
A BILL FOR AN ACT

RELATING TO HIGHWAYS.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

- 1 SECTION 1. The legislature finds that:
- 2 (1) To meet the economic needs of the State and preserve
- 3 the unique quality of life of its residents and
- 4 visitors to these islands, the department of
- 5 transportation must provide safe, efficient, and
- 6 effective land transportation facilities for the
- 7 movement of people and goods;
- 8 (2) A modern and efficient land transportation
- 9 infrastructure system is essential to a healthy and
- 10 vibrant economic future;
- 11 (3) Congestion on our highway systems has severe
- 12 detrimental impacts on our economy and quality of life
- 13 of Hawaii's people; and
- 14 (4) The condition of our highway system continues to
- 15 deteriorate at alarming and unacceptable rates.
- 16 The legislature further finds that the department of
- 17 transportation's ability to fulfill its critical infrastructure



1 responsibilities with fixed resources is a challenge that
2 continues to intensify due to programmatic and project needs far
3 exceeding the necessary resources available to properly address
4 these needs. The land transportation system will continue to
5 deteriorate as demand for travel continues to increase and as
6 costs to manage, construct, and administer the system increase.

7 As an island state, Hawaii has evolved from mostly rural,
8 agriculturally-based communities to urban communities. The land
9 transportation system has also evolved from native trail systems
10 linking historic communities, to a belt road system providing
11 both mobility and access to and between towns and agricultural
12 communities, to a hierarchical multimodal land transportation
13 system that provides high speed travel for the movement of
14 people and goods. The inherent trade-off between mobility and
15 accessibility continues to be a challenge in balancing the need
16 to accommodate access to property while minimizing congestion.

17 Evolving life styles have also resulted in increasing
18 demands for travel. The use of single occupancy vehicles
19 continues to be the predominant trend during highly congested
20 peak commute periods. Motor vehicle usage has evolved to become
21 a basic component in our social and recreational activities.
22 Multiple vehicle ownership per household has become the norm.



1 There are inherently greater challenges in expanding
2 capacity through new or existing corridors as adjoining lands
3 become more urbanized.

4 There are also significantly greater complexities due to
5 stricter archaeological, environmental, and legal compliance
6 requirements.

7 Nationally, there is much discussion regarding a proposed
8 federal infrastructure stimulus plan to stimulate the economy of
9 the United States of America. Should this federal initiative
10 come to fruition, the department of transportation must be
11 prepared to actively pursue such funds to the maximum extent
12 practical. For this reason, the department of transportation
13 seeks authorization to pursue a comprehensive six-year program
14 that accounts for an infusion of federal funds should such
15 federal infrastructure stimulus plan funds become available.

16 On average, one hundred forty lives are lost on Hawaii's
17 roadways each year. Hawaii ranked twenty-ninth in freeway
18 safety with 1.45 traffic fatalities per million vehicle miles
19 traveled. Hawaii also ranked highest in the nation in alcohol-
20 related fatalities, second highest in the nation in motorcycle-
21 related fatalities, and seventh highest in the nation in
22 pedestrian-related fatalities. These statistics are undesirably



1 high, necessitating immediate and directed action to
2 significantly reduce fatalities. Increased funding and
3 additional resources are needed to expedite the implementation
4 of various recommendations developed through the multi-agency
5 strategic highway safety program.

6 The infrastructure gap continues to grow with vehicle miles
7 traveled increasing faster than the State's ability to construct
8 additional lanes of travel, thereby resulting in greater
9 congestion. The morning commute on the H-1 freeway from Kapolei
10 into downtown Honolulu has risen to an average of sixty-five
11 minutes and is expected to increase every year. There is a
12 significant human cost to congestion, with ten minutes of time
13 spent in traffic, equating to approximately \$600 per person, per
14 year, and \$3,300 per commercial vehicle, per year.

15 Traffic congestion also has a significant negative impact
16 on the environment and related deterioration in overall quality
17 of life.

18 The cost for construction materials has increased.
19 Significant fluctuations in petroleum prices have also directly
20 impacted construction costs since raw construction materials
21 rely heavily on petroleum-based products in their manufacture.
22 The liquid fuel tax is assessed on a per gallon basis without



1 adjustments for inflation or other factors. Motor vehicle
2 manufacturers are also striving for greater fuel efficiency and
3 electric vehicle usage continues to expand, further diminishing
4 gas tax collection that pays for the infrastructure that these
5 vehicle use.

6 Funding needed to operate and maintain the existing highway
7 infrastructure is estimated to cost \$7,000,000,000. Of this
8 \$7,000,000,000, \$1,960,000,000 is needed to address safety
9 program needs, \$1,530,000,000 to address preservation program
10 needs, \$150,000,000 to address congestion program needs,
11 \$3,100,000,000 to address capacity program needs, \$160,000,000
12 to address enhancement program needs, and \$100,000,000 to
13 address other program needs. At current funding levels of
14 \$250,000,000 per year, it will take over thirty years to address
15 the estimated \$7,000,000,000 in current infrastructure and
16 programmatic needs.

17 The department of transportation has and continues to
18 accomplish its primary mission by judiciously allocating its
19 limited resources to the most critical needs.

20 Due to the imbalance between programmatic needs and
21 available resources, the department of transportation is
22 committed to undertaking a comprehensive transformation, re-



1 evaluating its strategic policies, priorities, and
2 organizational structure to meet the challenges of the twenty-
3 first century. A major initiative of this comprehensive
4 transformation is the development of clear performance criteria
5 to properly drive investment decisions to ensure that the
6 greatest public benefit will be achieved through the responsible
7 management and expenditure of public funds.

8 The department of transportation has developed a
9 \$4,000,000,000 comprehensive six-year work plan and financial
10 plan to implement critical programs and projects. As a part of
11 this effort, the department of transportation requires a one-
12 time, infusion of \$2,000,000,000 in capital to aid in rectifying
13 critical deficiencies by pursuing those programs and projects
14 that have the greatest potential to improve the following
15 performance categories:

- 16 (1) Safety;
- 17 (2) Congestion;
- 18 (3) System preservation; and
- 19 (4) Other programs and initiatives.

20 The six-year work program is delineated by performance
21 category, by county, and by transportation corridors to better
22 manage, monitor, and inform the public on the progress being



1 made. By accelerating the implementation of the identified
2 programs and projects, the department of transportation intends
3 to make major improvements in identified performance categories.

4 Safety: Bridge, rockfall and slope stabilization, and
5 shoreline protection programs serve core safety purposes in
6 providing and preserving essential connections to and between
7 communities. With much of the state served through a belt road
8 system, the statewide highway system serves fundamental and
9 essential functions, as well as serving core emergency response
10 and emergency evacuation functions.

11 There are an estimated seven hundred sixty bridges in the
12 statewide highway system, of which two hundred seventy-five are
13 structurally deficient or unsafe. In 2006, Hawaii ranked forty-
14 sixth nationally based on the percentage of structurally safe
15 bridges. Hawaii also had a poor compliance record with respect
16 to federal bridge inspection requirements.

