
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 the quality of
13 life 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 vehicles 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 ten cents per
20 gallon;
- 21 (2) Increase the state vehicle registration fee by \$20;
- 22 (3) Increase the state vehicle weight tax; and



1 (4) Increase the rental motor vehicle surcharge tax
2 permanently to \$3 per day.

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

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

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

16 Highway fuel license taxes: Highway fuel license taxes
17 consist of license taxes on fuel sold to motor vehicle operators
18 pursuant to chapter 243, Hawaii Revised Statutes (HRS). The
19 distributor of motor vehicle fuel pays the fuel license tax for
20 liquid fuel produced or imported by the distributor to be sold
21 or used by the distributor. Highway fuel license taxes are
22 currently assessed at a rate of \$0.17 per gallon of gasoline and



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

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

18 Vehicle registration fees: All vehicles, including motor
19 vehicles, must be registered annually with one of the four
20 counties of the State. The vehicle owner must pay a state
21 registration fee of \$25 for each vehicle, pursuant to section
22 249-31, HRS. The state vehicle registration fee has been



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

10 Vehicle weight taxes: All vehicles, including motor
11 vehicles, are assessed an annual state vehicle weight tax
12 pursuant to section 249-33, HRS. The tax rate is \$0.0075 per
13 pound for vehicles up to and including four thousand pounds;
14 \$0.01 per pound for vehicles more than four thousand and up to
15 and including seven thousand pounds; \$0.0125 per pound for
16 vehicles more than seven thousand and up to and including ten
17 thousand pounds; and \$150 per vehicle for vehicles over ten
18 thousand pounds. Vehicle weight taxes increased from a minimum
19 rate of \$0.0045 per pound to \$0.0050 per pound to \$0.0075 per
20 pound and a maximum charge of \$36 per vehicle to \$65 per vehicle
21 to \$150 per vehicle over the period from 1991 to 2002. The four
22 counties each collect the vehicle weight tax along with their



1 respective county vehicle taxes, and transfer the State's
2 portion of the vehicle weight tax into the state highway fund.

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

14 Vehicle miles traveled pilot program: The liquid fuel tax
15 is the primary means of funding the infrastructure improvements
16 needed to support motor vehicular travel. As the use of fuel
17 efficient and alternative energy vehicles becomes more
18 prevalent, less gasoline and diesel fuel will be consumed and
19 liquid fuel tax collections will correspondingly diminish. The
20 current method of assessing the motor vehicle liquid fuel tax on
21 a per gallon basis will become less effective at generating a



1 stable revenue source to fund the land transportation
2 infrastructure program.

3 The number of miles each vehicle travels is a gauge of
4 actual use and associated impact on the land transportation
5 infrastructure. Evaluation of a vehicle miles traveled user fee
6 is, therefore, proposed as a means of assessing users of the
7 highway system a fee based on their actual use of and impact on
8 the highways. This approach would correlate usage and fees and
9 would provide a reliable and stable source of funds to
10 administer and manage the land transportation infrastructure
11 system.

12 Transfers of highway fund: Due to the need to invest in
13 the state land transportation infrastructure system and the fact
14 that there exists a significant backlog in maintenance of
15 existing facilities, the transfer of funds from the highway fund
16 must be strictly prohibited. The department of transportation
17 requires a secure, stable, and reliable funding source to
18 properly administer and manage the challenges faced by the state
19 land transportation infrastructure system.

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



1 "(a) Every distributor, in addition to any other taxes
2 provided by law, shall pay a license tax to the department of
3 taxation for each gallon of liquid fuel refined, manufactured,
4 produced, or compounded by the distributor and sold or used by
5 the distributor in the [~~State~~] state or imported by the
6 distributor, or acquired by the distributor from persons who are
7 not licensed distributors, and sold or used by the distributor
8 in the [~~State~~] state. Any person who sells or uses any liquid
9 fuel, knowing that the distributor from whom it was originally
10 purchased has not paid and is not paying the tax thereon, shall
11 pay such tax as would have applied to such sale or use by the
12 distributor. The rates of tax imposed are as follows:

