARBOR**

**03 02 05**

### **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 biennium budget for FB 2023-25 reflects prudence in managing our financial resources within our revenue projections as the economy continues its recovery from the COVID-19 pandemic.

The FB 2023-25 capital improvement program (CIP) requests for \$15,000,000 in FY 24 and \$5,000,000 in FY 25 for the following CIP project:

1. Kawaihae Harbor Improvements, Hawaii (FY 24: \$4,000/special funds (B), \$14,988,000/revenue bonds (E), \$4,000/federal funds (N), \$4,000/private contributions (R); FY 25: \$4,000/B, \$4,988,000/E, \$4,000/N, \$4,000/R).

### **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 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, 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.

# Program Plan Narrative

**TRN313: KAWAIHAE HARBOR**

**03 02 05**

## **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 the Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., Chapter 343, HRS, 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. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

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

The Hawaii Commercial Harbors 2035 Master Plan Update (HCHMP) and the Modernization Program will serve as guides to 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**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		213,079	213,079	213,079	213	213	213	213
TOTAL CURRENT LEASE PAYMENTS COST		213,079	213,079	213,079	213	213	213	213
BY MEANS OF FINANCING								
SPECIAL FUND		213,079	213,079	213,079	213	213	213	213
OPERATING COST	18.00*	19.00*	19.00*	18.00*	18.0*	18.0*	18.0*	18.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	982,872	1,765,281	1,902,679	1,952,831	1,953	1,953	1,953	1,953
OTHER CURRENT EXPENSES		1,609,377	1,657,268	1,707,817	1,708	1,708	1,708	1,708
EQUIPMENT								
MOTOR VEHICLES								
TOTAL OPERATING COST	982,872	3,374,658	3,559,947	3,660,648	3,661	3,661	3,661	3,661
BY MEANS OF FINANCING								
	18.00*	19.00*	19.00*	18.00*	18.0*	18.0*	18.0*	18.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	982,872	3,374,658	3,559,947	3,660,648	3,661	3,661	3,661	3,661
CAPITAL IMPROVEMENT COSTS								
PLANS	4,000	4,000	4,000	4,000				
LAND ACQUISITION	4,000	4,000	4,000	4,000				
DESIGN	4,000	4,000	4,000	4,000				
CONSTRUCTION	9,988,000	62,988,000	9,988,000	24,988,000				
TOTAL CAPITAL EXPENDITURES	10,000,000	63,000,000	10,000,000	25,000,000				
BY MEANS OF FINANCING								
SPECIAL FUND	4,000	4,000	4,000	4,000				
REVENUE BONDS	9,988,000	62,988,000	9,988,000	24,988,000				
FEDERAL FUNDS	4,000	4,000	4,000	4,000				
PRIVATE CONTRIBUTIONS	4,000	4,000	4,000	4,000				
TOTAL PERM POSITIONS	18.00*	19.00*	19.00*	18.00*	18.0*	18.0*	18.0*	18.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	10,982,872	66,587,737	13,773,026	28,873,727	3,874	3,874	3,874	3,874

PROGRAM ID: **TRN331**  
 PROGRAM STRUCTURE: **030206**  
 PROGRAM TITLE: **KAHULUI HARBOR**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. PROGRAM COST PER TON OF CARGO	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	50914	51932	52971	54030	55111	56213	57337	58484
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	2346	2346	2346	2346	2346	2346	2346
<b>PROGRAM TARGET GROUPS</b>								
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	35397	36105	36827	37564	38315	39081	39863	40660
2. TONS OF CARGO - OVERSEAS - DOMESTIC	56212	57336	58483	59653	60846	62063	63304	64570
3. TONS OF CARGO - INTERISLAND	1656778	1689914	1723712	1758186	1793350	1829217	1865801	1903117
4. NO. OF PASSENGERS	0	28740	29314	29901	30499	31109	31731	32365
5. NO. OF CRUISE SHIP CALLS	0	12	12	13	13	13	14	14
<b>PROGRAM ACTIVITIES</b>								
1. PIER LENGTH (LINEAR FEET)	3319	3319	3319	3319	3319	3319	3319	3319
2. SHED AREA (ACRES)	1	1	1	1	1	1	1	1
3. YARD AREA (ACRES)	33.34	33.34	33.34	33.34	33.34	33.34	33.34	33.34

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

# Program Plan Narrative

TRN331: KAHULUI HARBOR

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 biennium budget for FB 2023-25 reflects prudence in managing our financial resources within our revenue projections as the economy continues its recovery from the COVID-19 pandemic.

The FB 2023-25 operating biennium budget requests include:

1. Transfer funds for Harbor Police.
2. Add funds for Maui District fringe benefits (FY 24: \$75,840/special funds (B); FY 25: \$111,389/B).

The FB 2023-25 capital improvement program (CIP) requests for \$10,000,000 in FY 24 and \$25,000,000 in FY 25 for the following CIP project:

1. Kahului Harbor Improvements, Maui (FY 24: \$4,000/B, \$9,988,000/revenue bonds (E), \$4,000/federal funds (N), \$4,000/private contributions (R); FY 25: \$4,000/B, \$24,988,000/E, \$4,000/N, \$4,000/R).

## **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 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. 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.

# Program Plan Narrative

**TRN331: KAHULUI HARBOR**

**03 02 06**

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, 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 interisland 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 the Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., Chapter 343, HRS, 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. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

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

The Kahului Harbor 2030 Master Plan, Kahului Harbor Development Plan, and the Modernization Program will serve as guides to 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**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		62,794	62,794	62,794	63	63	63	63
TOTAL CURRENT LEASE PAYMENTS COST		62,794	62,794	62,794	63	63	63	63
BY MEANS OF FINANCING								
SPECIAL FUND		62,794	62,794	62,794	63	63	63	63
OPERATING COST	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	41,100	110,991	115,594	118,540	119	119	119	119
OTHER CURRENT EXPENSES		84,588	84,588	84,588	84	84	84	84
TOTAL OPERATING COST	41,100	195,579	200,182	203,128	203	203	203	203
BY MEANS OF FINANCING								
	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	41,100	195,579	200,182	203,128	203	203	203	203
TOTAL PERM POSITIONS	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	41,100	258,373	262,976	265,922	266	266	266	266

PROGRAM ID: **TRN341**  
 PROGRAM STRUCTURE: **030207**  
 PROGRAM TITLE: **KAUNAKAKAI HARBOR**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. PROGRAM COST PER TON OF CARGO	2.71	2.71	2.71	2.71	2.71	2.71	2.71	2.71
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	25600	26112	26634	27167	27710	28264	28829	29406
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	32	32	32	32	32	32	32
<b>PROGRAM TARGET GROUPS</b>								
1. TONS OF CARGO - INTERISLAND	77823	79379	80967	82586	84238	85923	87641	89394
2. NO. OF PASSENGERS	0	137	137	137	137	137	137	137
3. NO. OF CRUISE SHIP CALLS	0	4	4	4	4	4	4	4
<b>PROGRAM ACTIVITIES</b>								
1. PIER LENGTH (LINEAR FEET)	691	691	691	691	691	691	691	691
2. SHED AREA (ACRES)	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
3. YARD AREA (ACRES)	2.87	2.87	2.87	2.87	2.87	2.87	2.87	2.87

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



## Program Plan Narrative

**TRN341: KAUNAKAKAI HARBOR**

**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)**

No FB 2023-25 budget request(s).

### **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 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 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, 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**

Kaunakakai Harbor is the only commercial harbor servicing Molokai. 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 the Department of Agriculture's activities); U.S. Customs (e.g., providing requisite space for

## Program Plan Narrative

**TRN341: KAUNAKAKAI HARBOR**

**03 02 07**

inspection activities); and environmental issues (e.g., Chapter 343, HRS, 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. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

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

A master plan and a development plan have been completed through the participation of stakeholders and other interested parties. These plans 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**

None.

### **J. Further Considerations**

None.

# OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN361**  
PROGRAM STRUCTURE NO: **030208**  
PROGRAM TITLE: **NAWILIWILI HARBOR**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		233,053	233,053	233,053	233	233	233	233
TOTAL CURRENT LEASE PAYMENTS COST		233,053	233,053	233,053	233	233	233	233
BY MEANS OF FINANCING								
SPECIAL FUND		233,053	233,053	233,053	233	233	233	233
OPERATING COST	15.00*	15.00*	15.00*	15.00*	15.0*	15.0*	15.0*	15.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	899,412	1,592,354	1,758,037	1,851,304	1,851	1,851	1,851	1,851
OTHER CURRENT EXPENSES		947,777	1,169,027	1,169,027	1,169	1,169	1,169	1,169
EQUIPMENT								
MOTOR VEHICLES								
TOTAL OPERATING COST	899,412	2,540,131	2,927,064	3,020,331	3,020	3,020	3,020	3,020
BY MEANS OF FINANCING								
	15.00*	15.00*	15.00*	15.00*	15.0*	15.0*	15.0*	15.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	899,412	2,540,131	2,927,064	3,020,331	3,020	3,020	3,020	3,020
CAPITAL IMPROVEMENT COSTS								
PLANS	4,000	4,000		4,000				
LAND ACQUISITION	4,000	4,000		4,000				
DESIGN	4,000	4,000		4,000				
CONSTRUCTION	988,000	988,000		4,988,000				
TOTAL CAPITAL EXPENDITURES	1,000,000	1,000,000		5,000,000				
BY MEANS OF FINANCING								
SPECIAL FUND	4,000	4,000		4,000				
REVENUE BONDS	988,000	988,000		4,988,000				
FEDERAL FUNDS	4,000	4,000		4,000				
PRIVATE CONTRIBUTIONS	4,000	4,000		4,000				
TOTAL PERM POSITIONS	15.00*	15.00*	15.00*	15.00*	15.0*	15.0*	15.0*	15.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	1,899,412	3,773,184	3,160,117	8,253,384	3,253	3,253	3,253	3,253

PROGRAM ID: **TRN361**  
 PROGRAM STRUCTURE: **030208**  
 PROGRAM TITLE: **NAWILIWILI HARBOR**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. PROGRAM COST PER TON OF CARGO	36.1	36.1	36.1	36.1	36.1	36.1	36.1	36.1
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	2225	2270	2315	2361	2409	2457	2506	2556
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	2381	2381	2381	2381	2381	2381	2381
<b>PROGRAM TARGET GROUPS</b>								
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	14957	15256	15561	15872	16190	16514	16844	17181
2. TONS OF CARGO - OVERSEAS - DOMESTIC	9286	9472	9661	9854	10051	10252	10458	10667
3. TONS OF CARGO - INTERISLAND	49770	50765	51781	52816	53873	54950	56049	57170
4. NO. OF PASSENGERS	0	39887	40685	41499	42329	43175	44039	44920
5. NO. OF CRUISE SHIP CALLS	0	17	17	17	18	18	18	19
<b>PROGRAM ACTIVITIES</b>								
1. PIER LENGTH (LINEAR FEET)	2216	2216	2216	2216	2216	2216	2216	2216
2. SHED AREA (ACRES)	1.76	1.76	1.76	1.76	1.76	1.76	1.76	1.76
3. YARD AREA (ACRES)	31.5	31.5	31.5	31.5	31.5	31.5	31.5	31.5

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

# Program Plan Narrative

TRN361: NAWILIWILI HARBOR

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 biennium budget for FB 2023-25 reflects prudence in managing our financial resources within our revenue projections as the economy continues its recovery from the COVID-19 pandemic.

The FB 2023-25 operating biennium budget requests include:

1. Add funds for Kauai District fringe benefits (FY 24: \$61,871/special funds (B); FY 25: \$92,275/B).
2. Add funds for Kauai District (\$221,250/B).

The FB 2023-25 capital improvement program (CIP) request for \$5,000,000 in FY 25 for the following CIP project:

1. Nawiliwili Harbor Improvements, Kauai (FY 25: \$4,000/B, \$4,988,000/revenue bonds, \$4,000/federal funds, \$4,000/private contributions).

## **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 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 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.

## Program Plan Narrative

**TRN361: NAWILIWILI HARBOR**

**03 02 08**

The department, for example, collaborates with the Hawaii Harbors Users Group, 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 interisland 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 the Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., Chapter 343, HRS, 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. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

### **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**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		12,816	12,816	12,816	13	13	13	13
TOTAL CURRENT LEASE PAYMENTS COST		12,816	12,816	12,816	13	13	13	13
BY MEANS OF FINANCING								
SPECIAL FUND		12,816	12,816	12,816	13	13	13	13
OPERATING COST	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	42,792	113,573	118,365	121,432	121	121	121	121
OTHER CURRENT EXPENSES		72,843	72,843	72,843	73	73	73	73
TOTAL OPERATING COST	42,792	186,416	191,208	194,275	194	194	194	194
BY MEANS OF FINANCING								
	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	42,792	186,416	191,208	194,275	194	194	194	194
CAPITAL IMPROVEMENT COSTS								
PLANS	4,000	4,000						
LAND ACQUISITION	4,000	4,000						
DESIGN	4,000	4,000						
CONSTRUCTION	988,000	4,988,000						
TOTAL CAPITAL EXPENDITURES	1,000,000	5,000,000						
BY MEANS OF FINANCING								
SPECIAL FUND	4,000	4,000						
REVENUE BONDS	988,000	4,988,000						
FEDERAL FUNDS	4,000	4,000						
PRIVATE CONTRIBUTIONS	4,000	4,000						
TOTAL PERM POSITIONS	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	1,042,792	5,199,232	204,024	207,091	207	207	207	207

PROGRAM ID: **TRN363**  
 PROGRAM STRUCTURE: **030209**  
 PROGRAM TITLE: **PORT ALLEN HARBOR**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. PROGRAM COST PER TON OF CARGO	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	58873	60050	61251	62476	63726	65000	66300	67626
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. TONS OF CARGO - INTERISLAND	90075	91877	93714	95588	97500	99450	101439	103468
<u>PROGRAM ACTIVITIES</u>								
1. PIER LENGTH (LINEAR FEET)	1200	1200	1200	1200	1200	1200	1200	1200
2. SHED AREA (ACRES)	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
3. YARD AREA (ACRES)	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73

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



## Program Plan Narrative

**TRN363: PORT ALLEN HARBOR**

**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)**

No FB 2023-25 budget request(s).

### **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 who assist with identifying projects needed to support shipping and maritime commerce.

The department, for example, collaborates with the Hawaii Harbors Users Group, 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**

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.

## Program Plan Narrative

**TRN363: PORT ALLEN HARBOR**

**03 02 09**

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 the Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., Chapter 343, HRS, 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. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

### **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 were derived. Projected 2025 cargo volumes were projected based on the 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.

PROGRAM ID: TRN351  
PROGRAM STRUCTURE NO: 030210  
PROGRAM TITLE: KAUMALAPAU HARBOR

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES		8,937	8,937	8,937	9	9	9	9
TOTAL CURRENT LEASE PAYMENTS COST		8,937	8,937	8,937	9	9	9	9
BY MEANS OF FINANCING								
SPECIAL FUND		8,937	8,937	8,937	9	9	9	9
OPERATING COST	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	41,100	74,816	79,419	82,365	82	82	82	82
OTHER CURRENT EXPENSES		83,400	83,400	83,400	84	84	84	84
TOTAL OPERATING COST	41,100	158,216	162,819	165,765	166	166	166	166
BY MEANS OF FINANCING								
	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	41,100	158,216	162,819	165,765	166	166	166	166
TOTAL PERM POSITIONS	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	41,100	167,153	171,756	174,702	175	175	175	175

PROGRAM ID: **TRN351**  
 PROGRAM STRUCTURE: **030210**  
 PROGRAM TITLE: **KAUMALAPAU HARBOR**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. PROGRAM COST PER TON OF CARGO	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	33694	34368	35055	35756	36471	37201	37945	38704
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	0	0	0	0	0	0
<u>PROGRAM TARGET GROUPS</u>								
1. TONS OF CARGO - INTERISLAND	77496	79046	80627	82239	83884	85562	87273	89019
<u>PROGRAM ACTIVITIES</u>								
1. PIER LENGTH (LINEAR FEET)	400	400	400	400	400	400	400	400
2. SHED AREA (ACRES)	0	0	0	0	0	0	0	0
3. YARD AREA (ACRES)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3

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

# Program Plan Narrative

**TRN351: KAUMALAPAU HARBOR**

**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)**

No FB 2023-25 budget request(s).

## **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 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 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, 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**

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 the Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., Chapter 343, HRS, compliance, sea level rise adaptation, endangered species mitigation, storm water management, mitigation of pre-existing conditions, etc.).