17 Due to current resource limitations, the department of
18 transportation can only address the most critical locations that
19 are at greatest risks for failure. Infusion of additional
20 resources will allow the department to accelerate implementation
21 of corrective measures and proactively address more locations
22 that are at risk.



1 The goals of this modernization effort in the safety
2 performance category are to:

- 3 (1) Reduce average number of lives lost on our state
4 highways to one hundred or less per year;
- 5 (2) Bring fifty of the most deficient bridges up to
6 current structural design standards;
- 7 (3) Inspect all seven hundred sixty bridges in the
8 statewide highway system within a two-year cycle;
- 9 (4) Address the top fifteen sites identified in the
10 rockfall and slope stabilization program that are on
11 the most critical routes where severance of access
12 would have the greatest potential negative impact; and
- 13 (5) Address the top ten sites identified in the shoreline
14 protection program that are on the most critical
15 routes where severance of access would have the
16 greatest potential negative impact.

17 To achieve these goals:

- 18 (1) The recommendations of the strategic highway safety
19 program in various areas should be implemented;
- 20 (2) Legislative and statutory changes have been sought as
21 part of the department of transportation's highway

- 1 safety initiative that are separate from and yet an
2 integral part of this highway modernization plan;
- 3 (3) The highway safety improvement program that targets
4 locations with high accident rates should be
5 implemented;
- 6 (4) The planning and design on the most critical bridges
7 identified in the bridge program should be accelerated
8 and federal funding pursued to the maximum extent
9 practicable should the federal infrastructure stimulus
10 plan be implemented;
- 11 (5) Remediation of fifteen sites identified as priority in
12 the rockfall and slope stabilization program should be
13 accelerated;
- 14 (6) Remediation of ten sites identified as priority in the
15 shoreline protection program should be accelerated;
16 and
- 17 (7) Other critical projects identified in the guardrail
18 and shoulder improvement program and motor vehicle
19 safety program should be pursued.

20 Congestion: There are currently unacceptable levels of
21 congestion in every county. Unacceptable congestion currently
22 occurs on Queen Kaahumanu highway and on Keaau-Pahoa road in the



1 county of Hawaii, on Honoapiilani highway and on Hana highway in
2 the county of Maui, through the H-1 freeway corridor and along
3 Fort Weaver road in the city and county of Honolulu, on Kuhio
4 highway and on Kamualii highway in the county of Kauai, and on
5 other facilities throughout the state.

6 The department of transportation pursues capacity and
7 congestion relief projects based on greatest need. Current
8 resource limitations and rising costs to implement improvements
9 have resulted in reduction of the number and locations where
10 necessary improvement can be pursued.

11 Land use development patterns have also contributed to
12 congestion on the regional highway system. While developers are
13 required to mitigate the direct impacts of their proposed
14 projects, their regional impacts are typically only a portion of
15 the total regional improvements needed to address current and
16 future congestion.

17 The goals of this modernization program in the congestion
18 performance category are to:

- 19 (1) Achieve a minimum of ten per cent reduction in
20 congestion along two major corridors within each
21 county within ten years;



1 (2) Achieve a ten per cent increase in overall operational
2 efficiency of existing statewide infrastructure
3 system; and

4 (3) Achieve a ten per cent increase in the use of
5 alternative travel modes.

6 The strategies to achieve these goals include the infusion
7 of additional capital that will provide the department of
8 transportation with the necessary resources to expedite the
9 implementation of thirty-five regional improvement projects
10 located in each county to aid in relieving congestion. The
11 department of transportation will programmatically address
12 recurring and non-recurring congestion. The department of
13 transportation intends to reduce recurring congestion by
14 eliminating bottlenecks and non-recurring congestion through the
15 implementation of a freeway management system that will respond
16 to accidents or stalled vehicles that contribute to congestion.
17 The department of transportation further intends to more
18 efficiently and effectively manage the existing land
19 transportation highway system through the traffic signal
20 optimization program and other transportation system management
21 techniques. In addition, the department of transportation
22 intends to expand implementation of intelligent transportation



1 systems including the freeway management system. The department
2 of transportation is committed to expanding and enhancing
3 multimodal and inter-modal options and facilities to provide
4 greater alternative travel choices. The department of
5 transportation will enhance its current bicycle and pedestrian
6 programs to better promote, encourage, and proactively pursue
7 bicycle and pedestrian usage.

8 System preservation: Due to resource limitations, the
9 department of transportation has had to make difficult choices
10 and forgo necessary maintenance when possible to divert
11 resources to more critical programs such as safety and
12 congestion. Forgoing basic preservation and preventive
13 maintenance, however, comes at a higher long-term cost as
14 infrastructure deteriorates prematurely and requires greater
15 capital investment in the long run.

16 A significant infusion of additional capital will allow the
17 department of transportation to take appropriate and necessary
18 preventive action to extend the service life of a greater
19 portion of the existing infrastructure.

20 Investing in preventive maintenance not only extends the
21 service life of the facilities but can also aid in reducing
22 exposure to liability.



1 Pavement conditions, as measured by roughness and thus
2 "ride-ability" have been improving as the department has made
3 system preservation a higher priority and retained a base level
4 of funding committed to this program. The current average
5 pavement condition index rating is seventy-five statewide,
6 seventy-eight on Hawaii, eighty on Maui, seventy on Oahu, and
7 seventy-six on Kauai.

8 The goals of this modernization program in the system
9 preservation performance category are to achieve and maintain
10 seventy-five per cent of the infrastructure system within
11 nationally accepted guidelines for the infrastructure type
12 within ten years to achieve and maintain a pavement condition
13 index of eighty or higher on all roadways in the statewide
14 highway system.

15 The strategies to achieve these goals include performing
16 one hundred miles of pavement preservation every year and
17 increasing base systems preservation program expenditures to
18 ensure proper system preservation and preventive maintenance.

19 Other initiatives: The department of transportation is
20 committed to the development of appropriate performance criteria
21 and reporting the department of transportation's progress in
22 achieving performance goals.



1 Current practices are to measure regional congestion based
2 on volume-to-capacity ratios or levels-of-service. While
3 current practices provide a reliable means to prioritize
4 capacity programs and projects, volume-to-capacity does not
5 easily translate into terms the general public understands. It
6 also does not take into account variations in local community
7 tolerances and acceptance regarding levels of congestion.

8 Through performance monitoring, the department of
9 transportation will be better able to direct its resources to
10 those programs and activities that provide the greatest public
11 benefit and value. Through transparency, the department of
12 transportation will be more accountable to the public in how the
13 department of transportation prioritizes and pursues programs
14 and projects to meet core functional needs.

15 The department of transportation intends to gather and
16 disseminate relevant and reliable real time information so that
17 motorists can make better, more informed decisions regarding
18 their personal travel. By providing reliable real time
19 information, motorists will know the severity of a disruption
20 allowing them the opportunity to adjust their routes, planned
21 travel time, or both.