- 13 (1) For each gallon of diesel oil, 2 cents;
14 (2) For each gallon of gasoline or other aviation fuel
15 sold for use in or used for airplanes, 2 cents;
16 (3) For each gallon of naphtha sold for use in a power-
17 generating facility, 1 cent;
18 (4) For each gallon of liquid fuel, other than fuel
19 mentioned in paragraphs (1), (2), and (3), and other
20 than an alternative fuel, sold or used in the city and
21 county of Honolulu, or sold in any county for ultimate
22 use in the city and county of Honolulu, [~~17~~] 27 cents



1 state tax, and in addition thereto an amount, to be
2 known as the "city and county of Honolulu fuel tax",
3 as shall be levied pursuant to section 243-5;

4 (5) For each gallon of liquid fuel, other than fuel
5 mentioned in paragraphs (1), (2), and (3), and other
6 than an alternative fuel, sold or used in the county
7 of Hawaii, or sold in any county for ultimate use in
8 the county of Hawaii, [~~17~~] 27 cents state tax, and in
9 addition thereto an amount, to be known as the "county
10 of Hawaii fuel tax", as shall be levied pursuant to
11 section 243-5;

12 (6) For each gallon of liquid fuel, other than fuel
13 mentioned in paragraphs (1), (2), and (3), and other
14 than an alternative fuel, sold or used in the county
15 of Maui, or sold in any county for ultimate use in the
16 county of Maui, 17 cents state tax[~~7~~] on any island
17 with a total resident population of less than twenty
18 thousand, and 27 cents state tax everywhere else, and
19 in addition thereto an amount, to be known as the
20 "county of Maui fuel tax", as shall be levied pursuant
21 to section 243-5; and



1 (7) For each gallon of liquid fuel, other than fuel
2 mentioned in paragraphs (1), (2), and (3), and other
3 than an alternative fuel, sold or used in the county
4 of Kauai, or sold in any county for ultimate use in
5 the county of Kauai, [~~17~~] 27 cents state tax, and in
6 addition thereto an amount, to be known as the "county
7 of Kauai fuel tax", as shall be levied pursuant to
8 section 243-5.

9 If it is shown to the satisfaction of the department, based
10 upon proper records and from any other evidence as the
11 department may require, that liquid fuel, other than fuel
12 mentioned in paragraphs (1), (2), and (3), is used for
13 agricultural equipment that does not operate upon the public
14 highways of the State, the user thereof may obtain a refund of
15 all taxes thereon imposed by this section in excess of 1 cent
16 per gallon. The department shall adopt rules to administer such
17 refunds."

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

20 "(a) All vehicles and motor vehicles in the [~~State~~] state
21 as defined in section 249-1, including antique motor vehicles,
22 except as otherwise provided in sections 249-4 and 249-6, shall



1 be subject to a [\$25] \$45 annual vehicle registration fee[-];
 2 provided that on any island with a total resident population of
 3 less than twenty thousand the annual vehicle registration fee
 4 shall be \$25. The fee shall become due and payable on January
 5 1, and shall be paid before April 1 in each year together with
 6 all other taxes and fees levied by this chapter; provided that
 7 should any county elect to renew motor vehicle registrations on
 8 a staggered basis as authorized by section 286-51, the state
 9 registration for that county shall likewise be staggered so that
 10 the state registration fee is due and payable at the same time
 11 and shall be collected together with the county fee. The state
 12 registration fee shall be deemed delinquent if not paid with the
 13 county registration fee. The respective counties shall collect
 14 this fee together with the vehicle registration tax collected
 15 for the county and shall transfer the moneys collected under
 16 this section to the State."

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

19 "(a) All vehicles and motor vehicles in the [State] state
 20 as defined in section 249-1, including antique motor vehicles,
 21 except as otherwise provided in sections 249-3 to 249-6, in
 22 addition to all other fees and taxes levied by this chapter,



1 shall be subject to an annual state vehicle weight tax. The tax
 2 shall be levied by the county director of finance at the rate of
 3 [~~.75~~] 2.75 cents a pound; provided that on any island with a
 4 total resident population of less than twenty thousand the rate
 5 shall be .75 cents a pound, according to the net weight of each
 6 vehicle as the "net weight" is defined in section 249-1 up to
 7 and including four thousand pounds net weight; vehicles over
 8 four thousand pounds and up to and including seven thousand
 9 pounds net weight shall be taxed at the rate of [~~1.00 cent~~] 3.00
 10 cents a pound; provided that on any island with a total resident
 11 population of less than twenty thousand the rate shall be 1.00
 12 cent a pound; vehicles over seven thousand pounds and up to and
 13 including ten thousand pounds net weight shall be taxed at the
 14 rate of [~~1.25~~] 3.25 cents a pound; provided that on any island
 15 with a total resident population of less than twenty thousand
 16 the rate shall be 1.25 cents a pound; vehicles over ten thousand
 17 pounds net weight shall be taxed at a flat rate of [~~\$150.~~] \$450;
 18 provided that on any island with a total resident population of
 19 less than twenty thousand the rate shall be \$150."