## Program Plan Narrative

**TRN351: KAUMALAPAU HARBOR**

**03 02 10**

Changes in the local, national and global economy have financial impacts on maritime operations and the revenues collected by the division. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

### **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

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
OPERATING COST	77.00*	71.00*	72.00*	72.00*	72.0*	72.0*	72.0*	72.0*
	1.00**	1.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	5,068,692	9,093,997	9,993,231	10,463,883	10,464	10,464	10,464	10,464
OTHER CURRENT EXPENSES		79,729,006	76,626,370	79,126,370	78,830	76,684	76,385	75,450
EQUIPMENT		1,500,000	1,500,000	1,500,000	1,500	1,500	1,500	1,500
MOTOR VEHICLES		1,200,000	1,200,000	1,200,000	1,200	1,200	1,200	1,200
TOTAL OPERATING COST	5,068,692	91,523,003	89,319,601	92,290,253	91,994	89,848	89,549	88,614
BY MEANS OF FINANCING	77.00*	71.00*	72.00*	72.00*	72.0*	72.0*	72.0*	72.0*
	1.00**	1.00**	**	**	**	**	**	**
SPECIAL FUND	5,068,692	91,523,003	89,319,601	92,290,253	91,994	89,848	89,549	88,614
CAPITAL IMPROVEMENT COSTS								
PLANS	2,504,000	2,504,000	2,504,000	2,504,000	2,500	2,500		
LAND ACQUISITION	4,000	4,000	4,000	4,000				
DESIGN	4,000	4,000	4,000	4,000				
CONSTRUCTION	1,488,000	1,488,000	9,988,000	4,988,000				
TOTAL CAPITAL EXPENDITURES	4,000,000	4,000,000	12,500,000	7,500,000	2,500	2,500		
BY MEANS OF FINANCING								
SPECIAL FUND	2,504,000	2,504,000	2,504,000	2,504,000	2,500	2,500		
REVENUE BONDS	1,488,000	1,488,000	9,988,000	4,988,000				
FEDERAL FUNDS	4,000	4,000	4,000	4,000				
PRIVATE CONTRIBUTIONS	4,000	4,000	4,000	4,000				
TOTAL PERM POSITIONS	77.00*	71.00*	72.00*	72.00*	72.0*	72.0*	72.0*	72.0*
TOTAL TEMP POSITIONS	1.00**	1.00**	**	**	**	**	**	**
TOTAL PROGRAM COST	9,068,692	95,523,003	101,819,601	99,790,253	94,494	92,348	89,549	88,614

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. COST OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	10.10	9.94	9.94	9.94	9.94	9.94	9.94	9.94
2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION	10000	10000	10000	10000	10000	10000	10000	10000
3. NO. OF VENDOR PAYMENTS 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	100	100	100	100	100	100	100	100
<b>PROGRAM TARGET GROUPS</b>								
1. FILLED PERMANENT POSITIONS IN THE DIVISION	250	251	251	251	251	251	251	251
<b>PROGRAM ACTIVITIES</b>								
1. ADMINISTRATIVE PERSONNEL (NO. OF PERM POSITIONS)	77	71	71	71	71	71	71	71
2. DIVISIONAL PERSONNEL (NO. OF PERM. POSITIONS)	250	251	251	251	251	251	251	251
3. NO. OF CIP PROJECTS COMPLETED	9	3	2	7	1	1	1	1
4. NO. OF SPECIAL MAINTENANCE PROJECTS INITIATED	23	44	44	44	44	44	40	40
<b>PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)</b>								
REVENUES FROM THE USE OF MONEY AND PROPERTY	2,073	1,500	1,500	1,500	1,500	1,500	1,500	1,500
CHARGES FOR CURRENT SERVICES	195,003	206,383	216,046	225,712	231,190	236,840	242,653	248,647
TOTAL PROGRAM REVENUES	197,076	207,883	217,546	227,212	232,690	238,340	244,153	250,147
<b>PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)</b>								
SPECIAL FUNDS	197,076	207,883	217,546	227,212	232,690	238,340	244,153	250,147
TOTAL PROGRAM REVENUES	197,076	207,883	217,546	227,212	232,690	238,340	244,153	250,147

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



# Program Plan Narrative

**TRN395: HARBORS ADMINISTRATION**

**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 biennium budget for FB 2023-25 reflects prudence in managing our financial resources within our revenue projections as the economy continues its recovery from the COVID-19 pandemic.

The FB 2023-25 operating biennium budget requests include:

1. Add funds for debt service (FY 24: \$31,881,000/special funds (B); FY 25: \$31,381,000/B).
2. Add funds for Harbors Administration fringe benefits (FY 24: \$328,143/B; FY 25: \$456,719/B).
3. Convert one (1.00) position from temporary to permanent (Position No. 120909, Program Specialist V).
4. Add funds for Harbors Administration (FY 24: \$30,625,000/B; FY 25: \$33,625,000/B).
5. Add funds for Harbors Administration insurance premiums (\$150,000/B).

The FB 2023-25 capital improvement program (CIP) requests for \$12,500,000 in FY 24 and \$7,500,000 in FY 25 for the following CIP projects:

1. Modernization Program - Harbors Division CIP Project Staff Costs, Statewide (\$2,500,000/B).
2. Commercial Harbors Administration Initiatives, Statewide (FY 24: \$4,000/B, \$9,988,000/revenue bonds (E), \$4,000/federal funds (N), \$4,000/private contributions (R); FY 25: \$4,000/B, \$4,988,000/E, \$4,000/N, \$4,000/R).

## **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, 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 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.

# Program Plan Narrative

**TRN395: HARBORS ADMINISTRATION**

**03 02 11**

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, 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 interisland 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 the Department of Agriculture's inspection activities); U.S. Customs (e.g., providing requisite space for inspection activities); and environmental issues (e.g., Chapter 343, HRS, 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. Most recently, the COVID-19 pandemic heavily impacted the tourism industry in the State and supply chain issues in the world.

## **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

PROGRAM ID: TRN333  
PROGRAM STRUCTURE NO: 030212  
PROGRAM TITLE: HANA HARBOR

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
OTHER CURRENT EXPENSES		13,519	13,519	13,519	14	14	14	14
TOTAL OPERATING COST	0	13,519	13,519	13,519	14	14	14	14
BY MEANS OF FINANCING								
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
SPECIAL FUND		13,519	13,519	13,519	14	14	14	14
TOTAL PERM POSITIONS	*	*	*	*	*	*	*	*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST		13,519	13,519	13,519	14	14	14	14

PROGRAM ID:  
PROGRAM STRUCTURE:  
PROGRAM TITLE:

TRN333  
030212  
HANA HARBOR

	FY	FY	FY	FY	FY	FY	FY	FY
	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29

MEASURES OF EFFECTIVENESS

1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.

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

## Program Plan Narrative

**TRN333: HANA HARBOR**

**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)**

No FB 2023-25 budget request(s).

### **C. Description of Activities Performed**

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.

### **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 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.

### **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, 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**

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 constrains potential cargo handling operations and affects this program.

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

The Hana Pier Improvements Development Plan was completed in 2011. This plan will serve as a guide to planning and programming future improvements.

## Program Plan Narrative

**TRN333: HANA HARBOR**

**03 02 12**

### **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 Hana Pier Removal Draft Environmental Impact Statement was completed in 2017.

### **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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	4,257,145	4,510,789	4,777,499	5,057,949	5,058	5,058	5,058	5,058
TOTAL CURRENT LEASE PAYMENTS COST	4,257,145	4,510,789	4,777,499	5,057,949	5,058	5,058	5,058	5,058
BY MEANS OF FINANCING								
SPECIAL FUND	4,257,145	4,510,789	4,777,499	5,057,949	5,058	5,058	5,058	5,058
OPERATING COST	1,036.50*	1,036.00*	1,037.00*	1,037.00*	1,037.0*	1,037.0*	1,037.0*	1,037.0*
	7.00**	7.00**	6.00**	6.00**	6.0**	6.0**	6.0**	6.0**
PERSONAL SERVICES	77,359,838	98,514,913	106,876,389	111,368,258	111,368	111,368	111,368	111,368
OTHER CURRENT EXPENSES	168,075,916	298,667,392	263,827,186	254,427,655	263,622	264,310	274,859	275,397
EQUIPMENT	2,599,474	4,612,608	5,595,544	5,017,871	5,018	5,018	5,018	5,018
MOTOR VEHICLES	1,430,343	4,263,129	2,457,242	3,032,865	3,033	3,033	3,033	3,033
TOTAL OPERATING COST	249,465,571	406,058,042	378,756,361	373,846,649	383,041	383,729	394,278	394,816
BY MEANS OF FINANCING								
	1,029.70*	1,029.20*	1,030.20*	1,030.20*	1,030.2*	1,030.2*	1,030.2*	1,030.2*
	6.00**	6.00**	5.00**	5.00**	5.0**	5.0**	5.0**	5.0**
SPECIAL FUND	239,602,463	381,839,433	355,642,210	350,729,633	359,925	360,613	371,162	371,700
	6.00*	6.00*	6.00*	6.00*	6.0*	6.0*	6.0*	6.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
FEDERAL FUNDS	9,551,191	23,112,465	21,902,865	21,902,865	21,902	21,902	21,902	21,902
	0.80*	0.80*	0.80*	0.80*	0.8*	0.8*	0.8*	0.8*
	**	**	**	**	**	**	**	**
OTHER FEDERAL FUNDS	311,917	1,106,144	1,211,286	1,214,151	1,214	1,214	1,214	1,214
CAPITAL IMPROVEMENT COSTS								
PLANS	49,750,000	46,010,000	13,876,000	1,875,000	375	375		
LAND ACQUISITION	17,796,000	6,448,000	6,285,000	5,375,000				
DESIGN	23,814,000	37,307,000	43,275,000	13,000,000				
CONSTRUCTION	327,691,000	661,562,000	613,600,000	402,051,000	132,600	1,875		
EQUIPMENT	5,200,000	5,000						
TOTAL CAPITAL EXPENDITURES	424,251,000	751,332,000	677,036,000	422,301,000	132,975	2,250		

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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
BY MEANS OF FINANCING								
SPECIAL FUND		6,650,000	4,050,000					
G.O. BONDS REIMBURSABLE		108,500,000	36,500,000	5,000,000				
REVENUE BONDS	267,129,000	310,491,000	263,965,000	133,560,000	33,375	2,250		
FEDERAL FUNDS	157,122,000	325,691,000	372,521,000	283,741,000	99,600			
TOTAL PERM POSITIONS	1,036.50*	1,036.00*	1,037.00*	1,037.00*	1,037.0*	1,037.0*	1,037.0*	1,037.0*
TOTAL TEMP POSITIONS	7.00**	7.00**	6.00**	6.00**	6.0**	6.0**	6.0**	6.0**
TOTAL PROGRAM COST	677,973,716	1,161,900,831	1,060,569,860	801,205,598	521,074	391,037	399,336	399,874



# 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	3,661,145	3,879,277	4,108,649	4,349,835	4,350	4,350	4,350	4,350
TOTAL CURRENT LEASE PAYMENTS COST	3,661,145	3,879,277	4,108,649	4,349,835	4,350	4,350	4,350	4,350
BY MEANS OF FINANCING								
SPECIAL FUND	3,661,145	3,879,277	4,108,649	4,349,835	4,350	4,350	4,350	4,350
OPERATING COST	190.00*	190.00*	190.00*	190.00*	190.0*	190.0*	190.0*	190.0*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	14,824,464	21,576,425	23,115,264	23,966,605	23,967	23,967	23,967	23,967
OTHER CURRENT EXPENSES	58,053,948	57,367,800	60,172,175	60,179,769	60,179	60,179	60,179	60,179
EQUIPMENT	669,028	653,454	1,678,550	1,979,682	1,980	1,980	1,980	1,980
MOTOR VEHICLES		2,669,552	1,644,455	1,343,323	1,343	1,343	1,343	1,343
TOTAL OPERATING COST	73,547,440	82,267,231	86,610,444	87,469,379	87,469	87,469	87,469	87,469
BY MEANS OF FINANCING								
	190.00*	190.00*	190.00*	190.00*	190.0*	190.0*	190.0*	190.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	73,547,440	82,267,231	86,610,444	87,469,379	87,469	87,469	87,469	87,469
CAPITAL IMPROVEMENT COSTS								
PLANS	1,700,000	2,000,000	1,375,000	375,000	375	375		
LAND ACQUISITION	13,475,000	2,485,000	1,075,000					
DESIGN	8,731,000	15,775,000	31,775,000	13,000,000				
CONSTRUCTION	137,498,000	249,711,000	220,700,000	65,001,000				
EQUIPMENT	5,200,000							
TOTAL CAPITAL EXPENDITURES	166,604,000	269,971,000	254,925,000	78,376,000	375	375		

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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
BY MEANS OF FINANCING								
SPECIAL FUND		4,800,000	3,000,000					
G.O. BONDS REIMBURSABLE		108,500,000	36,500,000	5,000,000				
REVENUE BONDS	102,359,000	98,722,000	149,025,000	54,975,000	375	375		
FEDERAL FUNDS	64,245,000	57,949,000	66,400,000	18,401,000				
TOTAL PERM POSITIONS	190.00*	190.00*	190.00*	190.00*	190.0*	190.0*	190.0*	190.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	243,812,585	356,117,508	345,644,093	170,195,214	92,194	92,194	91,819	91,819

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	18	18	18	18	18	18	18	18
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	69.9	70.5	68.1	65.8	63.5	61.3	59	56.8
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES	8.5	7.7	.75	.73	.72	.71	.69	.68
4. MAINTENANCE COST PER 10 LANE-MILES	715359	720204	720204	720204	720204	720204	720204	720204
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	1.09	1.02	1.02	.99	.99	.72	.42	.42
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	1.04	.98	.98	.95	.94	.69	.41	.41
7. % OF PAVEMENT IN POOR CONDITION ON NHS	15.8	37	4.46	4.41	4.36	4.31	4.26	4.21
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS			4.07	4.02	4	4	4	4
<u>PROGRAM TARGET GROUPS</u>								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	3320	3356	3392	3428	3463	3499	3535	3570
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	35330	35710	36090	36470	36850	37230	37610	37990
3. NO. OF REGISTERED VEHICLES	788371	796845	805319	813793	822267	830741	839214	847688
4. NO. OF REGISTERED VEHICLE OPERATORS	616836	621173	625510	629847	634184	638521	642858	647195
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS	147.4	422	36.1	35.7	35.3	34.9	34.5	34.1
6. LANE-MILES OF PAVEMENT IN POOR CONDIITION ON ALL			42.9	42.3	42.1	42.1	42.1	42.1
<u>PROGRAM ACTIVITIES</u>								
1. ROADWAY MAINTENANCE (LANE MILES)	1150.00	1150.00	1150.00	1150.00	1150.00	1150.00	1150	1150
2. LANDSCAPE MAINTENANCE (ACRES)	4966.00	4966.00	4966.00	4966.00	4966.00	4966.00	4966	4966
3. STRUCTURE MAINTENANCE (NUMBER)	442.00	442.00	442.00	442.00	442.00	442.00	442	442

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

# Program Plan Narrative

**TRN501: OAHU HIGHWAYS**

**03 03 01**

## **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)**

Operating - Trade-off/transfers for this program reflect a net increase of \$296,747/special funds (B) in FY 24 and \$545,527/B in FY 25. Fringe benefit increase of \$526,562/B in FY 24 and \$560,519/B in FY 25. Additional funds for traffic control of \$2,737,000/B in FY 24 and FY 25.

Capital Improvement Program - The request for this program amounts to \$1,500,000/revenue bonds in FY 24.

## **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 the 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 systems approach to the design concept.

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

The Highways Division (HWY) continues to take a proactive approach in fulfilling the 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 HWY.

HWY is making efforts to be compliant with more stringent environmental regulations, which include, but are not limited to, Environmental Protection Agency regulations; State of Hawaii, Department of Health (DOH) regulations; and the NEPA, Clean Water Act, Clean Air Act, Emergency Planning and Community Right-To-Know Act, Oil Pollution Act, and Resource Conservation and Recovery Act.

State-funded projects are required to comply with Chapter 6E, HRS, and federally funded projects are required to comply with Section 106 of the National Historic Preservation Act. Heightened community awareness of

## Program Plan Narrative

### TRN501: OAHU HIGHWAYS

03 03 01

the potential impact of HWY projects to historic resources has both intensified and drawn out consultation efforts, particularly with Native Hawaiian Organizations (NHO). HWY continues to take a proactive approach in reaching out to the many NHOs in the State of Hawaii in order to foster collaborative working relationships that will serve to identify and address concerns as early as possible to streamline the project delivery process.

Transportation systems are becoming increasingly technology based and technology driven. HWY's Oahu District is in the process of implementing technological improvements to improve signal operations, timing and coordination to optimize its existing roadway network, and also to provide the necessary communications infrastructure in anticipation of the arrival of increasingly connected autonomous vehicles. These improvements will serve to both enhance safety and improve operations.

The Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act) reauthorized federal surface transportation programs for five years from 2022 through 2026 to repair roads, bridges, and support projects to reduce traffic fatalities, as well as funds to protect infrastructure against climate change. Total apportioned funds received in federal FY (FFY) 22 was approximately \$224 million to Hawaii. In FFY 23, \$228 million is expected to be received. Annual appropriations generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

From October 2021 to September 2022, the Federal Highway Trust Fund experienced a 13% increase in its opening balance possibly due to total tax receipts as motorists seem to return to pre-COVID-19 driving habits. To provide an equitable tax on all vehicles for consistent highway funding, a more direct link to the cost of highway use may be a tax on vehicle miles driven instead of a motor fuel tax.