1 In addition to accelerating projects and programs, the
2 department of transportation is also committed to reviewing
3 alternative policies and initiatives that may affect the demand
4 for travel, to explore alternative travel modes, and ways to
5 better manage the overall transportation system to achieve
6 greatest efficiency. The department of transportation also
7 intends to investigate opportunities to partner with other
8 governmental agencies to influence land use development patterns
9 to reduce the overall need for travel and associated
10 transportation impacts.

11 Financial plan: To generate the additional capital
12 required for this modernization program, the department of
13 transportation requires increases in the state liquid fuel tax,
14 state vehicle registration fee, state vehicle weight tax, and
15 the rental motor vehicle surcharge tax.

16 The state liquid fuel tax, state vehicle registration fee,
17 state vehicle weight tax, and rental motor vehicle surcharge tax
18 will be increased as follows:

- 19 (1) Increase the state tax on liquid fuel by cents per
20 gallon increase;
- 21 (2) Increase the state vehicle registration fee by \$;

22



- 1 (3) Increase the state vehicle weight tax by cents a
- 2 pound; and
- 3 (4) Increase the rental motor vehicle surcharge tax
- 4 permanently to \$ per day.

5 The state liquid fuel tax, state vehicle registration fee,
6 state vehicle weight tax, and rental motor vehicle surcharge tax
7 are the major sources of revenue for the state highway fund.
8 Appropriations from the fund are used for the construction,
9 operation, and maintenance of the state highway system.

10 The highways financial plan relies on these revenues to
11 support the continued operations and maintenance of the state
12 highway system.

13 These revenues also serve as pledged revenues for highway
14 revenue bonds. The additional revenues derived from the
15 increased taxes and fees will help to increase the revenue
16 bonding capacity of the state highways program and provide
17 funding for additional capital improvement projects.

18 Highway fuel license taxes: Highway fuel license taxes
19 consist of license taxes on fuel sold to motor vehicle operators
20 pursuant to chapter 243, Hawaii Revised Statutes (HRS). The
21 distributor of motor vehicle fuel pays the fuel license tax for
22 liquid fuel produced or imported by the distributor to be sold



1 or used by the distributor. Highway fuel license taxes are
2 currently assessed at a rate of \$0.17 per gallon of gasoline and
3 diesel oil used for general highway purposes; and \$0.02 per
4 gallon of gasoline, diesel oil, and liquid petroleum gas used
5 for non-highway purposes. The highway fuel license taxes are
6 collected by the department of taxation, which transfers the
7 receipts to the state highway fund.

8 The rate of taxation on fuel increased significantly
9 between 1975 and 1991. Highway fuel license taxes increased
10 from \$0.085 per gallon of gasoline and diesel oil, and \$0.060
11 per gallon of liquid petroleum gas in 1975, to \$0.110 per gallon
12 of gasoline and diesel oil, and \$0.080 per gallon of liquid
13 petroleum gas in 1985, and to \$0.160 per gallon of gasoline and
14 diesel oil and \$0.110 per gallon of liquid petroleum gas
15 effective July 1, 1991. The state fuel tax was increased to
16 \$0.17 per gallon for gasoline and diesel oil used for general
17 highway purposes; and \$0.02 per gallon for gasoline, diesel oil,
18 and liquid petroleum gas used for non-highway purposes effective
19 July 1, 2007 by Act 209, Session Laws of Hawaii (SLH) 2007.

20 Vehicle registration fees: All vehicles, including motor
21 vehicles, must be registered annually with one of the four
22 counties of the State. The vehicle owner must pay a state



1 registration fee of \$25 for each vehicle, pursuant to section
2 249-31, HRS. The state vehicle registration fee has been
3 increased from \$1 per vehicle in 1979, to \$10 per vehicle in
4 1985, to \$20 per vehicle in 1991, and to \$25 per vehicle in
5 2004. From each annual motor vehicle registration fee
6 collected, \$20 is deposited into the state highway fund, and \$5
7 into the emergency medical services special fund. The four
8 counties each collect the vehicle registration fee along with
9 their respective county registration fees and transfer the
10 State's portion of the vehicle registration fee into the state
11 highway fund.

12 Vehicle weight taxes: All vehicles, including motor
13 vehicles, are assessed an annual state vehicle weight tax
14 pursuant to section 249-33, HRS. The tax rate is \$0.0075 per
15 pound for vehicles less than four thousand pounds; \$0.01 per
16 pound for vehicles between four thousand one and seven thousand
17 pounds; \$0.0125 per pound for vehicles between seven thousand
18 one and ten thousand pounds; and \$150 per vehicle for vehicles
19 over ten thousand pounds. Vehicle weight taxes increased from a
20 minimum rate of \$0.0045 per pound to \$0.0050 per pound to
21 \$0.0075 per pound and a maximum charge of \$36 per vehicle to \$65
22 per vehicle to \$150 per vehicle over the period from 1991 to



1 2002. The four counties each collect the vehicle weight tax
2 along with their respective county vehicle taxes, and transfer
3 the State's portion of the vehicle weight tax into the state
4 highway fund.

5 Rental motor vehicle and tour vehicle surcharge taxes:
6 chapter 251, HRS, imposes a surcharge tax on all rental motor
7 vehicles and tour vehicles. The rental motor vehicle surcharge
8 tax is imposed on the owner of the rental company when a rental
9 motor vehicle is rented or leased. Through Act 223, Session
10 Laws of Hawaii 1999, the surcharge tax was increased from \$2 per
11 day to \$3 per day or any portion of the day effective from
12 September 1, 1999, through August 31, 2007, and was further
13 extended by Act 258, SLH 2007, from September 1, 2007, through
14 August 31, 2008, and Act 226, Session Laws of Hawaii 2008, from
15 September 1, 2008, through August 31, 2011.

16 The department of transportation intends to seek the
17 services of a master consultant to assist with overall program
18 management and support services in the implementation of this
19 highway modernization program. The master consultant will aid
20 in the development of specific performance criteria to assess
21 overall effectiveness of the programs and projects. The master
22 consultant will assist in reviewing, evaluating, and



1 recommending structural, organizational, and procedural changes
2 to the department of transportation's highways division
3 including recommendations on staffing. The master consultant
4 will also assist with the creation and maintenance of a web-
5 based information system with project status and performance
6 indicators.

7 Vehicle miles traveled pilot program: The liquid fuel tax
8 is the primary means of funding the infrastructure improvements
9 needed to support motor vehicular travel. As the use of fuel
10 efficient and alternative energy vehicles become more prevalent,
11 less gasoline and diesel fuel will be consumed and liquid fuel
12 tax collections will correspondingly diminish. The current
13 method of assessing the motor vehicle liquid fuel tax on a per
14 gallon basis will become less effective at generating a stable
15 revenue source to fund the land transportation infrastructure
16 program.

17 The number of miles each vehicle travels is a gauge of
18 actual use and associated impact on the land transportation
19 infrastructure. Evaluation of a vehicle miles traveled user fee
20 is, therefore, proposed as a means of assessing users of the
21 highway system a fee based on their actual use of and impact on
22 the highways. This approach would correlate usage and fees and



1 would provide a reliable and stable source of funds to
2 administer and manage the land transportation infrastructure
3 system.