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

1 "(a) There is levied and shall be assessed and collected
2 each month a rental motor vehicle surcharge tax of [~~\$2~~] \$3 a
3 day, [~~except that for the period of September 1, 1999, to August~~
4 ~~31, 2011, the tax shall be \$3 a day,~~] or any portion of a day
5 that a rental motor vehicle is rented or leased. The rental
6 motor vehicle surcharge tax shall be levied upon the lessor;
7 provided that the tax shall not be levied on the lessor if:

8 (1) The lessor is renting the vehicle to replace a vehicle
9 of the lessee that is being repaired; and

10 (2) A record of the repair order for the vehicle is
11 retained either by the lessor for two years for
12 verification purposes or by a motor vehicle repair
13 dealer for two years as provided in section 437B-16."

14 SECTION 6. The department of transportation is authorized
15 to issue highway revenue bonds for highway capital improvement
16 projects authorized by the general appropriations act of 2009,
17 and for the purposes of this Act, designated to be financed by
18 revenue bond funds with the debt service to be paid from special
19 funds.

20 SECTION 7. The department of transportation shall be
21 authorized to expend such funds for the implementation of the
22 projects and programs listed below. Accounting of the



1 appropriations by the department of accounting and general
 2 services shall be based on the projects as such projects are
 3 listed in this section. Several related or similar projects may
 4 be combined into a single project if such combination is
 5 advantageous or convenient for implementation; provided that the
 6 total cost of the projects thus combined shall not exceed the
 7 total of the sum specified for the projects separately. (The
 8 amount after each cost element and the total funding for each
 9 project listed in this part are in thousands of dollars.)

10 1. SAFETY PROGRAM - Strategic highway safety program.

11 Seven areas of the strategic highway safety plan are:

12 (A) Putting the brakes on aggressive driving

13 Total funding \$

14 (B) Combating impaired driving

15 Total funding \$

16 (C) Protecting vehicle occupants

17 Total funding \$

18 (D) Safeguarding pedestrians and bicyclists

19 Total funding \$

20 (E) Ensuring motorcycle and moped safety

21 Total funding \$

22 (F) Building safer roadways by design



1 Total funding \$

2 (G) Improving data and safety management systems

3 Total funding \$

4 2. SAFETY PROGRAM - Highway safety improvement program: Safety
5 improvements statewide which may include intersection
6 channelization, installation of milled rumble strips on
7 centerline and shoulders, superelevation assessment along
8 entire segment, pavement markings, and signing.

9 Total funding \$

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

13 (A) Oahu - Kamehameha Highway, Hoolapa Stream (Nanahu)

14 Bridge replacement: design and construction of Hoolapa
15 Stream (Nanahu) Bridge replacement on Kamehameha
16 Highway.

17 Total funding \$

18 (B) Oahu - Kamehameha Highway, Makaua Stream Bridge
19 rehabilitation: design and construction of Makaua
20 Stream Bridge rehabilitation on Kamehameha Highway.

21 Total funding \$



- 1 (C) Oahu - Kamehameha Highway, Waikane Stream Bridge
- 2 rehabilitation: design and construction of Waikane
- 3 Stream Bridge rehabilitation on Kamehameha Highway.
- 4 Total funding \$
- 5 (D) Oahu - Kamehameha Highway, Kalauoa Springs Stream
- 6 Bridge replacement: design and construction of Kalauoa
- 7 Springs Stream Bridge replacement on Kamehameha
- 8 Highway.
- 9 Total funding \$
- 10 (E) Oahu - Bridge rehabilitation, replacement or seismic
- 11 retrofit includes design, right of way and
- 12 construction for rehabilitation, replacement and
- 13 seismic retrofit of bridges at various locations.
- 14 Interstate H-1, H-2, and H-3 structures
- 15 Kalaniana'ole Highway, Inaole Stream Bridge, Waimanalo
- 16 Kamehameha Highway, Waiahole Bridge replacement
- 17 Kamehameha Highway, Kaipapau Stream Bridge
- 18 rehabilitation Kamehameha Highway, Kawela Stream
- 19 Bridge replacement/rehabilitation Kamehameha Highway,
- 20 Makaha Bridges #3 and #3A replacement
- 21 Kamehameha Highway, Kaluanui Stream Bridge
- 22 replacement.