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 Department of Transportation, HWY, Oahu District, must comply with the requirements of a DOH National Pollution Discharge Elimination System Municipal Separate Storm Sewer System permit for storm water discharges. An Oahu Storm Water Management Program was created to address the Oahu District's responsibilities. HWY-Oahu's Environmental Management Section, 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	127,714	135,324	143,325	151,739	152	152	152	152
TOTAL CURRENT LEASE PAYMENTS COST	127,714	135,324	143,325	151,739	152	152	152	152
BY MEANS OF FINANCING								
SPECIAL FUND	127,714	135,324	143,325	151,739	152	152	152	152
OPERATING COST	119.00*	118.50*	118.50*	118.50*	118.5*	118.5*	118.5*	118.5*
	0.00**	0.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	6,007,257	9,944,251	10,868,851	11,399,433	11,399	11,399	11,399	11,399
OTHER CURRENT EXPENSES	8,053,622	8,333,709	8,555,328	8,559,571	8,560	8,560	8,560	8,560
EQUIPMENT	389,538	418,816	656,612	251,045	251	251	251	251
MOTOR VEHICLES	357,262	769,830	532,034	937,601	938	938	938	938
TOTAL OPERATING COST	14,807,679	19,466,606	20,612,825	21,147,650	21,148	21,148	21,148	21,148
BY MEANS OF FINANCING								
	119.00*	118.50*	118.50*	118.50*	118.5*	118.5*	118.5*	118.5*
	**	**	**	**	**	**	**	**
SPECIAL FUND	14,807,679	19,466,606	20,612,825	21,147,650	21,148	21,148	21,148	21,148
CAPITAL IMPROVEMENT COSTS								
LAND ACQUISITION	2,765,000	832,000	2,260,000					
DESIGN	2,762,000	4,115,000	750,000					
CONSTRUCTION	61,919,000	46,500,000	57,625,000	55,000,000	13,500	1,875		
TOTAL CAPITAL EXPENDITURES	67,446,000	51,447,000	60,635,000	55,000,000	13,500	1,875		
BY MEANS OF FINANCING								
REVENUE BONDS	55,889,000	43,889,000	25,755,000	15,000,000	8,700	1,875		
FEDERAL FUNDS	11,557,000	7,558,000	34,880,000	40,000,000	4,800			
TOTAL PERM POSITIONS	119.00*	118.50*	118.50*	118.50*	118.5*	118.5*	118.5*	118.5*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	82,381,393	71,048,930	81,391,150	76,299,389	34,800	23,175	21,300	21,300

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	4	4	4	4	4	4	4	4
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	47.3	45.8	41.7	37.8	33.9	30.2	26.6	23
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES	14.8	12.9	1.25	1.21	1.17	1.14	1.1	1.07
4. MAINTENANCE COST PER 10 LANE-MILES	174712	225377	225377	225377	225377	225377	225377	225377
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	18.97	18.97	18.97	18.97	10.05	4.91	4.91	2.03
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	18.62	18.62	18.62	18.62	10.9	6.46	6.46	3.97
7. % OF PAVEMENT IN POOR CONDITION ON NHS	38	55	4.3	4.25	4.2	4.15	4.1	4.05
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS			2.64	2.66	2.68	2.7	2.72	2.74
<u>PROGRAM TARGET GROUPS</u>								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	1045	1064	1084	1103	1122	1141	1160	1179
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	8200	8350	8500	8650	8800	8950	9100	9250
3. NO. OF REGISTERED VEHICLES	215630	219586	223542	227498	231453	235409	239365	243321
4. NO. OF REGISTERED VEHICLE OPERATORS	139196	141018	142841	144663	146485	148308	150130	151952
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS	324.49	455	11.2	11	10.9	10.8	10.7	10.5
6. LANE-MILES OF PAVEMENT IN POOR CONDIITION ON ALL			23.1	23.2	23.4	23.6	23.8	23.9
<u>PROGRAM ACTIVITIES</u>								
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

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)**

Operating - Trade-off/transfer for this program reflect a net increase of \$229,620/special funds (B) in FY 24 and \$242,277/B in FY 25.

Capital Improvement Program - The request for this program amounts to \$9,600,000/revenue bonds in FY 24.

## **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 a 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**

Identification and inclusion of construction staging areas have added considerable time to project delivery since short term acquisition is required and requires property appraisal.

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

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

The Highways Division (HWY) continues to take a proactive approach in fulfilling the 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 HWY.

HWY is making efforts to be compliant with more stringent environmental regulations, which include, but are not limited to, Environmental Protection Agency regulations; State of Hawaii, Department of Health (DOH) regulations; and the NEPA, Clean Water Act, Clean Air Act, Emergency Planning and Community Right-To-Know Act, Oil Pollution Act, and Resource Conservation and Recovery Act.



## Program Plan Narrative

### TRN511: HAWAII HIGHWAYS

03 03 02

State-funded projects are required to comply with Chapter 6E, HRS, and federally funded projects are required to comply with Section 106 of the National Historic Preservation Act. Heightened community awareness of the potential impact of HWY projects to historic resources has both intensified and drawn out consultation efforts, particularly with Native Hawaiian Organizations (NHO). HWY continues to take a proactive approach in reaching out to the many NHOs in the State of Hawaii in order to foster collaborative working relationships that will serve to identify and address concerns as early as possible to streamline the project delivery process.

Transportation systems are becoming increasingly technology based and technology driven. HWY's Hawaii District is in the process of implementing technological improvements to improve signal operations, timing and coordination to optimize its existing roadway network, and also to provide the necessary communications infrastructure in anticipation of the arrival of increasingly connected autonomous vehicles. These improvements will serve to both enhance safety and improve operations.

The Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act) reauthorized federal surface transportation programs for five years from 2022 through 2026 to repair roads, bridges, and support projects to reduce traffic fatalities, as well as funds to protect infrastructure against climate change. Total apportioned funds received in federal FY (FFY) 22 was approximately \$224 million to Hawaii. In FFY 23, \$228 million is expected to be received. Annual appropriations generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

From October 2021 to September 2022, the Federal Highway Trust Fund experienced a 13% increase in its opening balance possibly due to total tax receipts as motorists seem to return to pre-COVID-19 driving habits. To provide an equitable tax on all vehicles for consistent highway funding, a more direct link to the cost of highway use may be a tax on vehicle miles driven instead of a motor fuel tax.

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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	298,000	315,756	334,425	354,057	354	354	354	354
TOTAL CURRENT LEASE PAYMENTS COST	298,000	315,756	334,425	354,057	354	354	354	354
BY MEANS OF FINANCING								
SPECIAL FUND	298,000	315,756	334,425	354,057	354	354	354	354
OPERATING COST	90.00*	90.00*	90.00*	90.00*	90.0*	90.0*	90.0*	90.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
PERSONAL SERVICES	4,504,797	7,993,847	8,822,617	9,242,650	9,242	9,242	9,242	9,242
OTHER CURRENT EXPENSES	12,730,171	14,992,519	14,994,531	14,996,599	14,998	14,998	14,998	14,998
EQUIPMENT	273,203	1,053,995	1,324,199	752,381	752	752	752	752
MOTOR VEHICLES	420,287	270,204		571,818	572	572	572	572
TOTAL OPERATING COST	17,928,458	24,310,565	25,141,347	25,563,448	25,564	25,564	25,564	25,564
BY MEANS OF FINANCING								
	90.00*	90.00*	90.00*	90.00*	90.0*	90.0*	90.0*	90.0*
	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
SPECIAL FUND	17,928,458	24,310,565	25,141,347	25,563,448	25,564	25,564	25,564	25,564
CAPITAL IMPROVEMENT COSTS								
PLANS	400,000							
LAND ACQUISITION	750,000							
DESIGN	2,560,000	410,000	400,000					
CONSTRUCTION	35,817,000	74,900,000	32,850,000	6,000,000	3,000			
TOTAL CAPITAL EXPENDITURES	39,527,000	75,310,000	33,250,000	6,000,000	3,000			
BY MEANS OF FINANCING								
REVENUE BONDS	34,567,000	59,110,000	7,450,000	1,200,000	600			
FEDERAL FUNDS	4,960,000	16,200,000	25,800,000	4,800,000	2,400			
TOTAL PERM POSITIONS	90.00*	90.00*	90.00*	90.00*	90.0*	90.0*	90.0*	90.0*
TOTAL TEMP POSITIONS	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
TOTAL PROGRAM COST	57,753,458	99,936,321	58,725,772	31,917,505	28,918	25,918	25,918	25,918

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	5	5	5	5	5	5	5	5
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	40.7	57.9	56.8	55.8	54.8	53.8	52.8	51.9
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES	10.4	10.9	1.07	1.05	1.03	1.01	.99	.97
4. MAINTENANCE COST PER 10 LANE-MILES	333209	412682	412682	412682	412682	412682	412682	412682
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	0	0	0	0	0	0	0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	.72	.72	.72	.72	.58	.58	.58	.58
7. % OF PAVEMENT IN POOR CONDITION ON NHS	30.3	66	.13	.15	.17	.19	.21	.23
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS			.18	.2	.22	.24	.26	.28
<u>PROGRAM TARGET GROUPS</u>								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	869	882	896	909	922	936	949	962
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	15530	15760	16000	16240	16480	16720	16960	17190
3. NO. OF REGISTERED VEHICLES	184997	187834	190670	193507	196344	199181	202017	204854
4. NO. OF REGISTERED VEHICLE OPERATORS	124037	125709	127382	129054	130727	132399	134072	135744
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS	171.81	391	.2	.3	.3	.3	.4	.4
6. LANE-MILES OF PAVEMENT IN POOR CONDIITION ON ALL			1	1.1	1.2	1.4	1.5	1.6
<u>PROGRAM ACTIVITIES</u>								
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

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

## Program Plan Narrative

**TRN531: MAUI HIGHWAYS**

**03 03 03**

### **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)**

Operating -

Maui Office: Trade-off/transfer for this program reflects a net increase of \$186,465/special funds (B) in FY 24 and \$162,127/B in FY 25

Lanai Office: Trade-off/transfer for this program reflects a net increase of \$0/B in FY 24 and \$132,300/B in FY 25.

Molokai Office: Trade-off/transfer for this program reflects a net decrease of \$165,784/B in FY 24 and \$252,046/B in FY 25.

Capital Improvement Program - The request for this program amounts to \$1,000,000/revenue bonds and \$4,000,000/federal funds in FY 24.

### **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 a 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 systems approach to the design concept.

Community awareness and involvement of possible impacts due to 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 (HWY) continues to take a proactive approach in fulfilling the 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 HWY.

## Program Plan Narrative

### TRN531: MAUI HIGHWAYS

03 03 03

HWY is making efforts to be compliant with more stringent environmental regulations, which include, but are not limited to, Environmental Protection Agency regulations; State of Hawaii, Department of Health (DOH) regulations; and the NEPA, Clean Water Act, Clean Air Act, Emergency Planning and Community Right-To-Know Act, Oil Pollution Act, and Resource Conservation and Recovery Act.

State-funded projects are required to comply with Chapter 6E, HRS, and federally funded projects are required to comply with Section 106 of the National Historic Preservation Act. Heightened community awareness of the potential impact of HWY projects to historic resources has both intensified and drawn out consultation efforts, particularly with Native Hawaiian Organizations (NHO). HWY continues to take a proactive approach in reaching out to the many NHOs in the State of Hawaii in order to foster collaborative working relationships that will serve to identify and address concerns as early as possible to streamline the project delivery process.

Transportation systems are becoming increasingly technology based and technology driven. HWY's Maui District is in the process of implementing technological improvements to improve signal operations, timing and coordination to optimize its existing roadway network, and also to provide the necessary communications infrastructure in anticipation of the arrival of increasingly connected autonomous vehicles. These improvements will serve to both enhance safety and improve operations.

The Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act) reauthorized federal surface transportation programs for five years from 2022 through 2026 to repair roads, bridges, and support projects to reduce traffic fatalities, as well as funds to protect infrastructure against climate change. Total apportioned funds received in federal FY (FFY) 22 was approximately \$224 million to Hawaii. In FFY 23, \$228 million is expected to be received. Annual appropriations generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

From October 2021 to September 2022, the Federal Highway Trust Fund experienced a 13% increase in its opening balance possibly due to total tax receipts as motorists seem to return to pre-COVID-19 driving habits. To provide an equitable tax on all vehicles for consistent highway funding, a more direct link to the cost of highway use may be a tax on vehicle miles driven instead of a motor fuel tax.

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 Department of Transportation, HWY, Maui District, must comply with the requirements of a DOH National Pollution Discharge Elimination System Municipal Separate Storm Sewer System (MS4) permit for storm water discharges. A Maui Storm Water Management Program was created to address Maui District's MS4 responsibilities. Maui District 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.

## Program Plan Narrative

TRN531: MAUI HIGHWAYS

03 03 03

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### 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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
CURRENT LEASE PAYMENTS								
OTHER CURRENT EXPENSES	170,286	180,432	191,100	202,318	202	202	202	202
TOTAL CURRENT LEASE PAYMENTS COST	170,286	180,432	191,100	202,318	202	202	202	202
BY MEANS OF FINANCING								
SPECIAL FUND	170,286	180,432	191,100	202,318	202	202	202	202
OPERATING COST	55.00*	55.00*	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	2,815,139	5,203,791	5,713,499	5,979,297	5,979	5,979	5,979	5,979
OTHER CURRENT EXPENSES	4,065,402	4,859,627	5,101,894	5,104,233	5,104	5,104	5,104	5,104
EQUIPMENT	780,603	1,160,119	1,332,909	1,433,539	1,434	1,434	1,434	1,434
MOTOR VEHICLES	556,900	453,543	280,753	180,123	180	180	180	180
TOTAL OPERATING COST	8,218,044	11,677,080	12,429,055	12,697,192	12,697	12,697	12,697	12,697
BY MEANS OF FINANCING								
	55.00*	55.00*	55.00*	55.00*	55.0*	55.0*	55.0*	55.0*
	**	**	**	**	**	**	**	**
SPECIAL FUND	8,218,044	11,677,080	12,429,055	12,697,192	12,697	12,697	12,697	12,697
CAPITAL IMPROVEMENT COSTS								
LAND ACQUISITION	255,000	1,500,000	500,000					
DESIGN	770,000	550,000						
CONSTRUCTION	52,450,000	45,650,000	8,900,000	16,000,000				
TOTAL CAPITAL EXPENDITURES	53,475,000	47,700,000	9,400,000	16,000,000				
BY MEANS OF FINANCING								
REVENUE BONDS	48,815,000	39,420,000	3,800,000	3,200,000				
FEDERAL FUNDS	4,660,000	8,280,000	5,600,000	12,800,000				
TOTAL PERM POSITIONS	55.00*	55.00*	55.00*	55.00*	55.0*	55.0*	55.0*	55.0*
TOTAL TEMP POSITIONS	**	**	**	**	**	**	**	**
TOTAL PROGRAM COST	61,863,330	59,557,512	22,020,155	28,899,510	12,899	12,899	12,899	12,899

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<u>MEASURES OF EFFECTIVENESS</u>								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	2	2	2	2	2	2	2	2
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	49.4	60.1	59.3	58.6	57.9	57.2	56.5	55.8
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES	2.6	7.2	.7	.69	.67	.65	.64	.62
4. MAINTENANCE COST PER 10 LANE-MILES	603374	846599	846599	846599	846599	846599	846599	846599
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	10.11	10.11	10.11	0	0	0	.83	.83
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	12.23	12.23	12.23	8.16	8.16	8.16	8.52	8.52
7. % OF PAVEMENT IN POOR CONDITION ON NHS	24.9	57.00	.62	.64	.66	.68	.7	.72
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS			1.58	1.6	1.62	1.64	1.66	1.68
<u>PROGRAM TARGET GROUPS</u>								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	381	386	392	398	404	410	416	421
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	10060	10220	10370	10530	10680	10840	10990	11150
3. NO. OF REGISTERED VEHICLES	85559	86874	88189	89504	90819	92134	93449	94764
4. NO. OF REGISTERED VEHICLE OPERATORS	57284	57904	58524	59144	59764	60385	61005	61625
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS	56.68	122.00	.4	.4	.4	.5	.5	.5
6. LANE-MILES OF PAVEMENT IN POOR CONDITIION ON ALL			3.8	3.9	3.9	4	4	4.1
<u>PROGRAM ACTIVITIES</u>								
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

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



# Program Plan Narrative

**TRN561: KAUAI HIGHWAYS**

**03 03 06**

## **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)**

Operating - Trade-off/transfers for this program reflect a net increase of \$252,935/special funds (B) in FY 24 and \$266,492/B in FY 25.

Capital Improvement Program - The request for this program amounts to \$3,200,000/revenue bonds and \$12,800,000/federal funds in FY 24.

## **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 a 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 systems approach to the design concept.

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

The Highways Division (HWY) continues to take a proactive approach in fulfilling the 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 HWY.

HWY is making efforts to be compliant with more stringent environmental regulations, which include, but are not limited to, Environmental Protection Agency regulations; State of Hawaii, Department of Health (DOH) regulations; the NEPA, Clean Water Act, Clean Air Act, Emergency Planning and Community Right-To-Know Act, Oil Pollution Act, and Resource Conservation and Recovery Act (RCRA). The division continues to develop streamlined procedures and programmatic agreements to ensure compliance and minimize delays.

## Program Plan Narrative

### TRN561: KAUAI HIGHWAYS

03 03 06

State-funded projects are required to comply with Chapter 6E, HRS, and federally funded projects are required to comply with Section 106 of the National Historic Preservation Act. Heightened community awareness of the potential impact of HWY projects to historic resources has both intensified and drawn-out consultation efforts, particularly with Native Hawaiian Organizations (NHO). HWY continues to take a proactive approach in reaching out to the many NHOs in the State of Hawaii to foster collaborative working relationships that will serve to identify and address concerns as early as possible to streamline the project delivery process.

Transportation systems are becoming increasingly technology based and technology driven. HWY's Kauai District is in the process of implementing technological improvements to improve signal operations, timing, and coordination to optimize its existing roadway network, and also to provide the necessary communications infrastructure in anticipation of the arrival of increasingly connected autonomous vehicles. These improvements will serve to both enhance safety and improve operations.

Challenges related to the worldwide availability of construction materials have both increased the cost of materials and increased lead times in delivery. New federal requirements currently under consideration to increase Buy America provisions for federally funded projects may serve to increase costs and delay delivery of construction materials further in the future.

The robust economy of the construction industry in the private sector has made it challenging to recruit and retain skilled, experienced staff to manage the program. Accelerated hiring procedures are helping to mitigate this problem, and younger engineers are being recruited to be trained and mentored when hiring at higher levels is unsuccessful.

The Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act) reauthorized federal surface transportation programs for five years from 2022 through 2026 to repair roads and bridges and support projects to reduce traffic fatalities, as well as funds to protect infrastructure against climate change. Total apportioned funds received in federal FY (FFY) 22 was approximately \$224 million to Hawaii. In FFY 23, \$228 million is

expected to be received. Annual appropriations generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

From October 2021 to September 2022, the Federal Highway Trust Fund experienced a 13% increase in its opening balance possibly due to total tax receipts as motorists seem to return to pre-COVID-19 driving habits. To provide an equitable tax on all vehicles for consistent highway funding, a more direct link to the cost of highway use may be a tax on vehicle miles driven instead of a motor fuel tax.