4 Transfers of highway fund: Due to the need to invest in
5 the state land transportation infrastructure system and the fact
6 that there exists a significant backlog in maintenance of
7 existing facilities, the transfer of funds from the highway fund
8 must be strictly prohibited. The department of transportation
9 requires a secure, stable, and reliable funding source to
10 properly administer and manage the challenges faced by the state
11 land transportation infrastructure system.

12 SECTION 2. Section 243-4, Hawaii Revised Statutes, is
13 amended by amending subsection (a) to read as follows:

14 "(a) Every distributor, in addition to any other taxes
15 provided by law, shall pay a license tax to the department of
16 taxation for each gallon of liquid fuel refined, manufactured,
17 produced, or compounded by the distributor and sold or used by
18 the distributor in the [~~State~~] state or imported by the
19 distributor, or acquired by the distributor from persons who are
20 not licensed distributors, and sold or used by the distributor
21 in the [~~State~~] state. Any person who sells or uses any liquid
22 fuel, knowing that the distributor from whom it was originally



1 purchased has not paid and is not paying the tax thereon, shall
2 pay such tax as would have applied to such sale or use by the
3 distributor. The rates of tax imposed are as follows:

4 (1) For each gallon of diesel oil, 2 cents;

5 (2) For each gallon of gasoline or other aviation fuel
6 sold for use in or used for airplanes, 2 cents;

7 (3) For each gallon of naphtha sold for use in a power-
8 generating facility, 1 cent;

9 (4) For each gallon of liquid fuel, other than fuel
10 mentioned in paragraphs (1), (2), and (3), and other
11 than an alternative fuel, sold or used in the city and
12 county of Honolulu, or sold in any county for ultimate
13 use in the city and county of Honolulu, [~~17~~] __ cents
14 state tax, and in addition thereto an amount, to be
15 known as the "city and county of Honolulu fuel tax",
16 as shall be levied pursuant to section 243-5;

17 (5) For each gallon of liquid fuel, other than fuel
18 mentioned in paragraphs (1), (2), and (3), and other
19 than an alternative fuel, sold or used in the county
20 of Hawaii, or sold in any county for ultimate use in
21 the county of Hawaii, [~~17~~] __ cents state tax, and in
22 addition thereto an amount, to be known as the "county



1 of Hawaii fuel tax", as shall be levied pursuant to
2 section 243-5;

3 (6) For each gallon of liquid fuel, other than fuel
4 mentioned in paragraphs (1), (2), and (3), and other
5 than an alternative fuel, sold or used in the county
6 of Maui, or sold in any county for ultimate use in the
7 county of Maui, 17 cents state tax~~[7]~~ on any island
8 with a total resident population of less than twenty
9 thousand, and cents state tax everywhere else, and
10 in addition thereto an amount, to be known as the
11 "county of Maui fuel tax", as shall be levied pursuant
12 to section 243-5; and

13 (7) For each gallon of liquid fuel, other than fuel
14 mentioned in paragraphs (1), (2), and (3), and other
15 than an alternative fuel, sold or used in the county
16 of Kauai, or sold in any county for ultimate use in
17 the county of Kauai, [~~17~~] ___ cents state tax, and in
18 addition thereto an amount, to be known as the "county
19 of Kauai fuel tax", as shall be levied pursuant to
20 section 243-5.

21 If it is shown to the satisfaction of the department, based
22 upon proper records and from any other evidence as the



1 department may require, that liquid fuel, other than fuel
2 mentioned in paragraphs (1), (2), and (3), is used for
3 agricultural equipment that does not operate upon the public
4 highways of the State, the user thereof may obtain a refund of
5 all taxes thereon imposed by this section in excess of 1 cent
6 per gallon. The department shall adopt rules to administer such
7 refunds."

8 SECTION 3. Section 249-31, Hawaii Revised Statutes, is
9 amended by amending subsection (a) to read as follows:

10 "(a) All vehicles and motor vehicles in the [~~State~~] state
11 as defined in section 249-1, including antique motor vehicles,
12 except as otherwise provided in sections 249-4 and 249-6, shall
13 be subject to a \$25 annual vehicle registration fee[~~-~~] on any
14 island with a total resident population of less than twenty
15 thousand, and a \$ annual vehicle registration fee everywhere
16 else. The fee shall become due and payable on January 1, and
17 shall be paid before April 1 in each year together with all
18 other taxes and fees levied by this chapter; provided that
19 should any county elect to renew motor vehicle registrations on
20 a staggered basis as authorized by section 286-51, the state
21 registration for that county shall likewise be staggered so that
22 the state registration fee is due and payable at the same time



1 and shall be collected together with the county fee. The state
2 registration fee shall be deemed delinquent if not paid with the
3 county registration fee. The respective counties shall collect
4 this fee together with the vehicle registration tax collected
5 for the county and shall transfer the moneys collected under
6 this section to the State."

7 SECTION 4. Section 249-33, Hawaii Revised Statutes, is
8 amended by amending subsection (a) to read as follows:

9 "(a) All vehicles and motor vehicles in the [State] state
10 as defined in section 249-1, including antique motor vehicles,
11 except as otherwise provided in sections 249-3 to 249-6, in
12 addition to all other fees and taxes levied by this chapter,
13 shall be subject to an annual state vehicle weight tax. The tax
14 shall be levied by the county director of finance at the rate of
15 .75 cents a pound on any island with a total resident population
16 of less than twenty thousand, and _____ cents a pound everywhere
17 else according to the net weight of each vehicle as the "net
18 weight" is defined in section 249-1 up to and including four
19 thousand pounds net weight; vehicles over four thousand pounds
20 and up to and including seven thousand pounds net weight shall
21 be taxed at the rate of 1.00 cent a pound[+] on any island with
22 a total resident population of less than twenty thousand, and



1 cents a pound everywhere else; vehicles over seven thousand
2 pounds and up to and including ten thousand pounds net weight
3 shall be taxed at the rate of 1.25 cents a pound[+] on any
4 island with a total resident population of less than twenty
5 thousand, and cents a pound everywhere else; vehicles over
6 ten thousand pounds net weight shall be taxed at a flat rate of
7 \$150[-] on any island with a total resident population of less
8 than twenty thousand, and \$ everywhere else."

9 SECTION 5. Section 251-2, Hawaii Revised Statutes, is
10 amended by amending subsection (a) to read as follows:

11 "(a) There is levied and shall be assessed and collected
12 each month a rental motor vehicle surcharge tax of [~~\$2~~] \$ a
13 day, [~~except that for the period of September 1, 1999, to August~~
14 ~~31, 2011, the tax shall be \$3 a day,~~] or any portion of a day
15 that a rental motor vehicle is rented or leased. The rental
16 motor vehicle surcharge tax shall be levied upon the lessor;
17 provided that the tax shall not be levied on the lessor if:

- 18 (1) The lessor is renting the vehicle to replace a vehicle
- 19 of the lessee that is being repaired; and
- 20 (2) A record of the repair order for the vehicle is
- 21 retained either by the lessor for two years for



1 verification purposes or by a motor vehicle repair
2 dealer for two years as provided in section 437B-16."