1 Total funding \$

2 (F) Hawaii Belt Road, Hilea Stream Bridge replacement:
3 design and construction of Hilea Stream Bridge
4 replacement on Hawaii Belt Road.

5 Total funding \$

6 (G) Hawaii - Bridge rehabilitation, replacement or seismic
7 retrofit includes design, right of way and
8 construction for rehabilitation, replacement and
9 seismic retrofit of bridges at various locations.
10 Hawaii Belt Road, Pahoehoe Stream Bridge replacement
11 Kawaihae Road, Waiaka Stream Bridge replacement and
12 realignment of approaches

13 Total funding \$

14 (H) Maui - Kula Highway, Kaipoi Stream Bridge
15 rehabilitation: design and construction for Kaipoi
16 Stream Bridge rehabilitation on Kula Highway.

17 Total funding \$

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

20 Total funding \$

21 (J) Maui - Hana Highway, structural strengthening of
22 various bridges.



1 Kamehameha V Highway, Kawela Stream Bridge
2 replacement, Molokai
3 Kamehameha V Highway, Makakupaia Stream Bridge
4 replacement, Molokai.
5 Total funding \$
6 (O) Kauai - Kuhio Highway, Waioli, Waipa and Waikoko
7 Stream Bridges replacement: design and construction of
8 Waioli, Waipa and Waikoko Stream Bridges replacement
9 on Kuhio Highway.
10 Total funding \$
11 (P) Kauai - Bridge rehabilitation, replacement, or seismic
12 retrofit includes design, right of way, and
13 construction for rehabilitation, replacement, and
14 seismic retrofit of bridges at various locations.
15 Kuhio Highway, Kapaia Bridge replacement
16 Kaumualii Highway, Omao Bridge rehabilitation.
17 Total funding \$
18 (Q) Statewide - Bridge inspection and appraisal: bridge
19 inspection and appraisal at various bridges statewide.
20 Total funding \$
21

- 1 4. SAFETY PROGRAM - Rockfall and slope stabilization program
- 2 (A) Oahu - Rockfall protection (Haleiwa, Kahuku, Pali
- 3 Highway): design and construction of rockfall
- 4 protection for Haleiwa, Kahuku, and the Pali Highway
- 5 areas.
- 6 Total funding \$
- 7 (B) Oahu - Interstate Route H-1, School Street on-ramp
- 8 retaining wall replacement: construction of School
- 9 Street on-ramp retaining wall replacement.
- 10 Total funding \$
- 11 (C) Oahu - Kamehameha Highway, rockfall protection,
- 12 vicinity of Wahiawa Town: design and construction of
- 13 rockfall protection on Kamehameha Highway in the
- 14 vicinity of Wahiawa Town.
- 15 Total funding \$
- 16 (D) Oahu - Kamehameha Highway, rockfall protection,
- 17 vicinity of North Shore: design and construction of
- 18 rockfall protection on Kamehameha Highway in the
- 19 vicinity of North Shore.
- 20 Total funding \$



1 (E) Hawaii - Hawaii Belt Road, rockfall protection phases
2 I and II: construction of rockfall protection on
3 Hawaii Belt Road.

4 Total funding \$

5 (F) Hawaii - Hawaii Belt Road, rockfall protection at
6 various locations: design and construction of rockfall
7 protection on Hawaii Belt Road at various locations.

8 Total funding \$

9 (G) Maui - Hana Highway slope stabilization and
10 Honoapiilani Highway rockfall protection: plans for
11 Hana Highway slope stabilization and Honoapiilani
12 Highway rockfall protection.

13 Total funding \$

14 (H) Kauai - Kuhio Highway, slope protection, vicinity of
15 Wainiha Bay: design and construction of Kuhio Highway
16 slope protection in the vicinity of Wainiha Bay.