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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
OPERATING COST	544.50*	544.50*	545.50*	545.50*	545.5*	545.5*	545.5*	545.5*
	6.00**	6.00**	5.00**	5.00**	5.0**	5.0**	5.0**	5.0**
PERSONAL SERVICES	46,055,363	50,323,915	54,687,889	56,954,850	56,955	56,955	56,955	56,955
OTHER CURRENT EXPENSES	76,499,087	198,151,722	159,819,284	150,403,509	159,598	160,286	170,835	171,373
EQUIPMENT	485,750	1,326,224	603,274	601,224	601	601	601	601
TOTAL OPERATING COST	123,040,200	249,801,861	215,110,447	207,959,583	217,154	217,842	228,391	228,929
BY MEANS OF FINANCING	544.50*	544.50*	545.50*	545.50*	545.5*	545.5*	545.5*	545.5*
	5.00**	5.00**	4.00**	4.00**	4.0**	4.0**	4.0**	4.0**
SPECIAL FUND	114,712,408	233,103,599	199,657,447	192,530,065	201,725	202,413	212,962	213,500
	*	*	*	*	*	*	*	*
FEDERAL FUNDS	1.00**	1.00**	1.00**	1.00**	1.0**	1.0**	1.0**	1.0**
	8,327,792	16,698,262	15,453,000	15,429,518	15,429	15,429	15,429	15,429
CAPITAL IMPROVEMENT COSTS								
PLANS	47,650,000	44,010,000	12,501,000	1,500,000				
LAND ACQUISITION	551,000	1,631,000	2,450,000	5,375,000				
DESIGN	8,991,000	16,457,000	10,350,000					
CONSTRUCTION	40,007,000	244,801,000	293,525,000	260,050,000	116,100			
EQUIPMENT		5,000						
TOTAL CAPITAL EXPENDITURES	97,199,000	306,904,000	318,826,000	266,925,000	116,100			
BY MEANS OF FINANCING								
SPECIAL FUND		1,850,000	1,050,000					
REVENUE BONDS	25,499,000	69,350,000	77,935,000	59,185,000	23,700			
FEDERAL FUNDS	71,700,000	235,704,000	239,841,000	207,740,000	92,400			
TOTAL PERM POSITIONS	544.50*	544.50*	545.50*	545.50*	545.5*	545.5*	545.5*	545.5*
TOTAL TEMP POSITIONS	6.00**	6.00**	5.00**	5.00**	5.0**	5.0**	5.0**	5.0**
TOTAL PROGRAM COST	220,239,200	556,705,861	533,936,447	474,884,583	333,254	217,842	228,391	228,929

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	25.38	30.3	36.22	38.21	40.18	38.25	38.01	38.02
2. VENDOR PAYMENT EXCEEDING 30 DAYS	.03	.02	.02	.02	0.02	0.02	.02	.02
3. DEBT SERVICE COST TO TOTAL O&M EXPENDITURE	.21	.12	.18	.20	.24	.22	.25	.25
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
<b>PROGRAM ACTIVITIES</b>								
1. ADMINISTRATIVE PERSONNEL (NO. OF PERSONS)	389.5	544.00	544.00	544.00	544.00	544.00	544	544
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	720.5	1036.00	1036.00	1036.00	1036.00	1036.00	1036	1036
3. RESURFACING (LANE MILES)	38.27	176.1	49.09	43.13	19.16	38.16	30.82	42.66
4. SPECIAL MAINTENANCE - RESURFACING (\$1000)	4573	45610	25442	21318	8001	16504	16239	14858
5. SPECIAL MAINTENANCE - OTHERS (\$1000)	9110	38750	24558	18682	16999	18496	18761	20142
<b>PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)</b>								
TAXES	289,041	290,484	291,937	293,398	294,864	296,338	297,820	299,309
LICENSES, PERMITS, AND FEES	2,232	2,244	2,256	2,267	2,278	2,290	2,302	2,313
REVENUES FROM THE USE OF MONEY AND PROPERTY	1,374	1,381	1,388	1,394	1,401	1,408	1,415	1,423
REVENUE FROM OTHER AGENCIES: FEDERAL	205,142	206,168	207,198	208,234	209,275	210,322	211,373	212,430
CHARGES FOR CURRENT SERVICES	1,107	1,213	1,218	1,225	1,231	1,237	1,243	1,249
FINES, FORFEITS AND PENALTIES	4,543	4,566	4,588	4,613	4,636	4,658	4,681	4,705
NON-REVENUE RECEIPTS		25	25	25	25	26	26	26
TOTAL PROGRAM REVENUES	503,439	506,081	508,610	511,156	513,710	516,279	518,860	521,455
<b>PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)</b>								
SPECIAL FUNDS	503,439	506,081	508,610	511,156	513,710	516,279	518,860	521,455
TOTAL PROGRAM REVENUES	503,439	506,081	508,610	511,156	513,710	516,279	518,860	521,455

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)**

Operating -

Highways Administration (Project): Trade-off/transfers for this program reflect a net increase of \$413,500/special funds (B) in FY 24 and \$783,100/B in FY 25. A fringe benefit increase of \$1,856,135/B in FY 24 and \$2,592,506/B in FY 25.

Highways Administration: Trade-off/transfers for this program reflect a net decrease of \$804,294/B and \$449,162/federal funds (N) in FY 24 and \$1,100,988/B and \$842,244/N in FY 25. Debt service funding of \$72,670,253/B in FY 24 and \$73,456,598/B in FY 25. Statewide Special Maintenance Program funding of \$50,000,000/B in FY 24 and \$40,000,000/B in FY 25. Google Safety Analytic funding of \$1,375,000/B in FY 24 and FY 25. Additional funding for central services of \$0/B in FY 24 and \$489,975/B in FY 25. Convert one (1.00) temporary full-time equivalent Position No. 122660, Systems Accountant IV, to a permanent Capital Improvement Projects (CIP) Accountant IV.

CIP - The request for this program amounts to \$8,700,000/B, \$94,600,000/revenue bonds (E), and \$308,800,000/N for FY 24, and \$6,500,000/B, \$73,600,000/E, and \$210,000,000/N for FY 25.

## **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 highways facilities are being utilized to optimum capacity without sacrificing safety by incorporating techniques such as contra-flow lanes, coning and high occupancy vehicle lanes, and Intelligent Transportation Systems, 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, the City and County of Honolulu, Hawaii County, Maui County, Kauai County, community groups, and 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.

The Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act) reauthorized federal surface transportation programs for five years from 2022 through 2026 to repair roads and bridges and support projects to reduce traffic fatalities, as well as funds to protect infrastructure against

## Program Plan Narrative

**TRN595: HIGHWAYS ADMINISTRATION**

**03 03 07**

climate change. Total apportioned funds received in federal FY (FFY) 22 was approximately \$224 million to Hawaii. In FFY 23, \$228 million is expected to be received. Annual appropriations generally limit the funds that can actually be obligated to approximately 90% to 94% of the apportioned funds.

From October 2021 to September 2022, the Federal Highway Trust Fund experienced a 13% increase in its opening balance possibly due to total tax receipts as motorists seem to return to pre-COVID-19 driving habits. To provide an equitable tax on all vehicles for consistent highway funding, a more direct link to the cost of highway use may be a tax on vehicle miles driven instead of a motor fuel tax.

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.

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

Highway Revenue Bonds - The State has financed the Highways Capital Improvement Program by issuing revenue bonds secured by pledged revenues. Currently, a \$484,444,500 aggregate principal amount of revenue bonds are outstanding. Revenue bond sales of approximately \$200,000,000 in FY 23 and \$160,000,000 in FY 25 are scheduled.

General Obligation Reimbursable (G.O.R.) Bonds - The State has financed Highways CIPs by issuing G.O.R. bonds to be reimbursed by State Highway Funds. Currently, there is no aggregate principal amount of G.O.R. bonds outstanding. G.O.R. bonds of \$61,600,000 in FY 23; \$55,400,000 in FY 24; and \$3,000,000 in FY 25 are anticipated to be disbursed for highways projects.

### **H. Discussion of Program Revenues**

The Highways program is financed by the 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 forecasted to increase by 4% in FY 23. Thereafter, future revenue growth is projected to increase by 0.3% per fiscal year. Revenue growth is anticipated to be constrained by an increase in electric vehicles. The current State fuel tax rates are: gasoline, 16 cents/gallon; diesel oil (off highway), 1 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 remain flat for FY 21. Thereafter, future revenue growth is projected to reach FY 19 collection levels by FY 25. Vehicle weight tax rates are: 0-4,000 pounds at 0.0175 cents/pound, 4,001-7,000 pounds at 0.02 cents/pound, 7,001-10,000 pounds at 0.0225 cents/pound, and 10,000 pounds and over at \$300/vehicle.

The vehicle registration fee is \$45/vehicle of which \$40 is deposited into the State Highway Fund and \$5 into the Emergency Medical Services Special Fund. Effective January 1, 2020, an annual vehicle registration surcharge fee of \$50/vehicle is assessed for electric vehicles and alternative fuel vehicles of which \$45 is deposited into the 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/month, and over 25 passengers - \$65/month levied upon the tour vehicle operator. Effective July 1, 2019, an additional \$2/day is collected for motor vehicle rental by each county to be used for those counties' State highways projects and an additional \$1/month for each of the tour vehicles categories. Effective January 1, 2022, an additional \$0.50/day was collected; another \$0.50/day will be collected effective on January 1, 2023; and another \$0.50/day will be collected

## Program Plan Narrative

### **TRN595: HIGHWAYS ADMINISTRATION**

**03 03 07**

subsequently on each January 1st until January 1, 2027. Revenues from the motor vehicle/tour vehicle surcharge is projected to increase by 16.7% in FY 23 based on the average daily rental car surcharge rate of \$5.75 and 84% of FY 19 rental car days. Thereafter, future revenue growth is projected to reach full economic recovery from the pandemic by FY 25. Future revenue growth may be constrained by imposing limitations on the amount of tourist arrivals, inflation, and automobile supply chain issues.

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; illegal parking on State highways of \$200 per violation with \$100 disbursed to the county of the violation; use of electronic devices while operating a motor vehicle on roadways of \$250 per violation deposited to the State Highway Fund; and use of electronic devices while operating a motor vehicle in a school zone or construction area of \$300 per violation deposited to the Director of Finance.

A fee of \$1.50 is collected for each motor carrier vehicle safety inspection decal issued by motor carrier vehicle inspection stations.

The six-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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
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	3,152,818	3,472,684	3,668,269	3,825,423	3,826	3,826	3,826	3,826
OTHER CURRENT EXPENSES	8,673,686	14,962,015	15,183,974	15,183,974	15,183	15,183	15,183	15,183
EQUIPMENT	1,352							
MOTOR VEHICLES	95,894	100,000						
TOTAL OPERATING COST	11,923,750	18,534,699	18,852,243	19,009,397	19,009	19,009	19,009	19,009
BY MEANS OF FINANCING	31.20*	31.20*	31.20*	31.20*	31.2*	31.2*	31.2*	31.2*
	**	**	**	**	**	**	**	**
SPECIAL FUND	10,388,434	11,014,352	11,191,092	11,321,899	11,322	11,322	11,322	11,322
	6.00*	6.00*	6.00*	6.00*	6.0*	6.0*	6.0*	6.0*
	**	**	**	**	**	**	**	**
FEDERAL FUNDS	1,223,399	6,414,203	6,449,865	6,473,347	6,473	6,473	6,473	6,473
	0.80*	0.80*	0.80*	0.80*	0.8*	0.8*	0.8*	0.8*
	**	**	**	**	**	**	**	**
OTHER FEDERAL FUNDS	311,917	1,106,144	1,211,286	1,214,151	1,214	1,214	1,214	1,214
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	11,923,750	18,534,699	18,852,243	19,009,397	19,009	19,009	19,009	19,009



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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. NO. MOTOR VEH FATALITIES PER 10,000 MOTOR VEHICLES	2	1	1	1	1.00	1.00	1	1
2. NO. MOTOR VEH INJURIES PER 10,000 MOTOR VEHICLES	53	65.00	65.00	65.00	62.00	62.00	60	60
3. NO. MOTOR VEH ACCIDENTS PER 10,000 MOTOR VEHICLES	96	105	105	105	105.00	105.00	100	100
4. NO. MOTOR VEH PROP DAMAGE ACCDTS/10,000 MOTOR VEH	40	40	40	40	40	40	35	35
5. NO. ACCIDENTS PER 10,000 MOTOR CARRIER VEHICLES	30	30	30	30	30.00	30.00	30	30
6. % DOT CERTIFIED INSPECTION STATIONS INSPECTED	5.39	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	1800	6000	6000	6000	6000	6000	6000	6000
9. NO. VEHICLES WEIGHED ON SEMI-PORT SCALE AND CITED	38	40	35	35	35.00	35	32	32
10. NO. ACCIDENTS PER 10,000 SCHOOL BUS VEHICLES	2	1	1	1	1	1	1	1
<b>PROGRAM TARGET GROUPS</b>								
1. NO. OF MOTOR CARRIERS	7200	7000	7000	7000	7000	7000	7000	7000
2. NO. OF MOTOR CARRIER VEHICLES	30938	34400	34500	34500	34500	34500	34000	34000
3. NO. OF MOTOR CARRIER DRIVERS	30000	32000	32000	32000	32000	32000	32000	32000
4. NO. OF MOTOR VEHICLES	1279000	1240000	1240000	1240000	1240000	1240000	1275000	1275000
5. NO. OF DOT CERTIFIED VEHICLE INSPECTION STATIONS	167	165	165	165	165	165	165	165
6. NO. OF MOTOR CARRIERS WEIGHED SEMI-PORTABLE SCALES	1800	6000	6000	6000	6000	6000	6000	6000
7. NO. OF MOTOR CARRIER WEIGHED FIX COMMERCIAL SCALES	25000	25000	25000	25000	25000	25000	25000	25000
8. NO. OF SCHOOL BUS OPERATORS	92	95	95	95	95	95	93	93
9. NO. OF SCHOOL BUS VEHICLES	1000	1050	1050	1050	1050	1050	1000	1000
10. NO. OF SCHOOL BUS DRIVERS	1400	1700	1700	1700	1700	1700	1700	1700
<b>PROGRAM ACTIVITIES</b>								
1. NO. OF MOTOR CARRIER VEHICLES INSPECTED	1800	3800	4200	4200	4200	4200	4200	4200
2. NO. OF MOTOR CARRIER INVESTIGATIONS CONDUCTED	7	60	60	60	60	60	50	50
3. NO. OF DOT CERTIFIED INSPECTION STATIONS INSPECTED	9	50	50	50	50	50	50	50
4. NO. OF SEMI-PORTABLE SCALE SETUPS CONDUCTED	40	50	50	50	50	50	50	50
5. NO. OF FIXED COMMERCIAL SCALE SETUPS CONDUCTED	280	250	275	275	275	275	280	280
6. NO. OF SCHOOL BUSES INSPECTED	150	300	300	300	275	275	275	275
7. NO. OF SCHOOL BUS INVESTIGATIONS CONDUCTED	5	12	12	12	12	12	12	12
<b>PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)</b>								
REVENUE FROM OTHER AGENCIES: FEDERAL	1,979	1,989	1,999	2,009	2,019	2,029	2,039	2,050
CHARGES FOR CURRENT SERVICES	50	50	50	51	51	51	52	52
TOTAL PROGRAM REVENUES	2,029	2,039	2,049	2,060	2,070	2,080	2,091	2,102
<b>PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)</b>								
SPECIAL FUNDS	2,029	2,039	2,049	2,060	2,070	2,080	2,091	2,102
TOTAL PROGRAM REVENUES	2,029	2,039	2,049	2,060	2,070	2,080	2,091	2,102

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)**

Operating - Trade-off/transfers for this program reflect a net increase of \$4,311/special funds (B) and \$35,662/federal funds (N) in FY 24 and \$4,311/B and \$59,144/N in FY 25. Additional funding for personal services of \$5,142/other federal funds (P) in FY 24 and \$8,007/P in FY 25. Additional funding for the Motor Carrier Safety Assistance Program of \$32,648/B and \$185,000/P in FY 24 and FY 25.

## **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 the 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 the 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 (MVSO) 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 the driver population and State resident population acquiring State identification cards.

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

For FB 2023-25, the operating budget for the MVSO 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

## Program Plan Narrative

**TRN597: HIGHWAYS SAFETY**

**03 03 08**

revenue sources discussed in Highways Administration, TRN 595. The Civil Identification Program is supported by the Civil Identification Card Fee Special Fund.

### **I. Summary of Analysis Performed**

None.

### **J. Further Considerations**

None.

# OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM ID: **TRN995**  
 PROGRAM STRUCTURE NO: **0304**  
 PROGRAM TITLE: **GENERAL ADMINISTRATION**

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
OPERATING COST	112.00*	112.00*	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**
PERSONAL SERVICES	8,099,448	14,535,407	15,432,819	15,892,208	15,892	15,892	15,892	15,892
OTHER CURRENT EXPENSES	7,132,478	28,519,804	29,184,514	29,198,895	29,199	29,199	29,199	29,199
EQUIPMENT		150,772	150,772	150,772	151	151	151	151
MOTOR VEHICLES		704,846	704,846	704,846	705	705	705	705
TOTAL OPERATING COST	15,231,926	43,910,829	45,472,951	45,946,721	45,947	45,947	45,947	45,947
BY MEANS OF FINANCING								
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
GENERAL FUND								
	111.00*	111.00*	110.00*	110.00*	110.0*	110.0*	110.0*	110.0*
	2.00**	2.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
SPECIAL FUND	15,169,790	23,883,066	25,445,188	25,918,958	25,919	25,919	25,919	25,919
	1.00*	1.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
	**	**	**	**	**	**	**	**
FEDERAL FUNDS	62,136	19,284,696	10,884,696	12,784,696	12,785	12,785	12,785	12,785
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
OTHER FEDERAL FUNDS			8,400,000	6,500,000	6,500	6,500	6,500	6,500
	*	*	*	*	*	*	*	*
	**	**	**	**	**	**	**	**
PRIVATE CONTRIBUTIONS		743,067	743,067	743,067	743	743	743	743
TOTAL PERM POSITIONS	112.00*	112.00*	111.00*	111.00*	111.0*	111.0*	111.0*	111.0*
TOTAL TEMP POSITIONS	2.00**	2.00**	2.00**	2.00**	2.0**	2.0**	2.0**	2.0**
TOTAL PROGRAM COST	15,231,926	43,910,829	45,472,951	45,946,721	45,947	45,947	45,947	45,947

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

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	4	4	4	4	4	4	4	4
<b>PROGRAM ACTIVITIES</b>								
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. COMPUTER SYSTEMS AND SERVICES	18	18	18	18	18	18	18	18
7. PPB MANAGEMENT AND ANALYTICAL	11	11	11	11	11	11	11	11
8. STATEWIDE TRANSPORTATION PLANNING	17	17	17	17	17	17	17	17
<b>PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)</b>								
REVENUE FROM OTHER AGENCIES: FEDERAL	26,791	34,132	22,089	8,000	3,000	1,000		
TOTAL PROGRAM REVENUES	26,791	34,132	22,089	8,000	3,000	1,000		
<b>PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)</b>								
SPECIAL FUNDS	26,543	28,052	9,089	8,000	3,000	1,000		
ALL OTHER FUNDS	248	6,080	13,000					
TOTAL PROGRAM REVENUES	26,791	34,132	22,089	8,000	3,000	1,000		

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)**

There are increases in fringe to 64% and collective bargaining (CB) for the FB 2023-25 Executive Budget Request.