3 SECTION 6. The department of transportation is authorized
4 to issue highway revenue bonds for highway capital improvement
5 projects authorized by the General Appropriations Act of 2009,
6 and for the purposes of this Act, designated to be financed by
7 revenue bond funds with the debt service to be paid from special
8 funds.

9 SECTION 7. The department of transportation shall be
10 authorized to expend such funds for the pursuit of the projects
11 and programs listed below. Accounting of the appropriations by
12 the department of accounting and general services shall be based
13 on the projects as such projects are listed in this section.
14 Several related or similar projects may be combined into a
15 single project if such combination is advantageous or convenient
16 for implementation; provided that the total cost of the projects
17 thus combined shall not exceed the total of the sum specified
18 for the projects separately. (The amount after each cost
19 element and the total funding for each project listed in this
20 part are in thousands of dollars.)

21 1. SAFETY PROGRAM - Strategic highway safety program.

22 Seven areas of the strategic highway safety plan are:



- 1 (A) Putting the brakes on aggressive driving
- 2 Total funding \$
- 3 (B) Combating impaired driving
- 4 Total funding \$
- 5 (C) Protecting vehicle occupants
- 6 Total funding \$
- 7 (D) Safeguarding pedestrians and bicyclists
- 8 Total funding \$
- 9 (E) Ensuring motorcycle and moped safety
- 10 Total funding \$
- 11 (F) Building safer roadways by design
- 12 Total funding \$
- 13 (G) Improving data and safety management systems
- 14 Total funding \$
- 15 2. SAFETY PROGRAM - Highway safety improvement program: Safety
- 16 improvements statewide which may include intersection
- 17 channelization, installation of milled rumble strips on
- 18 centerline and shoulders, superelevation assessment along
- 19 entire segment, pavement markings, and signing.
- 20 Total funding \$



1 3. SAFETY PROGRAM - Bridge program: Bridge program includes
2 bridge replacement, rehabilitation, widening, repair, lead
3 abatement and inspection; seismic retrofit and tunneling.

4 (A) Oahu - Kamehameha Highway, Hoolapa Stream (Nanahu)
5 Bridge replacement: design and construction of Hoolapa
6 Stream (Nanahu) Bridge replacement on Kamehameha
7 Highway.

8 Total funding \$

9 (B) Oahu - Kamehameha Highway, Makaua Stream Bridge
10 rehabilitation: design and construction of Makaua
11 Stream Bridge rehabilitation on Kamehameha Highway.

12 Total funding \$

13 (C) Oahu - Kamehameha Highway, Waikane Stream Bridge
14 rehabilitation: design and construction of Waikane
15 Stream Bridge rehabilitation on Kamehameha Highway.

16 Total funding \$

17 (D) Oahu - Kamehameha Highway, Kalauoa Springs Stream
18 Bridge replacement: design and construction of Kalauoa
19 Springs Stream Bridge replacement on Kamehameha
20 Highway.

21 Total funding \$



1 (E) Oahu - Bridge rehabilitation, replacement or seismic
 2 retrofit includes design, right of way and
 3 construction for rehabilitation, replacement and
 4 seismic retrofit of bridges at various locations.
 5 Interstate H-1, H-2, and H-3 structures
 6 Kalaniana'ole Highway, Inaole Stream Bridge, Waimanalo
 7 Kamehameha Highway, Waiahole Bridge replacement
 8 Kamehameha Highway, Kaipapau Stream Bridge
 9 rehabilitation Kamehameha Highway, Kawela Stream
 10 Bridge replacement/rehabilitation Kamehameha Highway,
 11 Makaha Bridges #3 and #3A replacement
 12 Kamehameha Highway, Kaluanui Stream Bridge replacement
 13 Total funding \$

14 (F) Hawaii Belt Road, Hilea Stream Bridge replacement:
 15 design and construction of Hilea Stream Bridge
 16 replacement on Hawaii Belt Road.
 17 Total funding \$

18 (G) Hawaii - Bridge rehabilitation, replacement or seismic
 19 retrofit includes design, right of way and
 20 construction for rehabilitation, replacement and
 21 seismic retrofit of bridges at various locations.
 22 Hawaii Belt Road, Pahoehoe Stream Bridge replacement



1 Kawaihae Road, Waiaka Stream Bridge replacement and
2 realignment of approaches

3 Total funding \$

4 (H) Maui - Kula Highway, Kaipoi Stream Bridge
5 rehabilitation: design and construction for Kaipoi
6 Stream Bridge rehabilitation on Kula Highway.

7 Total funding \$

8 (I) Maui - Hana Highway, bridge preservation plan: plan
9 for preservation of bridges on Hana Highway.

10 Total funding \$

11 (J) Maui - Hana Highway, structural strengthening of
12 various bridges

13 Total funding \$

14 (K) Maui - Hana Highway, Mokulehua Stream Bridge
15 rehabilitation/replacement: design and construction
16 for Mokulehua Stream Bridge rehabilitation/replacement
17 on Hana Highway.

18 Total funding \$

19 (L) Maui - Hana Highway, Kopiliula Stream Bridge
20 Rehabilitation/Replacement: design and construction
21 for Kopiliula Stream Bridge replacement on Hana
22 Highway.



1 (P) Kauai - Bridge rehabilitation, replacement or seismic
 2 retrofit includes design, right of way and
 3 construction for rehabilitation, replacement and
 4 seismic retrofit of bridges at various locations.
 5 Kuhio Highway, Kapaia Bridge replacement
 6 Kaumualii Highway, Omao Bridge rehabilitation
 7 Total funding \$

8 (Q) Statewide - Bridge inspection and appraisal: bridge
 9 inspection and appraisal at various bridges statewide.
 10 Total funding \$

11 4. SAFETY PROGRAM - Rockfall and slope stabilization program

12 (A) Oahu - Rockfall protection (Haleiwa, Kahuku, Pali
 13 Highway): design and construction of rockfall
 14 protection for Haleiwa, Kahuku and the Pali Highway
 15 areas.
 16 Total funding \$

17 (B) Oahu - Interstate Route H-1, School Street on-ramp
 18 retaining wall replacement: construction of School
 19 Street on-ramp retaining wall replacement.
 20 Total funding \$

21 (C) Oahu - Kamehameha Highway, rockfall protection,
 22 vicinity of Wahiawa Town: design and construction of



1 rockfall protection on Kamehameha Highway in the
2 vicinity of Wahiawa Town.

3 Total funding \$

4 (D) Oahu - Kamehameha Highway, rockfall protection,
5 vicinity of North Shore: design and construction of
6 rockfall protection on Kamehameha Highway in the
7 vicinity of North Shore.