17 Total funding \$

18 (I) Kauai - Kuhio Highway slope stabilization, vicinity of
19 Hanalei Bridge: construction of Kuhio Highway slope
20 stabilization in the vicinity of Hanalei Bridge.

21 Total funding \$



1 (J) Kauai - Kuhio Highway retaining walls at Lumahai and
 2 Wainiha: plan, design, and construction of retaining
 3 walls at Lumahai and Wainiha.
 4 Total funding \$

5 (K) Statewide - Rockfall and slope stabilization
 6 inspection: rockfall and slope stabilization
 7 inspection at various locations statewide.
 8 Total funding \$

9 5. SAFETY PROGRAM - Shoreline protection program

10 (A) Oahu - Kamehameha Highway, shoreline protection,
 11 vicinity of Punaluu: design and construction of
 12 shoreline protection for Punaluu area.
 13 Total funding \$

14 (B) Oahu - Kamehameha Highway realignment, Haleiwa to
 15 Waimea Bay: design Kamehameha Highway realignment from
 16 Haleiwa to Waimea Bay.
 17 Total funding \$

18 (C) Oahu - Kamehameha Highway, shoreline protection,
 19 vicinity of Hauula: design and construction of
 20 Kamehameha Highway shoreline protection in the
 21 vicinity of Hauula.
 22 Total funding \$

- 1 (D) Oahu - Kamehameha Highway, shoreline protection,
2 vicinity of Kaaawa: design and construction of
3 Kamehameha Highway shoreline protection in the
4 vicinity of Kaaawa.
5 Total funding \$
- 6 (E) Oahu - Kamehameha Highway, shoreline protection,
7 vicinity of Kawaihoa Beach: design Kamehameha Highway
8 shoreline protection in the vicinity of Kawaihoa
9 Beach.
10 Total funding \$
- 11 (F) Hawaii - Hilo Bayfront Highway, shoreline protection:
12 construction of shoreline protection along Hilo
13 Bayfront Highway.
14 Total funding \$
- 15 (G) Hawaii - East Hawaii, shoreline protection: design and
16 construction of shoreline protection along East
17 Hawaii.
18 Total funding \$
- 19 (H) Maui - Shoreline Protection (Launiupoko, Olowalu,
20 Niauapala Fishpond, Wailua-Kumimi, Kealia Pond): design
21 and construction of shoreline protection in

1 Launiupoko, Olowalu, Niaupala Fishpond, Wailua-Kumimi
2 and Kealia Pond areas.

3 Total funding \$

4 (I) Maui - Honoapiilani Highway, shoreline protection:
5 design and construction of shoreline protection along
6 Honoapiilani Highway.

7 Total funding \$

8 (J) Maui - Kahului Beach Road, shoreline protection:
9 design and construction of shoreline protection along
10 Kahului Beach Road.

11 Total funding \$

12 (K) Maui - North Kihei Road, shoreline protection: design
13 and construction of shoreline protection along North
14 Kihei Road.

15 Total funding \$

16 (L) Kauai - Kuhio Highway, shoreline protection, vicinity
17 of Hanalei Bay: construction of shoreline protection
18 in the Hanalei Bay area.

19 Total funding \$

20 (M) Kauai - East Kauai, shoreline protection: design and
21 construction of shoreline protection in East Kauai.

22 Total funding \$

1 (N) Statewide - Shoreline inspection: shoreline inspection
2 at various locations statewide.

3 Total funding \$

4 6. SAFETY PROGRAM - Guardrail and shoulder improvement program

5 (A) Oahu - Guardrail and shoulder improvements: guardrail
6 and shoulder improvements at various locations.

7 Total funding \$

8 (B) Hawaii - Guardrail and shoulder improvements:
9 guardrail and shoulder improvements at various
10 locations.

11 Total funding \$

12 (C) Maui - Guardrail and shoulder improvements: guardrail
13 and shoulder improvements at various locations.

14 Total funding \$

15 (D) Kauai - Guardrail and shoulder improvements: guardrail
16 and shoulder improvements at various locations.

17 Total funding \$

18 7. SAFETY PROGRAM - Motor vehicle safety program: motor
19 carrier and highway safety and sign and traffic signal
20 management.



1 (A) Statewide - Other facility improvements: plans,
2 designs, construction, and equipment for facility
3 improvements.