There are no capital improvement program requests.

The FB 2023-25 Budget Request includes federal award adjustments of federal funds (N) to other federal funds (P) of \$8,400,000 in FY 24 and \$6,500,000 in FY 25.

The FB 2023-25 budget request includes an abolishment of Position No. 106670, Planner IV, SR-22; a Memorandum of Agreement (MOA) between the Departments of Transportation (DOT) and the Attorney General (AG) regarding a Special Deputy Attorney General (SDAG) to jointly represent DOT and the State in the environmental court litigation; and another MOA between DOT and AG to provide training, legal advice and the work and skills necessary for effective representation in civil cases involving all divisions of DOT.

### **C. Description of Activities Performed**

1. Office of the Director - Provides top-level planning, direction and coordination of the various activities of DOT.

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 the American with Disabilities Act, Civil Rights and Title VI, and the Disadvantaged Business Enterprise 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, responding 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.

## Program Plan Narrative

**TRN995: GENERAL ADMINISTRATION**

**03 04**

### **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.

### **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, result in new methods of handling waterborne cargo and have required major renovations to user facilities.
2. Improved interisland 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 CB 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.

PROGRAM ID:  
PROGRAM STRUCTURE NO:  
PROGRAM TITLE:

TRN695  
0305  
ALOHA TOWER DEVELOPMENT CORPORATION

OPERATING AND CAPITAL EXPENDITURES

REPORT: P61-A

PROGRAM EXPENDITURES	IN DOLLARS				IN THOUSANDS			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
OPERATING COST	0.00*	0.00*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
	1.00**	1.00**	0.00**	0.00**	0.0**	0.0**	0.0**	0.0**
PERSONAL SERVICES	50,772	77,173	147,600	147,600	148	148	148	148
OTHER CURRENT EXPENSES	423,348	1,765,000	1,694,573	1,694,573	1,694	1,694	1,694	1,694
TOTAL OPERATING COST	474,120	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*	1.0*	1.0*	1.0*	1.0*
	1.00**	1.00**	**	**	**	**	**	**
SPECIAL FUND	474,120	1,842,173	1,842,173	1,842,173	1,842	1,842	1,842	1,842
TOTAL PERM POSITIONS	*	*	1.00*	1.00*	1.0*	1.0*	1.0*	1.0*
TOTAL TEMP POSITIONS	1.00**	1.00**	**	**	**	**	**	**
TOTAL PROGRAM COST	474,120	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 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
<b>MEASURES OF EFFECTIVENESS</b>								
1. NO MEASURES HAVE BEEN DEVELOPED FOR THIS PROGRAM	0	0	0	0	0	0	0	0
<b>PROGRAM REVENUES BY TYPE (IN THOUSANDS of DOLLARS)</b>								
REVENUES FROM THE USE OF MONEY AND PROPERTY	1,012	1,002	1,002	1,002	1,002	1,002	1,002	1,002
TOTAL PROGRAM REVENUES	1,012	1,002	1,002	1,002	1,002	1,002	1,002	1,002
<b>PROGRAM REVENUES BY FUND (IN THOUSANDS of DOLLARS)</b>								
SPECIAL FUNDS	1,012	1,002	1,002	1,002	1,002	1,002	1,002	1,002
TOTAL PROGRAM REVENUES	1,012	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 increases in fringe benefits from 62.7% to 64% and collective bargaining for the FB 2023-25 Executive Budget Request.

One temporary position converted to permanent position.

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 2023-25, 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

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
A37E	5	RENOVATION	DANIEL K. INOUYE INTERNATIONAL AIRPORT, SYSTEMS IMPROVEMENTS, OAHU										
		DESIGN	4,000	1,000	3,000								
		CONSTRUCTION	98,500	38,500	15,000	45,000							
		TOTAL	102,500	39,500	18,000	45,000							
		REVENUE BONDS	102,500	39,500	18,000	45,000							
A38A	3	NEW	DANIEL K. INOUYE INTERNATIONAL AIRPORT, AIRPORT IMPROVEMENTS, OAHU										
		DESIGN	5,000				5,000						
		CONSTRUCTION	103,011				90,251	12,760					
		TOTAL	108,011				95,251	12,760					
		REVENUE BONDS FEDERAL FUNDS	108,010 1				95,250 1	12,760					
A43A	3	RENOVATION	DANIEL K. INOUYE INTERNATIONAL AIRPORT, FACILITY IMPROVEMENTS, OAHU										
		DESIGN	9,500		4,500	5,000							
		CONSTRUCTION	45,000			45,000							
		TOTAL	54,500		4,500	50,000							
		REVENUE BONDS	54,500		4,500	50,000							

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

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE			BUDGET PERIOD						SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	
PROGRAM TOTALS												
		PLANS	6,202	6,202								
		DESIGN	326,815	309,315	7,500	5,000	5,000					
		CONSTRUCTION	2,063,394	1,855,383	15,000	90,000	90,251	12,760				
TOTAL			2,396,411	2,170,900	22,500	95,000	95,251	12,760				
		SPECIAL FUND	125,367	125,367								
		REVENUE BONDS	2,007,936	1,782,426	22,500	95,000	95,250	12,760				
		FEDERAL FUNDS	69,557	69,556			1					
		OTHER FUNDS	193,551	193,551								

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

TRN104  
030102  
GENERAL AVIATION

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

REPORT B78  
3 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE									
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD FY 23-24      FY 24-25		FY 25-26	FY 26-27	FY 27-28	FY 28-29
A71A	6	NEW	KALAELOA AIRPORT, AIRPORT IMPROVEMENTS, OAHU									
		DESIGN	2,200	200			1,000	1,000				
		CONSTRUCTION	50,833	6,830		22,001	11,001	11,001				
		TOTAL	53,033	7,030		22,001	12,001	12,001				
		SPECIAL FUND	3,360	3,360								
		REVENUE BONDS	46,000			22,000	12,000	12,000				
		FEDERAL FUNDS	3,673	3,670		1	1	1				
A72A	8	OTHER	DILLINGHAM AIRFIELD, AIRPORT IMPROVEMENTS, OAHU									
		DESIGN	2,000		2,000							
		CONSTRUCTION	10,000		10,000							
		TOTAL	12,000		12,000							
		SPECIAL FUND	12,000		12,000							
P23015		NEW	DILLINGHAM AIRFIELD, WATER REPAIR AND MAINTENANCE, OAHU									
		CONSTRUCTION	200		200							
		TOTAL	200		200							
		REVENUE BONDS	200		200							

STATE OF HAWAII  
PROGRAM ID: TRN104  
PROGRAM STRUCTURE NO: 030102  
PROGRAM TITLE: GENERAL AVIATION

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE				BUDGET PERIOD					SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	
PROGRAM TOTALS												
		DESIGN	8,940	4,940	2,000		1,000	1,000				
		CONSTRUCTION	137,797	83,594	10,000	22,201	11,001	11,001				
		TOTAL	146,737	88,534	12,000	22,201	12,001	12,001				
		SPECIAL FUND	19,815	7,815	12,000							
		REVENUE BONDS	68,788	22,588		22,200	12,000	12,000				
		FEDERAL FUNDS	58,134	58,131		1	1	1				

STATE OF HAWAII  
PROGRAM ID: TRN111  
PROGRAM STRUCTURE NO: 030103  
PROGRAM TITLE: HILO INTERNATIONAL AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	
B10I	15	NEW	HILO INTERNATIONAL AIRPORT, TERMINAL IMPROVEMENTS, HAWAII										
		DESIGN	2,455	1,055	1,400								
		CONSTRUCTION	30,300	30,300									
		TOTAL	32,755	31,355	1,400								
		REVENUE BONDS	32,755	31,355	1,400								
	PROGRAM TOTALS												
	PLANS	250	250										
	LAND ACQUISITION	2,500	2,500										
	DESIGN	11,410	10,010	1,400									
	CONSTRUCTION	124,403	124,403										
	TOTAL	138,563	137,163	1,400									
	SPECIAL FUND	6,345	6,345										
	REVENUE BONDS	82,246	80,846	1,400									
	FEDERAL FUNDS	45,847	45,847										
	OTHER FUNDS	4,125	4,125										



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

TRN114  
030104  
ELLISON ONIZUKA KONA INTL. AIRPT AT KE'AHOLE

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	
C03B	6	NEW	ELLISON ONIZUKA KONA INTERNATIONAL AIRPORT AT KEAHOLE, FACILITY IMPROVEMENTS, HAWAII										
		CONSTRUCTION	11,420	9,000	2,420								
		TOTAL	11,420	9,000	2,420								
		REVENUE BONDS	11,420	9,000	2,420								
C03Y	14	NEW	ELLISON ONIZUKA KONA INTERNATIONAL AIRPORT AT KEAHOLE, TERMINAL IMPROVEMENTS, HAWAII										
		CONSTRUCTION	34,442	18,721	15,721								
		TOTAL	34,442	18,721	15,721								
		REVENUE BONDS	34,442	18,721	15,721								
PROGRAM TOTALS													
		PLANS	1,501	1,501									
		DESIGN	44,227	44,227									
		CONSTRUCTION	441,948	423,807	18,141								
		TOTAL	487,676	469,535	18,141								
		SPECIAL FUND	24,396	24,396									
		G.O. BONDS	2,500	2,500									
		REVENUE BONDS	423,720	405,579	18,141								
		FEDERAL FUNDS	31,161	31,161									
		OTHER FUNDS	5,899	5,899									

STATE OF HAWAII  
PROGRAM ID: TRN118  
PROGRAM STRUCTURE NO: 030106  
PROGRAM TITLE: UPOLU AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE		BUDGET PERIOD								SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
PROGRAM TOTALS													
DESIGN			25	25									
CONSTRUCTION			1,000	1,000									
TOTAL			1,025	1,025									
REVENUE BONDS			1,025	1,025									

STATE OF HAWAII  
PROGRAM ID: TRN131  
PROGRAM STRUCTURE NO: 030107  
PROGRAM TITLE: KAHULUI AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
D04Y	4	RENOVATION	KAHULUI AIRPORT, AIRPORT IMPROVEMENTS, MAUI										
		DESIGN	1,600	1,600									
		CONSTRUCTION	89,601	9,900		45,000	34,701						
		TOTAL	91,201	11,500		45,000	34,701						
		REVENUE BONDS	91,200	11,500		45,000	34,700						
		FEDERAL FUNDS	1				1						
		PROGRAM TOTALS											
		PLANS	8,750	8,750									
		DESIGN	14,951	14,951									
		CONSTRUCTION	447,745	368,044		45,000	34,701						
		TOTAL	471,446	391,745		45,000	34,701						
		SPECIAL FUND	26,363	26,363									
REVENUE BONDS	361,132	281,432		45,000	34,700								
FEDERAL FUNDS	23,951	23,950			1								
OTHER FUNDS	60,000	60,000											

STATE OF HAWAII  
PROGRAM ID: TRN133  
PROGRAM STRUCTURE NO: 030108  
PROGRAM TITLE: HANA AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE		BUDGET PERIOD								SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			PROGRAM TOTALS										
		PLANS	220	220									
		DESIGN	1,395	1,395									
		CONSTRUCTION	27,742	27,742									
		TOTAL	29,357	29,357									
		SPECIAL FUND	356	356									
		REVENUE BONDS	6,692	6,692									
		FEDERAL FUNDS	22,309	22,309									

STATE OF HAWAII  
PROGRAM ID: TRN141  
PROGRAM STRUCTURE NO: 030110  
PROGRAM TITLE: MOLOKAI AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE		BUDGET PERIOD								SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			PROGRAM TOTALS										
		DESIGN	3,700	3,700									
		CONSTRUCTION	3,001	3,001									
		TOTAL	6,701	6,701									
		SPECIAL FUND	3,000	3,000									
		REVENUE BONDS	3,700	3,700									
		FEDERAL FUNDS	1	1									

STATE OF HAWAII  
PROGRAM ID: TRN151  
PROGRAM STRUCTURE NO: 030112  
PROGRAM TITLE: LANAI AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE		BUDGET PERIOD								SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			PROGRAM TOTALS										
		DESIGN	900	900									
		CONSTRUCTION	37,083	37,083									
		TOTAL	37,983	37,983									
		REVENUE BONDS	28,987	28,987									
		FEDERAL FUNDS	1	1									
		PRIVATE CONTRIBUTIONS	8,995	8,995									

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE				BUDGET PERIOD						SUCCEED YEARS	
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29		
		COST ELEMENT/MOF												
E01A	7	RENOVATION	LIHUE AIRPORT, FACILITY IMPROVEMENTS, KAUAI											
		DESIGN	1,100		1,100									
		CONSTRUCTION	18,000	10,000	8,000									
		TOTAL	19,100	10,000	9,100									
		REVENUE BONDS	19,100	10,000	9,100									
E03A	13	RENOVATION	LIHUE AIRPORT, TERMINAL IMPROVEMENTS, KAUAI											
		DESIGN	17,000	2,000	15,000									
		CONSTRUCTION	111,000	11,000		100,000								
		TOTAL	128,000	13,000	15,000	100,000								
		REVENUE BONDS	128,000	13,000	15,000	100,000								
E03B	7	NEW	LIHUE AIRPORT, AIRPORT IMPROVEMENTS, KAUAI											
		LAND ACQUISITION	5,761				5,761							
		CONSTRUCTION	13,690				3,690	10,000						
		TOTAL	19,451				9,451	10,000						
		SPECIAL FUND	4,687				4,687							
		REVENUE BONDS	13,690				3,690	10,000						
		OTHER FUNDS	1,074				1,074							

STATE OF HAWAII  
PROGRAM ID: TRN161  
PROGRAM STRUCTURE NO: 030113  
PROGRAM TITLE: LIHUE AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE			BUDGET PERIOD							SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
PROGRAM TOTALS													
		PLANS	1,850	1,850									
		LAND ACQUISITION	26,705	20,944			5,761						
		DESIGN	24,868	8,768	16,100								
		CONSTRUCTION	226,099	104,409	8,000	100,000	3,690	10,000					
		TOTAL	279,522	135,971	24,100	100,000	9,451	10,000					
		SPECIAL FUND	24,281	19,594			4,687						
		REVENUE BONDS	207,111	69,321	24,100	100,000	3,690	10,000					
		FEDERAL FUNDS	35,056	35,056									
		OTHER FUNDS	13,074	12,000			1,074						



STATE OF HAWAII  
PROGRAM ID: TRN163  
PROGRAM STRUCTURE NO: 030114  
PROGRAM TITLE: PORT ALLEN AIRPORT

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE										SUCCEED YEARS		
			BUDGET PERIOD												
		COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29			
			PROGRAM TOTALS												
			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  
15 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE											
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
F04J	11	OTHER	AIRPORT PLANNING STUDY, STATEWIDE											
		PLANS	25,400	21,400	2,000	2,000								
		TOTAL	25,400	21,400	2,000	2,000								
		SPECIAL FUND	17,950	17,950										
		REVENUE BONDS	7,000	3,000	2,000	2,000								
		FEDERAL FUNDS	450	450										
F05B	8	NEW	AIRPORT DEVELOPMENT, STATEWIDE											
		PLANS	4,000				2,000	2,000						
		DESIGN	8,000				4,000	4,000						
		CONSTRUCTION	14,002				7,001	7,001						
		TOTAL	26,002				13,001	13,001						
		REVENUE BONDS	26,000				13,000	13,000						
		FEDERAL FUNDS	2				1	1						
F05I	2	RENOVATION	AIRFIELD IMPROVEMENTS, STATEWIDE											
		DESIGN	51,556	49,554	1	1	1,000	1,000						
		CONSTRUCTION	1,443,002	633,553	98,440	194,407	451,601	65,001						
		TOTAL	1,494,558	683,107	98,441	194,408	452,601	66,001						
		SPECIAL FUND	30,600	30,600										
	REVENUE BONDS	1,320,947	514,500	98,440	189,407	452,600	66,000							
	FEDERAL FUNDS	45,011	45,007	1	1	1	1							
		PRIVATE CONTRIBUTIONS	5,000			5,000								
		OTHER FUNDS	93,000	93,000										

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  
16 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			FY 23-24	FY 24-25									
F05J	12	OTHER	AIRPORT IMPROVEMENTS, STATEWIDE										
		PLANS	1,350	1,350									
		LAND ACQUISITION	13,290	13,290									
		DESIGN	9,115	9,115									
		CONSTRUCTION	233,964	175,544	58,420								
		TOTAL	257,719	199,299	58,420								
		REVENUE BONDS OTHER FUNDS	4,300 253,419	4,300 194,999	58,420								
F05L	9	NEW	RENTAL CAR FACILITY IMPROVEMENTS, STATEWIDE										
		PLANS	1,000	1,000									
		LAND ACQUISITION	55,900	55,900									
		DESIGN	202,839	202,839									
		CONSTRUCTION	885,011	841,011			44,000						
		TOTAL	1,144,750	1,100,750			44,000						
		SPECIAL FUND REVENUE BONDS OTHER FUNDS	86,811 816,139 241,800	86,811 816,139 197,800			44,000						
F08A	5	RENOVATION	FACILITY IMPROVEMENTS, STATEWIDE										
		DESIGN	3,000			3,000							
		CONSTRUCTION	93,937	4,990		30,000		58,947					
		TOTAL	96,937	4,990		33,000		58,947					
		REVENUE BONDS FEDERAL FUNDS	96,936 1	4,990		33,000		58,946 1					