8 Total funding \$

9 (E) Hawaii - Hawaii Belt Road, rockfall protection phases
10 I and II: construction of rockfall protection on
11 Hawaii Belt Road.

12 Total funding \$

13 (F) Hawaii - Hawaii Belt Road, rockfall protection at
14 various locations: design and construction of rockfall
15 protection on Hawaii Belt Road at various locations.

16 Total funding \$

17 (G) Maui - Hana Highway slope stabilization and
18 Honoapiilani Highway rockfall protection: plans for
19 Hana Highway slope stabilization and Honoapiilani
20 Highway rockfall protection.

21 Total funding \$



- 1 (H) Kauai - Kuhio Highway, slope protection, vicinity of
2 Wainiha Bay: design and construction of Kuhio Highway
3 slope protection in the vicinity of Wainiha Bay.
4 Total funding \$
- 5 (I) Kauai - Kuhio Highway slope stabilization, vicinity of
6 Hanalei Bridge: construction of Kuhio Highway slope
7 stabilization in the vicinity of Hanalei Bridge.
8 Total funding \$
- 9 (J) Kauai - Kuhio Highway retaining walls at Lumahai and
10 Wainiha: plan, design and construction of retaining
11 walls at Lumahai and Wainiha.
12 Total funding \$
- 13 (K) Statewide - Rockfall and slope stabilization
14 inspection: rockfall and slope stabilization
15 inspection at various locations statewide.
16 Total funding \$
- 17 5. SAFETY PROGRAM - Shoreline protection program
- 18 (A) Oahu - Kamehameha Highway, shoreline protection,
19 vicinity of Punaluu: design and construction of
20 shoreline protection for Punaluu area.
21 Total funding \$



- 1 (B) Oahu - Kamehameha Highway realignment, Haleiwa to
2 Waimea Bay: design Kamehameha Highway realignment from
3 Haleiwa to Waimea Bay.
4 Total funding \$
- 5 (C) Oahu - Kamehameha Highway, shoreline protection,
6 vicinity of Hauula: design and construction of
7 Kamehameha Highway shoreline protection in the
8 vicinity of Hauula.
9 Total funding \$
- 10 (D) Oahu - Kamehameha Highway, shoreline protection,
11 vicinity of Kaaawa: design and construction of
12 Kamehameha Highway shoreline protection in the
13 vicinity of Kaaawa.
14 Total funding \$
- 15 (E) Oahu - Kamehameha Highway, shoreline protection,
16 vicinity of Kawailoa Beach: design Kamehameha Highway
17 shoreline protection in the vicinity of Kawailoa
18 Beach.
19 Total funding \$
- 20 (F) Hawaii - Hilo Bayfront Highway, shoreline protection:
21 construction of shoreline protection along Hilo
22 Bayfront Highway.



1 (D) Kauai - Guardrail and shoulder improvements: guardrail
2 and shoulder improvements at various locations.

3 Total funding \$

4 7. SAFETY PROGRAM - Motor vehicle safety program: motor
5 carrier and highway safety and sign and traffic signal
6 management.

7 (A) Statewide - Other facility improvements: plans,
8 designs, construction and equipment for facility
9 improvements.

10 Total funding \$

11 8. CONGESTION PROGRAM - Capacity program

12 (A) Oahu - Kalaniana'ole Highway improvements, Olomana Golf
13 Course to Waimanalo Beach Park, phases I and II
14 Construction of improvements on Kalaniana'ole Highway
15 from Olomana Golf Course to Waimanalo Beach Park.

16 Total funding \$

17 (B) Oahu - PM Contraflow from Paiwa Interchange to Waiawa
18 Interchange, phase I: design and construction of phase
19 I of the PM Contraflow lane from Paiwa Interchange to
20 Waiawa Interchange.

21 Total funding \$



1 (C) Oahu - Intersection operational improvements to reduce
2 congestion: design and construction of various
3 intersection operational improvements aimed to reduce
4 congestion at various locations.

5 Total funding \$

6 (D) Oahu - Interstate Route H-1 corridor improvements:
7 plans for various H-1 corridor improvements.

8 Total funding \$

9 (E) Oahu - Interstate Route H-1, Lunalilo Street off-/on-
10 ramp: design for Lunalilo Street on-ramp and off-ramp
11 improvements.

12 Total funding \$

13 (F) Oahu - Interstate Route H-1, Kunia Interchange
14 improvements: plans for Kunia Interchange
15 improvements.

16 Total funding \$

17 (G) Oahu - Fort Barrette Road widening, Farrington Highway
18 to Barbers Point Gate: construction for Fort Barrette
19 Road widening from Farrington Highway to Barbers Point
20 Gate

21 Total funding \$



- 1 (H) Oahu - Interstate Route H-1, Kapolei Interchange,
2 phase 2: construction of phase 2 of Kapolei
3 Interchange on H-1.
4 Total funding \$
- 5 (I) Oahu - Interstate Route H-1, eastbound, Ward Avenue
6 on-ramp to University Interchange: design H-1
7 eastbound improvements from Ward Avenue on-Ramp to
8 University Interchange.
9 Total funding \$
- 10 (J) Oahu - Interstate Route H-1, Waiawa Interchange,
11 Westbound, Waipahu off-ramp improvements: design
12 Waipahu off-ramp improvements at the Waiawa
13 Interchange westbound.
14 Total funding \$
- 15 (K) Oahu - Interstate Route H-1 widening, eastbound, Waiawa
16 Interchange to Halawa Interchange, phase I: design H-1
17 widening eastbound from Waiawa Interchange to Halawa
18 Interchange, phase I.
19 Total funding \$
- 20 (L) Oahu - PM Contraflow from Keehi Interchange to Waiawa
21 Interchange, phase II; design and construction of



1 phase II of the PM Contraflow lane from Keehi
2 Interchange to Waiawa Interchange.
3 Total funding \$
4 (M) Oahu - Interstate Route H-1, eastbound improvements,
5 vicinity of Ola Lane to vicinity of Vineyard off-ramp:
6 construction of H-1 eastbound improvements in the
7 vicinity of Ola Lane to Vineyard off-ramp.
8 Total funding \$
9 (N) Oahu - Nimitz Viaduct, Keehi Interchange to Pacific
10 Street: planning, design, right of way and
11 construction for Nimitz Viaduct from Keehi Interchange
12 to Pacific Street.
13 Total funding \$
14 (O) Hawaii - Intersection operational improvements to
15 reduce congestion: construction of various
16 intersection operational improvements aimed to reduce
17 congestion at various locations.
18 Total funding \$
19 (P) Hawaii - Queen Kaahumanu Highway, Keahole Airport to
20 Kawaihae Harbor
21 Total funding \$



1 (Q) Hawaii - Hawaii Belt Road, Mud Lane to the Kamuela
2 Race Track (Waimea Bypass): right-of-way and
3 construction for the Hawaii Belt Road from Mud Lane to
4 the Kamuela Race Track.