4 Total funding \$

5 8. CONGESTION PROGRAM - Capacity program

6 (A) Oahu - Kalaniana'ole Highway improvements, Olomana Golf
7 Course to Waimanalo Beach Park, phases I and II
8 Construction of improvements on Kalaniana'ole Highway
9 from Olomana Golf Course to Waimanalo Beach Park.

10 Total funding \$

11 (B) Oahu - PM Contraflow from Paiwa Interchange to Waiawa
12 Interchange, phase I: design and construction of phase
13 I of the PM Contraflow lane from Paiwa Interchange to
14 Waiawa Interchange.

15 Total funding \$

16 (C) Oahu - Intersection operational improvements to reduce
17 congestion: design and construction of various
18 intersection operational improvements aimed to reduce
19 congestion at various locations.

20 Total funding \$

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



1 Total funding \$
2 (E) Oahu - Interstate Route H-1, Lunalilo Street off-/on-
3 ramp: design for Lunalilo Street on-ramp and off-ramp
4 improvements.

5 Total funding \$
6 (F) Oahu - Interstate Route H-1, Kunia Interchange
7 improvements: plans for Kunia Interchange
8 improvements.

9 Total funding \$
10 (G) Oahu - Fort Barrette Road widening, Farrington Highway
11 to Barbers Point Gate: construction for Fort Barrette
12 Road widening from Farrington Highway to Barbers Point
13 Gate.

14 Total funding \$
15 (H) Oahu - Interstate Route H-1, Kapolei Interchange,
16 phase 2: construction of phase 2 of Kapolei
17 Interchange on H-1.

18 Total funding \$
19 (I) Oahu - Interstate Route H-1, eastbound, Ward Avenue
20 on-ramp to University Interchange: design of H-1
21 eastbound improvements from Ward Avenue on-ramp to
22 University Interchange.



1 (N) Oahu - Nimitz Viaduct, Keehi Interchange to Pacific
2 Street: planning, design, right of way and
3 construction for Nimitz Viaduct from Keehi Interchange
4 to Pacific Street.

5 Total funding \$

6 (O) Hawaii - Intersection operational improvements to
7 reduce congestion: construction of various
8 intersection operational improvements aimed to reduce
9 congestion at various locations.

10 Total funding \$

11 (P) Hawaii - Queen Kaahumanu Highway, Keahole Airport to
12 Kawaihae Harbor.

13 Total funding \$

14 (Q) Hawaii - Hawaii Belt Road, Mud Lane to the Kamuela
15 Race Track (Waimea Bypass): right-of-way and
16 construction for the Hawaii Belt Road from Mud Lane to
17 the Kamuela Race Track.

18 Total funding \$

19 (R) Hawaii - Puainako Street Widening, Kanoelehua Avenue
20 to Komohana Street, phase I and II; design of phases I
21 and II of Puainako Street widening from Kanoelehua
22 Avenue to Komohana Street.

1 for phases 1 and 2 of the Kawaihae Road Bypass from
2 Waimea to Kawaihae.

3 Total funding \$

4 (X) Maui - Intersection operational improvements to reduce
5 congestion: construction of various intersection
6 operational improvements aimed to reduce congestion at
7 various locations.

8 Total funding \$

9 (Y) Maui - Kahului Airport Access Road: construction of
10 Kahului Airport Access Road.

11 Total funding \$

12 (Z) Maui - Paia Bypass Road: design Paia Bypass Road.

13 Total funding \$

14 (AA) Maui - Honoapiilani Highway widening, Maalaea to
15 Launiupoko: design of Honoapiilani Highway widening
16 from Maalaea to Launiupoko.

17 Total funding \$

18 (BB) Maui - Lahaina Bypass, phase 1B1, 1B2 and 1C:
19 planning, design, right of way, and construction for
20 various phases of the Lahaina Bypass.

21 Total funding \$



1 (CC) Maui - Puunene Avenue widening, Wakea Avenue to
2 Kuihelani Highway: design, right of way, and
3 construction for Puunene Avenue widening, from Wakea
4 Avenue to Kuihelani Highway.

5 Total funding \$

6 (DD) Maui - Hana Highway widening, Kaahumanu Ave to
7 vicinity of Airport Access Road: design, right of way,
8 and construction for Hana Highway widening, from
9 Kaahumanu Avenue to the vicinity of Airport Access
10 Road.