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  
17 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY	FY	FY	FY	FY
							FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
F08B	2	OTHER	ENVIRONMENTAL COMPLIANCE, STATEWIDE										
		DESIGN	6,500		6,500								
		CONSTRUCTION	40,000		20,000	20,000							
		TOTAL	46,500		26,500	20,000							
		REVENUE BONDS	46,500		26,500	20,000							
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	8,053	4,651	378	378	378	378	378	378	378	378	378
		DESIGN	32,209	18,457	1,528	1,528	1,528	1,528	1,528	1,528	1,528	1,528	1,528
		CONSTRUCTION	56,906	32,795	2,679	2,679	2,679	2,679	2,679	2,679	2,679	2,679	2,679
		TOTAL	97,168	55,903	4,585	4,585	4,585	4,585	4,585	4,585	4,585	4,585	4,585
		SPECIAL FUND	94,055	54,203	4,428	4,428	4,428	4,428	4,428	4,428	4,428	4,428	4,428
		OTHER FUNDS	3,113	1,700	157	157	157	157	157	157	157	157	157
F08G	10	OTHER	MISCELLANEOUS AIRPORT PROJECTS, STATEWIDE										
		DESIGN	20,800	16,800	2,000	2,000							
		CONSTRUCTION	63,700	53,700	5,000	5,000							
		TOTAL	84,500	70,500	7,000	7,000							
		SPECIAL FUND	60,000	60,000									
REVENUE BONDS	24,500	10,500	7,000	7,000									

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

TRN195  
030115  
AIRPORTS ADMINISTRATION

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE		BUDGET PERIOD								SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
PROGRAM TOTALS													
		PLANS	44,904	33,502	2,378	2,378	2,378	2,378	378	378	378	378	
		LAND ACQUISITION	69,190	69,190									
		DESIGN	375,417	334,163	12,029	8,529	6,528	6,528	1,528	1,528	1,528	1,528	
		CONSTRUCTION	2,993,469	1,900,540	186,539	254,086	564,228	74,681	2,679	2,679	2,679	2,679	
		TOTAL	3,482,980	2,337,395	200,946	264,993	573,134	83,587	4,585	4,585	4,585	4,585	
		SPECIAL FUND	317,166	277,314	4,428	4,428	4,428	4,428	4,428	4,428	4,428	4,428	
		REVENUE BONDS	2,478,074	1,481,181	137,940	255,407	524,546	79,000					
		FEDERAL FUNDS	78,808	78,801	1	1	3	2					
		PRIVATE CONTRIBUTIONS	5,000			5,000							
		OTHER FUNDS	603,932	500,099	58,577	157	44,157	157	157	157	157	157	

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

TRN301  
030201  
HONOLULU HARBOR

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
19 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE				BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25					
J51	03	NEW	HONOLULU HARBOR IMPROVEMENTS, OAHU										
		PLANS	24	8	4	4	4	4					
		LAND ACQUISITION	24	8	4	4	4	4					
		DESIGN	24	8	4	4	4	4					
		CONSTRUCTION	232,478	107,526	9,988	29,988	49,988	34,988					
		TOTAL	232,550	107,550	10,000	30,000	50,000	35,000					
		SPECIAL FUND	24	8	4	4	4	4					
		REVENUE BONDS	232,478	107,526	9,988	29,988	49,988	34,988					
		FEDERAL FUNDS	24	8	4	4	4	4					
		PRIVATE CONTRIBUTIONS	24	8	4	4	4	4					
		PROGRAM TOTALS											
		PLANS	3,375	3,359	4	4	4	4					
		LAND ACQUISITION	8,224	8,208	4	4	4	4					
		DESIGN	82,808	82,792	4	4	4	4					
		CONSTRUCTION	1,480,680	1,355,728	9,988	29,988	49,988	34,988					
		TOTAL	1,575,087	1,450,087	10,000	30,000	50,000	35,000					
		SPECIAL FUND	74,162	74,146	4	4	4	4					
		REVENUE BONDS	1,440,467	1,315,515	9,988	29,988	49,988	34,988					
		FEDERAL FUNDS	3,024	3,008	4	4	4	4					
		OTHER FEDERAL FUNDS	50,000	50,000									
		PRIVATE CONTRIBUTIONS	7,434	7,418	4	4	4	4					

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

**TRN303**  
**030202**  
**KALAELOA BARBERS POINT HARBOR**

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
20 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE										
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29
FY 23-24	FY 24-25												
J52	04	NEW	KALAELOA BARBERS POINT HARBOR IMPROVEMENTS, OAHU										
		PLANS	20	8	4	4			4				
		LAND ACQUISITION	40,004	39,992	4	4			4				
		DESIGN	20	8	4	4			4				
		CONSTRUCTION	93,956	63,992	9,988	14,988			4,988				
		TOTAL	134,000	104,000	10,000	15,000			5,000				
		SPECIAL FUND	20	8	4	4			4				
		REVENUE BONDS	133,940	103,976	9,988	14,988			4,988				
		FEDERAL FUNDS	20	8	4	4			4				
		PRIVATE CONTRIBUTIONS	20	8	4	4			4				
		PROGRAM TOTALS											
		PLANS	5,040	5,028	4	4			4				
		LAND ACQUISITION	89,154	89,142	4	4			4				
		DESIGN	18,347	18,335	4	4			4				
		CONSTRUCTION	200,208	170,244	9,988	14,988			4,988				
		TOTAL	312,749	282,749	10,000	15,000			5,000				
		SPECIAL FUND	3,340	3,328	4	4			4				
		REVENUE BONDS	309,115	279,151	9,988	14,988			4,988				
		FEDERAL FUNDS	270	258	4	4			4				
		PRIVATE CONTRIBUTIONS	24	12	4	4			4				

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

TRN311  
030204  
HILO HARBOR

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
21 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE					BUDGET PERIOD					SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
L19	07	NEW	HILO HARBOR IMPROVEMENTS, HAWAII										
		PLANS	24	8	4	4	4	4					
		LAND ACQUISITION	5,008	4,992	4	4	4	4					
		DESIGN	24	8	4	4	4	4					
		CONSTRUCTION	93,894	48,942	9,988	14,988	14,988	4,988					
		TOTAL	98,950	53,950	10,000	15,000	15,000	5,000					
		SPECIAL FUND	24	8	4	4	4	4					
		REVENUE BONDS	98,878	53,926	9,988	14,988	14,988	4,988					
		FEDERAL FUNDS	24	8	4	4	4	4					
		PRIVATE CONTRIBUTIONS	24	8	4	4	4	4					
		PROGRAM TOTALS											
		PLANS	2,849	2,833	4	4	4	4					
		LAND ACQUISITION	6,008	5,992	4	4	4	4					
		DESIGN	20,190	20,174	4	4	4	4					
		CONSTRUCTION	273,996	229,044	9,988	14,988	14,988	4,988					
TOTAL	303,043	258,043	10,000	15,000	15,000	5,000							
SPECIAL FUND	44,476	44,460	4	4	4	4							
REVENUE BONDS	258,518	213,566	9,988	14,988	14,988	4,988							
FEDERAL FUNDS	25	9	4	4	4	4							
PRIVATE CONTRIBUTIONS	24	8	4	4	4	4							



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

TRN313  
030205  
KAWAIIHAE HARBOR

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
22 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE					BUDGET PERIOD					SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
L20	06	NEW	KAWAIHAE HARBOR IMPROVEMENTS, HAWAII										
		PLANS	24	8	4	4	4	4					
		LAND ACQUISITION	24	8	4	4	4	4					
		DESIGN	24	8	4	4	4	4					
		CONSTRUCTION	68,928	8,976	9,988	29,988	14,988	4,988					
		TOTAL	69,000	9,000	10,000	30,000	15,000	5,000					
		SPECIAL FUND	24	8	4	4	4	4					
		REVENUE BONDS	68,928	8,976	9,988	29,988	14,988	4,988					
		FEDERAL FUNDS	24	8	4	4	4	4					
		PRIVATE CONTRIBUTIONS	24	8	4	4	4	4					
		PROGRAM TOTALS											
		PLANS	1,624	1,608	4	4	4	4					
		LAND ACQUISITION	24	8	4	4	4	4					
		DESIGN	17,765	17,749	4	4	4	4					
		CONSTRUCTION	167,380	107,428	9,988	29,988	14,988	4,988					
		TOTAL	186,793	126,793	10,000	30,000	15,000	5,000					
		SPECIAL FUND	13,564	13,548	4	4	4	4					
		REVENUE BONDS	173,178	113,226	9,988	29,988	14,988	4,988					
		FEDERAL FUNDS	27	11	4	4	4	4					
		PRIVATE CONTRIBUTIONS	24	8	4	4	4	4					

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

TRN331  
030206  
KAHULUI HARBOR

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
23 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE					BUDGET PERIOD					SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
M24	05	NEW	KAHULUI HARBOR IMPROVEMENTS, MAUI										
		PLANS	24	8	4	4	4	4					
		LAND ACQUISITION	24	8	4	4	4	4					
		DESIGN	24	8	4	4	4	4					
		CONSTRUCTION	164,428	56,476	9,988	62,988	9,988	24,988					
		TOTAL	164,500	56,500	10,000	63,000	10,000	25,000					
		SPECIAL FUND	24	8	4	4	4	4					
		REVENUE BONDS	164,428	56,476	9,988	62,988	9,988	24,988					
		FEDERAL FUNDS	24	8	4	4	4	4					
		PRIVATE CONTRIBUTIONS	24	8	4	4	4	4					
		PROGRAM TOTALS											
		PLANS	3,225	3,209	4	4	4	4					
		LAND ACQUISITION	70,025	70,009	4	4	4	4					
		DESIGN	34,652	34,636	4	4	4	4					
		CONSTRUCTION	297,027	189,075	9,988	62,988	9,988	24,988					
		TOTAL	404,929	296,929	10,000	63,000	10,000	25,000					
		SPECIAL FUND	12,953	12,937	4	4	4	4					
		REVENUE BONDS	391,928	283,976	9,988	62,988	9,988	24,988					
		FEDERAL FUNDS	24	8	4	4	4	4					
		PRIVATE CONTRIBUTIONS	24	8	4	4	4	4					

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

TRN361  
030208  
NAWILIWILI HARBOR

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
26 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE				BUDGET PERIOD					SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	
		COST ELEMENT/MOF										
K13	08	NEW	NAWILIWILI HARBOR IMPROVEMENTS, KAUAI									
		PLANS	20	8	4	4		4				
		LAND ACQUISITION	20	8	4	4		4				
		DESIGN	20	8	4	4		4				
		CONSTRUCTION	21,940	14,976	988	988		4,988				
		TOTAL	22,000	15,000	1,000	1,000		5,000				
		SPECIAL FUND	20	8	4	4		4				
		REVENUE BONDS	21,940	14,976	988	988		4,988				
		FEDERAL FUNDS	20	8	4	4		4				
		PRIVATE CONTRIBUTIONS	20	8	4	4		4				
		PROGRAM TOTALS										
		PLANS	695	683	4	4		4				
		LAND ACQUISITION	20	8	4	4		4				
		DESIGN	1,926	1,914	4	4		4				
		CONSTRUCTION	41,423	34,459	988	988		4,988				
		TOTAL	44,064	37,064	1,000	1,000		5,000				
		SPECIAL FUND	2,774	2,762	4	4		4				
		REVENUE BONDS	41,250	34,286	988	988		4,988				
		FEDERAL FUNDS	20	8	4	4		4				
		PRIVATE CONTRIBUTIONS	20	8	4	4		4				

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

TRN363  
030209  
PORT ALLEN HARBOR

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

REPORT B78  
27 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE				BUDGET PERIOD						SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
K14	09	NEW	PORT ALLEN HARBOR IMPROVEMENTS, KAUAI										
		PLANS	12	4	4	4							
		LAND ACQUISITION	12	4	4	4							
		DESIGN	12	4	4	4							
		CONSTRUCTION	9,964	3,988	988	4,988							
		TOTAL	10,000	4,000	1,000	5,000							
		SPECIAL FUND	12	4	4	4							
		REVENUE BONDS	9,964	3,988	988	4,988							
		FEDERAL FUNDS	12	4	4	4							
		PRIVATE CONTRIBUTIONS	12	4	4	4							
		PROGRAM TOTALS											
		PLANS	1,012	1,004	4	4							
		LAND ACQUISITION	12	4	4	4							
		DESIGN	512	504	4	4							
		CONSTRUCTION	12,964	6,988	988	4,988							
		TOTAL	14,500	8,500	1,000	5,000							
		SPECIAL FUND	4,512	4,504	4	4							
		REVENUE BONDS	9,964	3,988	988	4,988							
		FEDERAL FUNDS	12	4	4	4							
		PRIVATE CONTRIBUTIONS	12	4	4	4							

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE		BUDGET PERIOD								SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			PROGRAM TOTALS										
		DESIGN	1,200	1,200									
		CONSTRUCTION	9,552	9,552									
		TOTAL	10,752	10,752									
		SPECIAL FUND	8,752	8,752									
		FEDERAL FUNDS	500	500									
		PRIVATE CONTRIBUTIONS	1,500	1,500									

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

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD FY 23-24      FY 24-25		FY 25-26	FY 26-27	FY 27-28	FY 28-29	SUCCEED YEARS
I21	01	OTHER	MODERNIZATION PROGRAM - HARBORS DIVISION CIP PROJECT STAFF COSTS, STATEWIDE										
		PLANS	37,271	22,271	2,500	2,500	2,500	2,500	2,500	2,500			
		TOTAL	37,271	22,271	2,500	2,500	2,500	2,500	2,500	2,500			
		SPECIAL FUND	17,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500			
		REVENUE BONDS	19,771	19,771									
I27	02	NEW	COMMERCIAL HARBORS ADMINISTRATION INITIATIVES, STATEWIDE										
		PLANS	22	6	4	4	4	4					
		LAND ACQUISITION	22	6	4	4	4	4					
		DESIGN	22	6	4	4	4	4					
		CONSTRUCTION	47,934	29,982	1,488	1,488	9,988	4,988					
		TOTAL	48,000	30,000	1,500	1,500	10,000	5,000					
		SPECIAL FUND	24	8	4	4	4	4					
		REVENUE BONDS	47,936	29,984	1,488	1,488	9,988	4,988					
		FEDERAL FUNDS	16		4	4	4	4					
		PRIVATE CONTRIBUTIONS	24	8	4	4	4	4					
		PROGRAM TOTALS											
		PLANS	72,189	57,173	2,504	2,504	2,504	2,504	2,500	2,500			
		LAND ACQUISITION	23	7	4	4	4	4					
		DESIGN	35,072	35,056	4	4	4	4					
		CONSTRUCTION	313,416	295,464	1,488	1,488	9,988	4,988					
		EQUIPMENT	1	1									
		TOTAL	420,701	387,701	4,000	4,000	12,500	7,500	2,500	2,500			
		SPECIAL FUND	156,238	141,222	2,504	2,504	2,504	2,504	2,500	2,500			
		G.O. BONDS	10,000	10,000									
		G.O. BONDS REIMBURSABLE	40,000	40,000									
		REVENUE BONDS	180,907	162,955	1,488	1,488	9,988	4,988					
		FEDERAL FUNDS	29,523	29,507	4	4	4	4					
		OTHER FEDERAL FUNDS	4,006	4,006									
		PRIVATE CONTRIBUTIONS	27	11	4	4	4	4					

STATE OF HAWAII  
PROGRAM ID: TRN333  
PROGRAM STRUCTURE NO: 030212  
PROGRAM TITLE: HANA HARBOR

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE		BUDGET PERIOD								SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			PROGRAM TOTALS										
		PLANS	1,000	1,000									
		DESIGN	1,201	1,201									
		CONSTRUCTION	22,001	22,001									
		TOTAL	24,202	24,202									
		SPECIAL FUND	2	2									
		REVENUE BONDS	24,200	24,200									

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  
29 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE												
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
S230	16	REPLACEMENT	WAIAHOLE BRIDGE REPLACEMENT, KAMEHAMEHA HIGHWAY, OAHU												
		LAND ACQUISITION	750	750											
		DESIGN	120	120											
		CONSTRUCTION	39,520	27,520	9,000	3,000									
		TOTAL	40,390	28,390	9,000	3,000									
		REVENUE BONDS	8,110	5,710	1,800	600									
		FEDERAL FUNDS	32,280	22,680	7,200	2,400									
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										
S270	36	RENOVATION	TRAFFIC OPERATIONAL IMPROVEMENTS TO EXISTING INTERSECTIONS AND HIGHWAYS FACILITIES, OAHU												
		PLANS	600	600											
		DESIGN	2,790	2,790											
		CONSTRUCTION	27,150	22,150	1,500	3,500									
		TOTAL	30,540	25,540	1,500	3,500									
		REVENUE BONDS	30,540	25,540	1,500	3,500									



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  
30 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY	FY	FY	FY	
							FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
S271	31	ADDITION	INTERSTATE ROUTE H-1 IMPROVEMENTS, VIC. OF OLA LANE TO VIC. OF VINEYARD BOULEVARD, OAHU										
		PLANS	2,000	2,000									
		LAND ACQUISITION	11,300	11,300									
		DESIGN	300	300									
		CONSTRUCTION	263,000	208,000		55,000							
		TOTAL	276,600	221,600		55,000							
		SPECIAL FUND	13,300	13,300									
		REVENUE BONDS	132,900	121,900		11,000							
		FEDERAL FUNDS	130,400	86,400		44,000							
S284	21	REPLACEMENT	FREEWAY DESTINATION SIGN UPGRADE/REPLACEMENT, OAHU										
		DESIGN	3,525	3,525									
		CONSTRUCTION	31,500	17,000		14,500							
		TOTAL	35,025	20,525		14,500							
		REVENUE BONDS	6,405	3,505		2,900							
		FEDERAL FUNDS	28,620	17,020		11,600							
S307	5	REPLACEMENT	KAMEHAMEHA HIGHWAY, KALUANUI STREAM BRIDGE REPLACEMENT, OAHU										
		LAND ACQUISITION	900	900									
		DESIGN	865	865									
		CONSTRUCTION	27,500	19,500		8,000							
		TOTAL	29,265	21,265		8,000							
		REVENUE BONDS	5,855	4,255		1,600							
		FEDERAL FUNDS	23,410	17,010		6,400							