5 Total funding \$

6 (R) Hawaii - Puainako Street Widening, Kanoelehua Avenue
7 to Komohana Street, phase I and II; design phases I
8 and II of Puainako Street widening from Kanoelehua
9 Avenue to Komohana Street.

10 Total funding \$

11 (S) Hawaii - Kealakehe Parkway Extension, Keanalehu Drive
12 to Kealakaa Street: design and right of way for
13 Kealakehe Parkway Extension from Keanalehu Drive to
14 Kealakaa Street.

15 Total funding \$

16 (T) Hawaii - Keaau-Pahoa Road shoulder lane conversion,
17 Keaau Bypass Road to Shower Drive; construction of the
18 Keaau-Pahoa Road shoulder lane conversion from Keaau
19 Bypass Road to Shower Drive.

20 Total funding \$



1 (U) Hawaii - Keaau-Pahoa Road improvements, Keaau to
 2 Pahoa, phases 1 and 2; design phases 1 and 2
 3 improvements of Keaau-Pahoa Road from Keaau to Pahoa.

4 Total funding \$

5 (V) Hawaii - Kuakini Highway Widening, Henry Street to
 6 Kamehameha III Road: design, right of way and
 7 construction for Kuakini Highway widening from Henry
 8 Street to Kamehameha III Road.

9 Total funding \$

10 (W) Hawaii - Kawaihae Road Bypass, Waimea to Kawaihae,
 11 phases 1 and 2: design, right of way and construction
 12 for phases 1 and 2 of the Kawaihae Road Bypass from
 13 Waimea to Kawaihae.

14 Total funding \$

15 (X) Maui - Intersection operational improvements to reduce
 16 congestion: construction of various intersection
 17 operational improvements aimed to reduce congestion at
 18 various locations.

19 Total funding \$

20 (Y) Maui - Kahului Airport Access Road: construction of
 21 Kahului Airport Access Road.

22 Total funding \$



1 (EE) Maui - Kihei-Upcountry Road, phases 1 and 2: right-of-
2 way and construction for phases 1 and 2 of the Kihei-
3 Upcountry Road.

4 Total funding \$

5 (FF) Kauai - Intersection operational improvements to
6 reduce congestion: design, right of way and
7 construction for various intersection operational
8 improvements aimed to reduce congestion at various
9 locations.

10 Total funding \$

11 (GG) Kauai - Kapule Highway Widening, Kuhio Highway to Rice
12 Street: plan Kapule Highway widening from Kuhio
13 Highway to Rice Street.

14 Total funding \$

15 (HH) Kauai - Puhi-Hanamaulu, alternate route: plan Puhi-
16 Hanamaulu alternate route.

17 Total funding \$

18 (II) Kauai - Kuhio Highway improvements, Hanamaulu to
19 Kapaa, phase I: design Kuhio Highway improvements from
20 Hanamaulu to Kapaa, phase I.

21 Total funding \$



1 (JJ) Kauai - Kuhio Highway, short term improvements, Kuamoo
 2 Road to Temporary Bypass Road: construction of short
 3 term improvements on Kuhio Highway from Kuamoo Road to
 4 the Temporary Bypass Road.

5 Total funding \$

6 (KK) Kauai - Kaumualii Highway widening, phase 1: design,
 7 right of way and construction for Kaumualii Highway
 8 widening, phase 1.

9 Total funding \$

10 9. CONGESTION PROGRAM - Freeway Management System (FMS)
 11 Program, phases 1 through 4, system manager,
 12 operation/maintenance and freeway service patrol, Oahu:
 13 design and construction for Oahu's freeway management
 14 system, which include traveler information and incident
 15 management.

16 Total funding \$

17 10. CONGESTION PROGRAM - Traffic signal optimization program,
 18 various locations, Oahu: synchronized traffic signal
 19 programming at various locations.

20 Total funding \$

21 11. CONGESTION PROGRAM - Bicycle program



1 (A) Oahu - Leeward Bikeway, phases I and II, Waipio Point
2 Access Road to Lualualei Naval Road: design, right of
3 way and construction for Leeward Bikeway, phases I and
4 II.

5 Total funding \$

6 (B) Oahu - Kalaniana'ole Highway bicycle improvements,
7 Waimanalo Beach Park to Makapuu Lookout: construction
8 of bicycle improvements on Kalaniana'ole Highway from
9 Waimanalo Beach Park to Makapuu Lookout.

10 Total funding \$

11 (C) Maui - Other bikeway improvements: construction of
12 improvements such as signage, bike pullouts and
13 improved shoulders.

14 Total funding \$

15 (D) Statewide - Bicycle improvements that are incorporated
16 in safety, congestion and system preservation projects
17 statewide

18 Total funding \$

19 12. CONGESTION PROGRAM - Pedestrian program

20 (A) Pedestrian work is incorporated in safety, congestion
21 and system preservation projects statewide.

22 Total funding \$



1 (B) ADA compliance projects
2 Total funding \$
3 (C) Pedestrian countdown timers, phase 2
4 Total funding \$
5 13. SYSTEM PRESERVATION PROGRAM - Pavement preservation
6 (A) Oahu - Pavement preservation
7 Total funding \$
8 (B) Hawaii - Pavement preservation
9 Total funding \$
10 (C) Maui - Pavement preservation
11 Total funding \$
12 (D) Kauai - Pavement preservation
13 Total funding \$
14 14. SYSTEM PRESERVATION PROGRAM - Rehabilitation program
15 (A) Oahu - Interstate Route H-1, Pearl City and Waimalu
16 Viaduct improvements, phases 1, 2, 3 and 4: design and
17 construction for various phases of H-1 Pearl City and
18 Waimalu Viaduct improvements.
19 Total funding \$
20 (B) Hawaii - Akoni Pule Highway realignment and widening
21 at Aamakao Gulch: right of way and construction of



1 Akoni Pule Highway realignment and widening at Aamakao
2 Gulch.

3 Total funding \$

4 (C) Kauai - Waimea Canyon Drive/Kokee Road improvements:
5 design improvements at Waimea Canyon Drive and Kokee
6 Road.

7 Total funding \$

8 15. SYSTEM PRESERVATION PROGRAM - Drainage improvement program

9 (A) Oahu - Drainage improvements
10 Right of way and construction for drainage
11 improvements at various locations.

12 Total funding \$

13 (B) Hawaii - Drainage improvements: design, right of way
14 and construction for drainage improvements at various
15 locations.

16 Total funding \$

17 (C) Maui - Drainage improvements: design, right of way and
18 construction for drainage improvements at various
19 locations.

20 Total funding \$



1 (D) Kauai - Drainage improvements; design, right of way
2 and construction for drainage improvements at various
3 locations.

4 Total funding \$

5 (E) Statewide - Drainage improvements: design, right of
6 way and construction for drainage improvements at
7 various locations.