11 Total funding \$

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

15 Total funding \$

16 (FF) Kauai - Intersection operational improvements to
17 reduce congestion: design, right of way, and
18 construction for various intersection operational
19 improvements aimed to reduce congestion at various
20 locations.

21 Total funding \$



1 (GG) Kauai - Kapule Highway Widening, Kuhio Highway to Rice
2 Street: plan for Kapule Highway widening from Kuhio
3 Highway to Rice Street.

4 Total funding \$

5 (HH) Kauai - Puhi-Hanamaulu, alternate route: plan for
6 Puhi-Hanamaulu alternate route.

7 Total funding \$

8 (II) Kauai - Kuhio Highway improvements, Hanamaulu to
9 Kapaa, phase I: design of Kuhio Highway improvements
10 from Hanamaulu to Kapaa, phase I.

11 Total funding \$

12 (JJ) Kauai - Kuhio Highway, short term improvements, Kuamoo
13 Road to Temporary Bypass Road: construction of short
14 term improvements on Kuhio Highway from Kuamoo Road to
15 the Temporary Bypass Road.

16 Total funding \$

17 (KK) Kauai - Kaumualii Highway widening, phase 1: design,
18 right of way, and construction for Kaumualii Highway
19 widening, phase 1.

20 Total funding \$

21 9. CONGESTION PROGRAM - Freeway Management System (FMS)
22 Program, phases 1 through 4, system manager,



1 operation/maintenance and freeway service patrol, Oahu:
2 design and construction for Oahu's freeway management
3 system, which include traveler information and incident
4 management.

5 Total funding \$

6 10. CONGESTION PROGRAM - Traffic signal optimization program,
7 various locations, Oahu: synchronized traffic signal
8 programming at various locations.

9 Total funding \$

10 11. CONGESTION PROGRAM - Bicycle program

11 (A) Oahu - Leeward Bikeway, phases I and II, Waipio Point
12 Access Road to Lualualei Naval Road: design, right of
13 way, and construction for Leeward Bikeway, phases I
14 and II.

15 Total funding \$

16 (B) Oahu - Kalaniana'ole Highway bicycle improvements,
17 Waimanalo Beach Park to Makapuu Lookout: construction
18 of bicycle improvements on Kalaniana'ole Highway from
19 Waimanalo Beach Park to Makapuu Lookout.

20 Total funding \$



1 (C) Maui - Other bikeway improvements: construction of
2 improvements such as signage, bike pullouts, and
3 improved shoulders.

4 Total funding \$

5 (D) Statewide - Bicycle improvements that are incorporated
6 in safety, congestion, and system preservation
7 projects statewide.

8 Total funding \$

9 12. CONGESTION PROGRAM - Pedestrian program

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

12 Total funding \$

13 (B) ADA compliance projects

14 Total funding \$

15 (C) Pedestrian countdown timers, phase 2

16 Total funding \$

17 13. SYSTEM PRESERVATION PROGRAM - Pavement preservation

18 (A) Oahu - Pavement preservation

19 Total funding \$

20 (B) Hawaii - Pavement preservation

21 Total funding \$

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



- 1 15. SYSTEM PRESERVATION PROGRAM - Drainage improvement program
- 2 (A) Oahu - Drainage improvements
- 3 Right of way and construction for drainage
- 4 improvements at various locations.
- 5 Total funding \$
- 6 (B) Hawaii - Drainage improvements: design, right of way,
- 7 and construction for drainage improvements at various
- 8 locations.
- 9 Total funding \$
- 10 (C) Maui - Drainage improvements: design, right of way,
- 11 and construction for drainage improvements at various
- 12 locations.
- 13 Total funding \$
- 14 (D) Kauai - Drainage improvements; design, right of way,
- 15 and construction for drainage improvements at various
- 16 locations.
- 17 Total funding \$
- 18 (E) Statewide - Drainage improvements: design, right of
- 19 way, and construction for drainage improvements at
- 20 various locations.
- 21 Total funding \$



1 16. SYSTEM PRESERVATION PROGRAM - Street light pole replacement
2 program

3 (A) Oahu - Highway lighting improvements
4 Lighting improvements on Interstate Route H-1,
5 Kamehameha Highway and Moanalua Freeway.
6 Total funding \$

7 17. SYSTEM PRESERVATION PROGRAM - Destination sign replacement
8 program

9 (A) Interstate Route H-1, H-2, H-3 and Moanalua Freeway,
10 Destination sign upgrade/replacement, Phase I and II.
11 Total funding \$

12 18. SYSTEM PRESERVATION PROGRAM - Special maintenance program:
13 asphalt overlays, asphalt cold planing and paving (in-
14 kind), and re-striping.