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  
31 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE										SUCCEED YEARS
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	
FY 23-24	FY 24-25												
S315	14	RENOVATION	KAMEHAMEHA HIGHWAY, REHABILITATION AND/OR REPLACEMENT OF LAIELOA STREAM BRIDGE, OAHU										
		LAND ACQUISITION	250	250									
		DESIGN	725	725									
		CONSTRUCTION	42,791	26,791		16,000							
		TOTAL	43,766	27,766		16,000							
		REVENUE BONDS	8,753	5,553		3,200							
		FEDERAL FUNDS	35,013	22,213		12,800							
S317	13	RENOVATION	KAMEHAMEHA HWY, REHAB &/OR REPLC. OF WAIPILOPILO STREAM BRIDGE, OAHU										
		LAND ACQUISITION	7,630	6,130	500	1,000							
		DESIGN	600	600									
		CONSTRUCTION	30,600	11,100	9,500	10,000							
		TOTAL	38,830	17,830	10,000	11,000							
		REVENUE BONDS	7,765	3,565	2,000	2,200							
		FEDERAL FUNDS	31,065	14,265	8,000	8,800							
S332	14	OTHER	EROSION CONTROL PROGRAM FOR STATE HIGHWAYS AND FACILITIES, OAHU										
		LAND ACQUISITION	100	100									
		DESIGN	1,400	800	400	200							
		CONSTRUCTION	22,000	18,000	2,000	2,000							
		TOTAL	23,500	18,900	2,400	2,200							
		SPECIAL FUND	3,200	3,200									
		REVENUE BONDS	20,300	15,700	2,400	2,200							

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  
32 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			FY 23-24	FY 24-25									
S344	30	OTHER	MISCELLANEOUS PERMANENT BEST MANAGEMENT PRACTICES, OAHU										
		LAND ACQUISITION	860	860									
		DESIGN	4,790	4,790									
		CONSTRUCTION	13,680	11,680		2,000							
		TOTAL	19,330	17,330		2,000							
		SPECIAL FUND	2,280	2,280									
		REVENUE BONDS	17,050	15,050		2,000							
S351	18	REPLACEMENT	CULVERT ASSESSMENT AND REMEDIATION, OAHU										
		DESIGN	8,000	8,000									
		CONSTRUCTION	19,010	12,810	1,000	5,200							
		TOTAL	27,010	20,810	1,000	5,200							
		REVENUE BONDS	27,010	20,810	1,000	5,200							
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							
S368	8	NEW	FARRINGTON HIGHWAY WIDENING, KAPOLEI GOLF COURSE TO FORT WEAVER ROAD, OAHU										
		CONSTRUCTION	220,000	100,000	25,000	95,000							
		TOTAL	220,000	100,000	25,000	95,000							
		G.O. BONDS REIMBURSABLE	100,000	100,000									
		REVENUE BONDS	120,000		25,000	95,000							

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  
33 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
S369	34	RENOVATION	INTERSTATE ROUTE H-1 DRAINAGE IMPROVEMENTS, VICINITY OF RADFORD DRIVE, OAHU										
		DESIGN	1,000		1,000								
		TOTAL	1,000		1,000								
		REVENUE BONDS	200		200								
		FEDERAL FUNDS	800		800								
S373	26	RENOVATION	RAIL LINE HIGHWAY IMPROVEMENTS, OAHU										
		CONSTRUCTION	26,800		15,000	11,800							
		TOTAL	26,800		15,000	11,800							
		SPECIAL FUND	7,800			7,800							
		REVENUE BONDS	6,600		3,000	3,600							
		FEDERAL FUNDS	12,400		12,000	400							
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								

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	SCOPE	PROJECT TITLE										SUCCEED YEARS
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	
FY 23-24	FY 24-25												
S381	33	RENOVATION	WEST OAHU REGIONAL TRANSPORTATION IMPROVEMENTS, OAHU										
		PLANS	3,000			3,000							
		LAND ACQUISITION	2,000			2,000							
		DESIGN	2,000			2,000							
		CONSTRUCTION	68,001			68,001							
		TOTAL	75,001			75,001							
		G.O. BONDS REIMBURSABLE FEDERAL FUNDS	75,000 1			75,000 1							
SP0701	11	RENOVATION	KAMEHAMEHA HIGHWAY IMPROVEMENTS, VICINITY OF LANIAKEA, OAHU										
		PLANS	1,200	1,200									
		LAND ACQUISITION	1,100			1,100							
		DESIGN	5,700	5,100		600							
		CONSTRUCTION	24,001	12,001		12,000							
		TOTAL	32,001	18,301		13,700							
		SPECIAL FUND REVENUE BONDS FEDERAL FUNDS	8,000 16,300 7,701	8,000 2,600 7,701		13,700							
SP1703		NEW	PEDESTRIAN WALKWAYS, OAHU										
		CONSTRUCTION	7,000			7,000							
		TOTAL	7,000			7,000							
		G.O. BONDS	7,000			7,000							

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD FY 23-24      FY 24-25		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
SP1801	13	NEW	INTERSTATE ROUTE H-1, KUNIA EAST BOUND ON-RAMP, OAHU										
		PLANS	1,501	1			1,500						
		LAND ACQUISITION	1	1									
		DESIGN	2,501	2,501									
		CONSTRUCTION	99,996	99,996									
		EQUIPMENT	1	1									
		TOTAL	104,000	102,500			1,500						
		G.O. BONDS	2,500	2,500									
		REVENUE BONDS	101,500	100,000			1,500						
SP2101		NEW	NANAKULI TRAFFIC MITIGATION, OAHU										
		PLANS	1		1								
		DESIGN	1		1								
		CONSTRUCTION	997		997								
		EQUIPMENT	1		1								
		TOTAL	1,000		1,000								
		G.O. BONDS REIMBURSABLE	1,000		1,000								
SP2102		NEW	PALI HIGHWAY TRAFFIC SIGNALS, OAHU										
		DESIGN	1		1								
		CONSTRUCTION	5,199		5,199								
		TOTAL	5,200		5,200								
		G.O. BONDS	5,200		5,200								

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  
36 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE				BUDGET PERIOD					SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	
		COST ELEMENT/MOF										
SP2103		NEW	WAIANAE COAST FARRINGTON HIGHWAY IMPROVEMENTS AND PARALLEL ROUTE, OAHU									
		PLANS	2		1	1						
		LAND ACQUISITION	2		1	1						
		DESIGN	2		1	1						
		CONSTRUCTION	29,992		15,496	14,496						
		EQUIPMENT	2		1	1						
		TOTAL	30,000		15,500	14,500						
		G.O. BONDS REIMBURSABLE	5,000		2,500	2,500						
		REVENUE BONDS	5,000		2,500	2,500						
		FEDERAL FUNDS	20,000		10,500	9,500						
SP2201		NEW	KAMEHAMEHA HIGHWAY SAFETY IMPROVEMENTS, OAHU									
		DESIGN	1			1						
		CONSTRUCTION	6,999			6,999						
		TOTAL	7,000			7,000						
		G.O. BONDS	7,000			7,000						
	PROGRAM TOTALS											
	PLANS	44,304	39,801	2	3,001	1,500						
	LAND ACQUISITION	87,019	82,117	801	4,101							
	DESIGN	205,424	200,519	2,103	2,802							
	CONSTRUCTION	3,187,332	2,756,644	96,192	334,496							
	EQUIPMENT	6,221	6,218	2	1							
	TOTAL	3,530,300	3,085,299	99,100	344,401	1,500						
	SPECIAL FUND	120,007	112,207		7,800							
	G.O. BONDS	57,483	38,283	12,200	7,000							
	G.O. BONDS REIMBURSABLE	181,000	100,000	3,500	77,500							
	REVENUE BONDS	1,463,572	1,270,172	41,300	150,600	1,500						
	FED. AID PRIMARY	6,287	6,287									
	FEDERAL FUNDS	1,648,148	1,504,547	42,100	101,501							
	PRIVATE CONTRIBUTIONS	27,618	27,618									
	INTERDEPARTMENTAL TRANSFERS	17,225	17,225									
	OTHER FUNDS	8,960	8,960									

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  
38 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
T011A	41	RENOVATION	PUAINAKO ST IMPROVEMENTS, KANOELEHUA AVE TO KOMOHANA ST, HAWAII										
		LAND ACQUISITION	1,500			1,500							
		DESIGN	500			500							
		TOTAL	2,000			2,000							
		REVENUE BONDS	400			400							
		FEDERAL FUNDS	1,600			1,600							
T077	15	OTHER	GUARDRAIL AND SHOULDER IMPROVEMENTS ON STATE HIGHWAYS, HAWAII										
		DESIGN	4,348	4,348									
		CONSTRUCTION	34,968	31,468		3,500							
		TOTAL	39,316	35,816		3,500							
		SPECIAL FUND	1,966	1,966									
		REVENUE BONDS	7,855	7,155		700							
		FEDERAL FUNDS	29,495	26,695		2,800							
T080	11	REPLACEMENT	KAWAIHAE ROAD, WAIAKA STREAM BRIDGE REPLACEMENT AND REALIGNMENT, HAWAII										
		PLANS	4,110	4,110									
		LAND ACQUISITION	10,015	10,015									
		DESIGN	4,855	4,855									
		CONSTRUCTION	11,940	3,940		8,000							
		TOTAL	30,920	22,920		8,000							
		REVENUE BONDS	6,875	5,275		1,600							
		FEDERAL FUNDS	23,045	16,645		6,400							
		OTHER FUNDS	1,000	1,000									



STATE OF HAWAII  
PROGRAM ID:  
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HAWAII HIGHWAYS

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
39 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	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	8,500									
		CONSTRUCTION	19,000			19,000							
		TOTAL	27,500	8,500		19,000							
		REVENUE BONDS	5,500	1,700		3,800							
		FEDERAL FUNDS	22,000	6,800		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:  
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PROGRAM TITLE:

TRN511  
030302  
HAWAII HIGHWAYS

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

REPORT B78  
40 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE									
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD				
FY 23-24	FY 24-25	FY 25-26						FY 26-27	FY 27-28	FY 28-29		
T158	7	RENOVATION	WAIMEA REGIONAL SAFETY IMPROVEMENTS, HAWAII									
		LAND ACQUISITION	1,010			1,010						
		DESIGN	2,400	2,000		400						
		CONSTRUCTION	49,600	20,000		20,000	9,600					
		TOTAL	53,010	22,000		21,410	9,600					
		SPECIAL FUND	2,000	2,000								
		REVENUE BONDS	35,010	20,000		5,410	9,600					
		FEDERAL FUNDS	16,000			16,000						
TP2101		NEW	ACCELERATION LANE/RIGHT-TURN ON RED, HAWAII									
		PLANS	1		1							
		DESIGN	1		1							
		CONSTRUCTION	1,298		1,298							
		TOTAL	1,300		1,300							
		G.O. BONDS REIMBURSABLE	1,300		1,300							
TP2201		NEW	HIGHWAY 130 WIDENING FROM SHOWER TO KALOLI DRIVE, HAWAII									
		PLANS	1			1						
		LAND ACQUISITION	1			1						
		DESIGN	1			1						
		CONSTRUCTION	34,996			34,996						
		EQUIPMENT	1			1						
		TOTAL	35,000			35,000						
		REVENUE BONDS	35,000			35,000						

STATE OF HAWAII  
PROGRAM ID:  
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TRN511  
030302  
HAWAII HIGHWAYS

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
41 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE				BUDGET PERIOD						SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
TP2202		NEW	ALTERNATE ROUTE IN PUNA BELOW HIGHWAY 130, HAWAII										
		PLANS	1			1							
		DESIGN	1,499			1,499							
		TOTAL	1,500			1,500							
		GENERAL FUND	500			500							
		SPECIAL FUND	500			500							
		COUNTY FUNDS	500			500							
		PROGRAM TOTALS											
		PLANS	21,253	21,250	1	2							
		LAND ACQUISITION	77,078	74,567		2,511							
	DESIGN	131,225	128,824	1	2,400								
	CONSTRUCTION	1,095,441	934,047	1,298	150,496	9,600							
	EQUIPMENT	4	3		1								
	TOTAL	1,325,001	1,158,691	1,300	155,410	9,600							
	GENERAL FUND	518	18		500								
	SPECIAL FUND	54,461	53,961		500								
	G.O. BONDS	4,845	4,845										
	G.O. BONDS REIMBURSABLE	4,319	3,019	1,300									
	REVENUE BONDS	494,689	425,179		59,910	9,600							
	FEDERAL FUNDS	762,284	668,284		94,000								
	COUNTY FUNDS	500			500								
	OTHER FUNDS	3,385	3,385										

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  
42 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			FY 23-24	FY 24-25									
V048	15	OTHER	GUARDRAIL AND SHOULDER IMPROVEMENTS ON STATE HIGHWAYS, MAUI										
		DESIGN	5,225	4,825		400							
		CONSTRUCTION	20,350	18,350	2,000								
		TOTAL	25,575	23,175	2,000	400							
		SPECIAL FUND	4,134	4,134									
		G.O. BONDS REIMBURSABLE	100	100									
		REVENUE BONDS	5,627	4,827	400	400							
		FEDERAL FUNDS	15,714	14,114	1,600								
V075	17	RENOVATION	HANA HIGHWAY ROCKFALL MITIGATION, HUELO TO HANA, MAUI										
		PLANS	45	45									
		DESIGN	1,135	1,135									
		CONSTRUCTION	28,632	26,632	2,000								
		TOTAL	29,812	27,812	2,000								
		REVENUE BONDS	28,212	27,812	400								
		FEDERAL FUNDS	1,600		1,600								
		V083	37	RENOVATION	TRAFFIC OPERATIONAL IMPROVEMENTS TO EXISTING INTERSECTIONS AND HIGHWAY FACILITIES, MAUI								
PLANS	100			100									
DESIGN	2,025			1,625		400							
CONSTRUCTION	24,045			21,245	1,600	1,200							
TOTAL	26,170			22,970	1,600	1,600							
REVENUE BONDS	26,170			22,970	1,600	1,600							

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
V084	33	RENOVATION	HANA HIGHWAY IMPROVEMENTS, HUELO TO HANA, MAUI										
		DESIGN	360	360									
		CONSTRUCTION	25,270	19,970	1,300	4,000							
		TOTAL	25,630	20,330	1,300	4,000							
		REVENUE BONDS	21,000	18,900	1,300	800							
		FEDERAL FUNDS	3,200			3,200							
		OTHER FUNDS	1,430	1,430									
V092A	10	RENOVATION	HONOAPIILANI HIGHWAY COASTAL MITIGATION, VIC. OF UKUMEHAME TO VIC. OF LAUNIUPOKO, MAUI										
		PLANS	5,000	5,000									
		CONSTRUCTION	1,500			1,500							
		TOTAL	6,500	5,000		1,500							
		REVENUE BONDS	2,500	1,000		1,500							
		FEDERAL FUNDS	4,000	4,000									
V097	4	ADDITION	PUUNENE AVENUE IMPROVEMENTS, KAMEHAMEHA AVENUE TO KUIHELANI HIGHWAY, MAUI										
		LAND ACQUISITION	25	25									
		DESIGN	500	500									
		CONSTRUCTION	84,000	54,000		25,000	5,000						
		TOTAL	84,525	54,525		25,000	5,000						
		REVENUE BONDS	48,905	42,905		5,000	1,000						
		FEDERAL FUNDS	35,620	11,620		20,000	4,000						

STATE OF HAWAII  
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030303  
MAUI HIGHWAYS

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
44 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			FY 23-24	FY 24-25									
V103	17	RENOVATION	HANA HIGHWAY BRIDGE PRESERVATION, MAUI										
		PLANS	1,600	1,600									
		LAND ACQUISITION	2,250	2,250									
		DESIGN	5,250	5,250									
		CONSTRUCTION	24,500		12,500	12,000							
		TOTAL	33,600	9,100	12,500	12,000							
		REVENUE BONDS	6,720	1,820	2,500	2,400							
		FEDERAL FUNDS	26,880	7,280	10,000	9,600							
V107	47	RENOVATION	MAUI DISTRICT BASEYARD/OFFICE IMPROVEMENTS, MAUI										
		DESIGN	1,625	1,625									
		CONSTRUCTION	5,800	5,700	100								
		EQUIPMENT	100	100									
		TOTAL	7,525	7,425	100								
		REVENUE BONDS	7,525	7,425	100								
VP2101		NEW	WAIALE ROAD EXTENSION, MAUI										
		PLANS	1		1								
		LAND ACQUISITION	1		1								
		DESIGN	1		1								
		CONSTRUCTION	34,997		34,997								
		TOTAL	35,000		35,000								
		REVENUE BONDS	3,500		3,500								
FEDERAL FUNDS	31,500		31,500										

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE		BUDGET PERIOD								SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
VP2201		NEW	KULA HIGHWAY, MAUI										
		DESIGN	1			1							
		CONSTRUCTION	3,498			3,498							
		EQUIPMENT	1			1							
		TOTAL	3,500			3,500							
		G.O. BONDS	3,500			3,500							
PROGRAM TOTALS													
		PLANS	14,463	14,462	1								
		LAND ACQUISITION	59,560	59,559	1								
		DESIGN	83,444	82,642	1	801							
		CONSTRUCTION	1,298,045	1,191,350	54,497	47,198	5,000						
		EQUIPMENT	116	115		1							
		TOTAL	1,455,628	1,348,128	54,500	48,000	5,000						
		SPECIAL FUND	80,787	80,787									
		G.O. BONDS	4,000	500		3,500							
		G.O. BONDS REIMBURSABLE	100	100									
		REVENUE BONDS	711,122	688,622	9,800	11,700	1,000						
		FEDERAL FUNDS	652,224	570,724	44,700	32,800	4,000						
		PRIVATE CONTRIBUTIONS	715	715									
		COUNTY FUNDS	3,750	3,750									
		OTHER FUNDS	2,930	2,930									