8 Total funding \$

9 16. SYSTEM PRESERVATION PROGRAM - Street light pole replacement
10 program

11 (A) Oahu - Highway lighting improvements

12 Lighting improvements on Interstate Route H-1,
13 Kamehameha Highway and Moanalua Freeway.

14 Total funding \$

15 17. SYSTEM PRESERVATION PROGRAM - Destination sign replacement
16 program

17 (A) Interstate Route H-1, H-2, H-3 and Moanalua Freeway,
18 Destination sign upgrade/replacement, Phase I and II

19 Total funding \$

20 18. SYSTEM PRESERVATION PROGRAM - Special maintenance program:
21 asphalt overlays, asphalt cold planing and paving (in-kind)
22 and re-striping.



- 1 (A) Oahu - Special maintenance
- 2 Total funding \$
- 3 (B) Hawaii - Special maintenance
- 4 Total funding \$
- 5 (C) Maui - Special maintenance
- 6 Total funding \$
- 7 (D) Kauai - Special maintenance
- 8 Total funding \$
- 9 19. SYSTEM PRESERVATION PROGRAM - Operations and maintenance
- 10 program: pavement sealing, pothole patching and crack
- 11 filling.
- 12 (A) Oahu - Operations and maintenance
- 13 Total funding \$
- 14 (B) Hawaii - Operations and maintenance
- 15 Total funding \$
- 16 (C) Maui - Operations and maintenance
- 17 Total funding \$
- 18 (D) Kauai - Operations and maintenance
- 19 Total funding \$
- 20 20. SYSTEM PRESERVATION PROGRAM - Landscaping program



1 (A) Oahu - Landscaping improvements, various locations
2 Right of way and construction for landscaping
3 improvements at various locations.
4 Total funding \$

5 (B) Maui - Hana Highway/Kaahumanu Avenue beautification,
6 Dairy Road to Nanihoa Overpass
7 Total funding \$

8 21. OTHER PROGRAMS - Highway modernization plan

9 (A) Statewide - Highway modernization plan and program
10 management
11 Total funding \$

12 22. OTHER PROGRAMS - Traffic counting stations

13 (A) Statewide - Traffic counting stations, various
14 locations, phase II
15 Total funding \$

16 23. OTHER PROGRAMS - Facility improvements

17 (A) Hawaii - District baseyard improvements
18 Total funding \$

19 (B) Maui - District baseyard improvements
20 Baseyard improvements for West Maui, Lanai and
21 Molokai.
22 Total funding \$



1 24. OTHER PROGRAMS - Staff labor
 2 (A) Statewide - Highways Division staff labor costs
 3 Total funding \$

4 25. OTHER PROGRAMS - Environmental program
 5 (A) Oahu - Kamehameha Highway wetland enhancement,
 6 vicinity of Ukoa Pond
 7 Total funding \$

8 (B) Statewide - Work to comply with EPA
 9 Total funding \$

10 26. OTHER PROGRAMS - Highway planning program
 11 (A) Statewide - Highway planning program
 12 Total funding \$

13 SECTION 8. The department of transportation shall develop
 14 one or more pilot programs to test alternatives to the current
 15 state and county system of motor vehicle fuel taxes. The pilot
 16 programs may include programs to test the reliability, ease of
 17 use, cost, and public acceptance of technology and methods for:

- 18 (1) Identifying vehicles;
- 19 (2) Collecting and reporting the number of miles traveled
 20 by particular vehicles; and
- 21 (3) Collecting payments from or making payments to
 22 participants in pilot programs.



1 SECTION 9. The department of taxation may refund motor
2 vehicle fuel taxes paid by participants in pilot programs under
3 this Act, or may otherwise compensate participants in pilot
4 programs under this Act. The department of transportation may
5 terminate a pilot program at any time and may terminate
6 participation by any person at any time, and shall notify the
7 department of taxation. Termination from a pilot program under
8 this Act shall not entitle any person to additional
9 compensation.

10 SECTION 10. The department of transportation shall provide
11 staff and administrative services necessary for purposes of this
12 Act. Without regard to chapters 76 and 77, Hawaii Revised
13 Statutes, the department may employ, fix compensation, and at
14 pleasure dismiss such persons as it finds necessary for purposes
15 of this Act. Such services shall include authorization to
16 execute a master agreement with a consultant to serve as the
17 program manager to facilitate the implementation of the highways
18 modernization plan.

19 SECTION 11. In addition to other moneys appropriated by
20 the general appropriations act of 2009 in fiscal year 2009-2010
21 for highway administration (TRN 595), highway planning,



1 statewide, item no. C- , there is appropriated an additional
2 sum of \$ of highway revenue bonds, and the sum of
3 \$ of federal funds, of which \$ may be
4 designated for the execution of a master agreement with a
5 consultant under section 16, and the additional sum of
6 \$ of highway revenue bonds, and the sum of \$
7 of federal funds for the vehicle miles tax pilot program under
8 sections 11 and 12, or so much thereof as may be necessary to
9 carry out the purposes of this Act, including any necessary
10 expenditures for expenses, staff, or consultants. The sums
11 appropriated shall be expended by the department of
12 transportation. This project is deemed necessary to qualify for
13 federal aid financing and/or reimbursement.

14 SECTION 12. Should additional federal funds become
15 available for land transportation infrastructure improvements
16 under the federal economic stimulus plan or similar program, the
17 department of transportation is hereby authorized to pursue,
18 apply, and/or expend such federal funds on any of the programs
19 or projects identified in section 10 notwithstanding any other
20 law to the contrary.



1 SECTION 13. Notwithstanding any other law to the contrary,
2 the appropriations authorized under this Act shall not lapse for
3 a period of six years from the date of execution.

4 SECTION 14. The department of transportation shall submit
5 an interim progress report on the status of the land
6 transportation modernization program to the legislature not
7 later than twenty days prior to the convening of the regular
8 session of 2011, yearly progress reports to the legislature not
9 later than twenty days prior to the convening of each regular
10 session thereafter, and a final report to the legislature not
11 later than twenty days prior to the convening of the regular
12 session of 2016. The department of transportation shall submit
13 a final report on the vehicle miles traveled pilot program to
14 the legislature not later than twenty days prior to the
15 convening of the regular session of 2012 with findings and
16 recommendations from the pilot program under this Act.

17 SECTION 15. Statutory material to be repealed is bracketed
18 and stricken. New statutory material is underscored.

19 SECTION 16. This Act shall take effect on July 1, 2020;
20 provided that the amendments made to section 243-4(a), Hawaii
21 Revised Statutes, by section 2 of this Act, shall not be



1 repealed when that section is repealed and reenacted on December
2 31, 2009, pursuant to Act 103, Session Laws of Hawaii 2007.



Report Title:

Transportation six-year Modernization Program

Description:

Authorize the department of transportation to pursue a comprehensive six-year modernization program and provides it sufficient resources to implement the plan by amending the state liquid fuel tax, state vehicle registration fee, state vehicle weight fee, and rental motor vehicle surcharge through increases of the various taxes and the flat rate amount in sections 243-4(a), 249-31, 249-33(a), and 251-2(a), Hawaii Revised Statutes. Authorize the implementation of a Vehicle Miles Traveled Pilot Program. Effective 07/01/2020. (HB1167 HD2)