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

TRN561  
030306  
KAUAI HIGHWAYS

## REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

### IN THOUSANDS OF DOLLARS

REPORT B78  
46 of 61

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	SUCCEED YEARS
							FY 23-24	FY 24-25					
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									
X051	16	RENOVATION	GUARDRAIL AND SHOULDER IMPROVEMENTS ON STATE HIGHWAYS, KAUAI										
		DESIGN	1,755	1,755									
		CONSTRUCTION	27,729	23,729	2,000	2,000							
		TOTAL	29,484	25,484	2,000	2,000							
		SPECIAL FUND	837	837									
		REVENUE BONDS	7,890	5,490	2,000	400							
		FEDERAL FUNDS	20,757	19,157		1,600							
X112	25	RENOVATION	TRAFFIC OPERATIONAL IMPROVEMENTS TO EXISTING INTERSECTIONS AND HIGHWAYS, KAUAI										
		PLANS	100	100									
		LAND ACQUISITION	1,274	1,274									
		DESIGN	4,614	4,614									
		CONSTRUCTION	37,205	30,405	2,500	4,300							
		TOTAL	43,193	36,393	2,500	4,300							
		REVENUE BONDS	43,193	36,393	2,500	4,300							



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

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
X123	6	RENOVATION	WAIMEA CANYON DRIVE/KOKEE ROAD IMPROVEMENTS, KAUAI										
		DESIGN	1,500	1,300	200								
		CONSTRUCTION	36,300	12,800	2,500	5,000	16,000						
		TOTAL	37,800	14,100	2,700	5,000	16,000						
		REVENUE BONDS	14,200	9,300	700	1,000	3,200						
		FEDERAL FUNDS	23,600	4,800	2,000	4,000	12,800						
X134	35	RENOVATION	KUHIO HIGHWAY, SLOPE STABILIZATION AT LUMAHAI HILLSIDE, KAUAI										
		LAND ACQUISITION	900	900									
		DESIGN	650	650									
		CONSTRUCTION	6,550	6,150	400								
		TOTAL	8,100	7,700	400								
		REVENUE BONDS	6,500	6,100	400								
		FEDERAL FUNDS	1,600	1,600									
X139	12	RENOVATION	KUHIO HIGHWAY, HANALEI 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	1,200	100								
		TOTAL	1,400	1,300	100								
		REVENUE BONDS	1,400	1,300	100								

STATE OF HAWAII  
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KAUAI HIGHWAYS

# REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT

## IN THOUSANDS OF DOLLARS

REPORT B78  
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PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
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							
XP2101		NEW	KUHIO HIGHWAY ROUTE 56, MP 1.1 TO MP 2.6 (LAUKINI RD TO KAPULE HWY), KAUAI										
		CONSTRUCTION	500		500								
		TOTAL	500		500								
		G.O. BONDS REIMBURSABLE	500		500								
XP2201		NEW	KUHIO HIGHWAY, KAUAI										
		PLANS	1			1							
		CONSTRUCTION	1,999			1,999							
		EQUIPMENT	1			1							
		TOTAL	2,001			2,001							
		REVENUE BONDS	2,000			2,000							
		FEDERAL FUNDS	1			1							
XP2202		NEW	WAILUA RIVER BRIDGE, KAUAI										
		CONSTRUCTION	1,500			1,500							
		EQUIPMENT	1			1							
		TOTAL	1,501			1,501							
		G.O. BONDS	1,500			1,500							
		FEDERAL FUNDS	1			1							

REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT  
IN THOUSANDS OF DOLLARS

PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE				BUDGET PERIOD						SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
XP2203		NEW	GUARDRAIL AND SHOULDER IMPROVEMENTS ON STATE HIGHWAY, KAUAI										
		DESIGN	1			1							
		CONSTRUCTION	299			299							
		TOTAL	300			300							
		REVENUE BONDS	300			300							
PROGRAM TOTALS													
		PLANS	8,152	8,151		1							
		LAND ACQUISITION	61,392	59,392	1,000	1,000							
		DESIGN	58,800	58,599	200	1							
		CONSTRUCTION	685,976	635,878	16,000	18,098	16,000						
		EQUIPMENT	3	1		2							
		TOTAL	814,323	762,021	17,200	19,102	16,000						
		SPECIAL FUND	56,869	56,869									
		G.O. BONDS	1,500			1,500							
		G.O. BONDS REIMBURSABLE	500		500								
		REVENUE BONDS	324,506	305,006	7,500	8,800	3,200						
		FEDERAL FUNDS	405,858	375,056	9,200	8,802	12,800						
		COUNTY FUNDS	4,500	4,500									
		ARP FUNDS	17,000	17,000									
		OTHER FUNDS	3,590	3,590									

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## IN THOUSANDS OF DOLLARS

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PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE									
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD FY 23-24      FY 24-25		FY 25-26	FY 26-27	FY 27-28	FY 28-29
X091	20	RENOVATION	ADA AND PEDESTRIAN IMPROVEMENTS AT VARIOUS LOCATIONS, STATEWIDE									
		PLANS	500		500							
		DESIGN	4,290	3,690	400	200						
		CONSTRUCTION	49,086	46,986	1,600	500						
		TOTAL	53,876	50,676	2,500	700						
		REVENUE BONDS	15,055	13,355	1,100	600						
		FEDERAL FUNDS	38,821	37,321	1,400	100						
X096	23	OTHER	CLOSEOUT OF HIGHWAY RIGHTS-OF-WAY, STATEWIDE									
		LAND ACQUISITION	21,602	20,300	501	801						
		TOTAL	21,602	20,300	501	801						
		G.O. BONDS REIMBURSABLE	900	900								
		REVENUE BONDS	12,698	11,398	500	800						
		FEDERAL FUNDS	8,004	8,002	1	1						
X097	5	OTHER	HIGHWAY DRAINAGE IMPROVEMENTS, STATEWIDE									
		DESIGN	3,230	2,780	250	200						
		CONSTRUCTION	49,450	36,000	1,250	3,600	5,000	3,600				
		TOTAL	52,680	38,780	1,500	3,800	5,000	3,600				
		REVENUE BONDS	45,760	35,860	1,500	3,800	1,000	3,600				
		FEDERAL FUNDS	6,920	2,920			4,000					

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PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE				BUDGET PERIOD						SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
X098	1	OTHER	HIGHWAY SAFETY IMPROVEMENTS, STATEWIDE										
		LAND ACQUISITION	500	250			250						
		DESIGN	26,525	24,425	500	1,600							
		CONSTRUCTION	123,425	82,625	5,500	8,500	26,800						
		TOTAL	150,450	107,300	6,000	10,100	27,050						
		REVENUE BONDS	34,512	24,262	1,300	2,900	6,050						
FEDERAL FUNDS	115,938	83,038	4,700	7,200	21,000								
X099	8	OTHER	HIGHWAY PLANNING, STATEWIDE										
		PLANS	277,376	190,376	63,700	14,800	8,500						
		EQUIPMENT	1,000	1,000									
		TOTAL	278,376	191,376	63,700	14,800	8,500						
		REVENUE BONDS	64,761	44,461	14,800	3,000	2,500						
		FEDERAL FUNDS	213,615	146,915	48,900	11,800	6,000						
X099R	9	OTHER	HIGHWAY RESEARCH, STATEWIDE										
		PLANS	4,500				4,500						
		TOTAL	4,500				4,500						
		REVENUE BONDS	900				900						
FEDERAL FUNDS	3,600				3,600								

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### IN THOUSANDS OF DOLLARS

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PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
X200	30	ADDITION	TRAFFIC COUNTING STATIONS AT VARIOUS LOCATIONS, STATEWIDE										
		PLANS	75	75									
		DESIGN	750	750									
		CONSTRUCTION	16,550	11,050		5,500							
		TOTAL	17,375	11,875		5,500							
		REVENUE BONDS	3,835	2,735		1,100							
		FEDERAL FUNDS	13,540	9,140		4,400							
X221	24	RENOVATION	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS LOCATIONS, STATEWIDE										
		DESIGN	7,750	6,900	250	600							
		CONSTRUCTION	50,200	40,950	1,250	8,000							
		TOTAL	57,950	47,850	1,500	8,600							
		REVENUE BONDS	16,910	11,810	500	4,600							
		FEDERAL FUNDS	41,040	36,040	1,000	4,000							
X222	13	RENOVATION	SEISMIC RETROFIT OF VARIOUS BRIDGES, STATEWIDE										
		DESIGN	21,500	20,000		1,500							
		CONSTRUCTION	101,550	101,050		500							
		TOTAL	123,050	121,050		2,000							
		REVENUE BONDS	24,250	23,850		400							
		FEDERAL FUNDS	97,000	95,400		1,600							
		ARP FUNDS	1,800	1,800									

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PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE											
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
X224	4	RENOVATION	HIGHWAY SHORELINE PROTECTION, STATEWIDE											
		PLANS	500	500										
		DESIGN	14,225	11,225	1,500	1,500								
		CONSTRUCTION	114,051	95,551	3,000	15,500								
		TOTAL	128,776	107,276	4,500	17,000								
		REVENUE BONDS	37,187	32,887	900	3,400								
		FEDERAL FUNDS	91,589	74,389	3,600	13,600								
X226	22	OTHER	CLOSEOUT OF HIGHWAY CONSTRUCTION PROJECTS, STATEWIDE											
		CONSTRUCTION	31,503	30,901	201	401								
		TOTAL	31,503	30,901	201	401								
		REVENUE BONDS	18,491	17,891	200	400								
		FEDERAL FUNDS	13,012	13,010	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	63,500		8,700								
		TOTAL	88,950	77,950	1,000	10,000								
		REVENUE BONDS	18,350	16,150	200	2,000								
		FEDERAL FUNDS	70,600	61,800	800	8,000								

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT**  
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PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE											
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
X230	20	OTHER	BIKEWAY IMPROVEMENTS AT VARIOUS LOCATIONS, STATEWIDE											
		LAND ACQUISITION	200	50		150								
		DESIGN	2,250	2,250										
		CONSTRUCTION	9,740	8,390		1,350								
		TOTAL	12,190	10,690		1,500								
		REVENUE BONDS	3,290	2,790		500								
		FEDERAL FUNDS	8,900	7,900		1,000								
X231A	46	RENOVATION	HIGHWAYS DIVISION MATERIALS TESTING AND RESEARCH FACILITY RENOVATION, OAHU											
		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	29	ADDITION	HEIGHT MODERNIZATION FACILITIES, STATEWIDE											
		PLANS	7,003	5,002		2,001								
		LAND ACQUISITION	2,002	2,002										
		DESIGN	13,204	11,203	1,001	1,000								
		CONSTRUCTION	3,397	3,397										
		EQUIPMENT	2,297	2,297										
		TOTAL	27,903	23,901	1,001	3,001								
		REVENUE BONDS	13,898	9,898	1,000	3,000								
	FEDERAL FUNDS	14,005	14,003	1	1									



PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE				BUDGET PERIOD						SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
X241	7	RENOVATION	MAJOR PAVEMENT IMPROVEMENTS, STATEWIDE										
		DESIGN	700	500		200							
		CONSTRUCTION	434,601	272,001		162,600							
		TOTAL	435,301	272,501		162,800							
		REVENUE BONDS	114,100	81,300		32,800							
		FEDERAL FUNDS	321,201	191,201		130,000							
X242	22	NEW	STATEWIDE INTELLIGENT TRANSPORTATION SYSTEM (ITS), 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	29,802	201	201							
		TOTAL	30,204	29,802	201	201							
		REVENUE BONDS	14,600	14,200	200	200							
		FEDERAL FUNDS	15,604	15,602	1	1							

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PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE										SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29	
			FY 23-24	FY 24-25									
Y108	6	OTHER	VEHICLE TO EVERYTHING (V2X) TECHNOLOGY, STATEWIDE										
		DESIGN	500	500									
		CONSTRUCTION	20,500		20,500								
		EQUIPMENT	13,700	13,700									
		TOTAL	34,700	14,200	20,500								
		REVENUE BONDS	6,940	2,840	4,100								
		FEDERAL FUNDS	27,760	11,360	16,400								
Y110	1	RENOVATION	CRITICAL BRIDGE MITIGATION AND/OR REPAIRS, STATEWIDE										
		LAND ACQUISITION	200		200								
		DESIGN	2,300		2,300								
		CONSTRUCTION	15,000		15,000								
		TOTAL	17,500		17,500								
		REVENUE BONDS	7,500		7,500								
		FEDERAL FUNDS	10,000		10,000								
Y111	3	RENOVATION	HIGHWAY STRUCTURAL FACILITIES PROGRAM, STATEWIDE										
		LAND ACQUISITION	2,000		1,000	1,000							
		DESIGN	11,800		4,500	4,050	3,250						
		CONSTRUCTION	351,000		150,000	113,500	87,500						
		TOTAL	364,800		155,500	118,550	90,750						
		SPECIAL FUND	2,400		500	1,900							
		REVENUE BONDS	72,000		30,600	23,250	18,150						
FEDERAL FUNDS	290,400		124,400	93,400	72,600								

**REQUIRED CAPITAL APPROPRIATIONS - BY CAPITAL PROJECT**  
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PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE										
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29
FY 23-24	FY 24-25												
Y112	28	RENOVATION	METAL CULVERT BRIDGE REHABILITATION, STATEWIDE										
		LAND ACQUISITION	500			500							
		DESIGN	4,000		2,000	2,000							
		TOTAL	4,500		2,000	2,500							
		REVENUE BONDS	900		400	500							
		FEDERAL FUNDS	3,600		1,600	2,000							
Y113	6	RENOVATION	BRIDGE SCOUR MITIGATION, STATEWIDE										
		DESIGN	2,000			2,000							
		TOTAL	2,000			2,000							
		REVENUE BONDS	400			400							
		FEDERAL FUNDS	1,600			1,600							
Y115	10	OTHER	HIGHWAYS DIVISION MODERNIZATION, STATEWIDE										
		PLANS	5			5							
		LAND ACQUISITION	5			5							
		DESIGN	5			5							
		CONSTRUCTION	5,480			4,980	500						
		EQUIPMENT	5			5							
		TOTAL	5,500			5,000	500						
		SPECIAL FUND	1,000			1,000							
REVENUE BONDS	100				100								
	FEDERAL FUNDS	4,400			4,000	400							

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PROJECT NUMBER	PRIORITY NUMBER	SCOPE	PROJECT TITLE										SUCCEED YEARS
			COST ELEMENT/MOF	PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	
FY 23-24	FY 24-25												
Y116	2	RENOVATION	DISASTER RESPONSE AND RECOVERY, STATEWIDE										
		PLANS	5	5									
		LAND ACQUISITION	50	50									
		DESIGN	400	400									
		CONSTRUCTION	4,545	4,545									
		TOTAL	5,000	5,000									
		SPECIAL FUND	1,000	1,000									
FEDERAL FUNDS	4,000	4,000											
Y117	19	NEW	ELECTRIC VEHICLE (EV) FACILITIES, STATEWIDE										
		DESIGN	1,500	1,500									
		TOTAL	1,500	1,500									
		REVENUE BONDS	300	300									
		FEDERAL FUNDS	1,200	1,200									
Y118	12	RENOVATION	HIGHWAY LIGHTING IMPROVEMENTS, STATEWIDE										
		PLANS	2,000	2,000									
		DESIGN	1,000	1,000									
		CONSTRUCTION	1,000	1,000									
		TOTAL	4,000	4,000									
		REVENUE BONDS	800	800									
FEDERAL FUNDS	3,200	3,200											

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PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE									
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	BUDGET PERIOD		FY 25-26	FY 26-27	FY 27-28	FY 28-29
Y121	2	OTHER	HIGHWAY SYSTEM PRESERVATION IMPROVEMENTS, STATEWIDE									
		LAND ACQUISITION	4,500					4,500				
		DESIGN	1,000				1,000					
		CONSTRUCTION	169,500				87,000	82,500				
		TOTAL	175,000				88,000	87,000				
		REVENUE BONDS	38,600				17,600	21,000				
FEDERAL FUNDS	136,400				70,400	66,000						
Y122	11	OTHER	HIGHWAY TRAFFIC OPERATIONAL IMPROVEMENTS, STATEWIDE									
		LAND ACQUISITION	500					500				
		DESIGN	300					300				
		CONSTRUCTION	62,600				35,300	27,300				
		TOTAL	63,400				36,100	27,300				
		REVENUE BONDS	18,600				11,300	7,300				
FEDERAL FUNDS	44,800				24,800	20,000						
Y123	12	OTHER	HIGHWAY FACILITY IMPROVEMENTS, STATEWIDE									
		CONSTRUCTION	17,900					17,900				
		TOTAL	17,900					17,900				
		REVENUE BONDS	4,300					4,300				
FEDERAL FUNDS	13,600					13,600						

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PROJECT NUMBER	PRIORITY NUMBER	SCOPE  COST ELEMENT/MOF	PROJECT TITLE		BUDGET PERIOD							SUCCEED YEARS
			PROJECT TOTAL	PRIOR YRS	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	
PROGRAM TOTALS												
		PLANS	335,337	239,326	64,200	18,811	13,000					
		LAND ACQUISITION	34,283	24,326	501	3,206	1,750	4,500				
		DESIGN	171,167	130,959	10,102	21,506	5,350	3,250				
		CONSTRUCTION	2,219,868	1,303,991	35,801	393,176	286,000	200,900				
		EQUIPMENT	17,002	16,997		5						
		TOTAL	2,777,657	1,715,599	110,604	436,704	306,100	208,650				
		SPECIAL FUND	265,475	261,075		2,500	1,900					
		G.O. BONDS	4,000	4,000								
		G.O. BONDS REIMBURSABLE	900	900								
		REVENUE BONDS	740,272	493,322	27,800	102,100	67,000	50,050				
		FEDERAL FUNDS	1,765,210	954,502	82,804	332,104	237,200	158,600				
		ARP FUNDS	1,800	1,800								