15 (A) Oahu - Special maintenance
16 Total funding \$

17 (B) Hawaii - Special maintenance
18 Total funding \$

19 (C) Maui - Special maintenance
20 Total funding \$

21 (D) Kauai - Special maintenance
22 Total funding \$

1 19. SYSTEM PRESERVATION PROGRAM - Operations and maintenance
2 program: pavement sealing, pothole patching, and crack
3 filling.

4 (A) Oahu - Operations and maintenance

5 Total funding \$

6 (B) Hawaii - Operations and maintenance

7 Total funding \$

8 (C) Maui - Operations and maintenance

9 Total funding \$

10 (D) Kauai - Operations and maintenance

11 Total funding \$

12 20. SYSTEM PRESERVATION PROGRAM - Landscaping program

13 (A) Oahu - Landscaping improvements, various locations
14 Right of way and construction for landscaping
15 improvements at various locations.

16 Total funding \$

17 (B) Maui - Hana Highway/Kaahumanu Avenue beautification,
18 Dairy Road to Naniloa Overpass.

19 Total funding \$



- 1 21. OTHER PROGRAMS - Highway modernization plan
- 2 (A) Statewide - Highway modernization plan and program
- 3 management.
- 4 Total funding \$
- 5 22. OTHER PROGRAMS - Traffic counting stations
- 6 (A) Statewide - Traffic counting stations, various
- 7 locations, phase II.
- 8 Total funding \$
- 9 23. OTHER PROGRAMS - Facility improvements
- 10 (A) Hawaii - District baseyard improvements
- 11 Total funding \$
- 12 (B) Maui - District baseyard improvements
- 13 Baseyard improvements for West Maui, Lanai, and
- 14 Molokai.
- 15 Total funding \$
- 16 24. OTHER PROGRAMS - Staff labor
- 17 (A) Statewide - Highways Division staff labor costs
- 18 Total funding \$
- 19 25. OTHER PROGRAMS - Environmental program
- 20 (A) Oahu - Kamehameha Highway wetland enhancement,
- 21 vicinity of Ukoa Pond.
- 22 Total funding \$



1 (B) Statewide - Work to comply with EPA
2 Total funding \$

3 26. OTHER PROGRAMS - Highway planning program

4 (A) Statewide - Highway planning program
5 Total funding \$

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

- 11 (1) Identifying vehicles;
- 12 (2) Collecting and reporting the number of miles traveled
13 by particular vehicles; and
- 14 (3) Collecting payments from or making payments to
15 participants in pilot programs.

16 SECTION 9. The department of taxation may refund motor
17 vehicle fuel taxes paid by participants in pilot programs under
18 this Act, or may otherwise compensate participants in pilot
19 programs under this Act. The department of transportation may
20 terminate a pilot program at any time and may terminate
21 participation by any person at any time, and shall notify the
22 department of taxation. Termination from a pilot program under

1 this Act shall not entitle any person to additional
2 compensation.

3 SECTION 10. The department of transportation shall provide
4 staff and administrative services necessary for purposes of this
5 Act. Without regard to chapter 76, Hawaii Revised Statutes, the
6 department may employ, fix compensation, and at pleasure dismiss
7 persons as it finds necessary for purposes of this Act.

8 SECTION 11. In addition to other moneys appropriated by
9 the general appropriations act of 2009 in fiscal year 2009-2010
10 for highway administration (TRN 595), highway planning,
11 statewide, item no. C- , there is appropriated an additional
12 sum of \$ of highway revenue bonds, and the sum of \$ of
13 federal funds, and the additional sum of \$ of highway
14 revenue bonds, and the sum of \$ of federal funds for the
15 vehicle miles tax pilot program under sections 8 and 9, or so
16 much thereof as may be necessary to carry out the purposes of
17 this Act, including any necessary expenditures for expenses,
18 staff, or consultants.

19 The sums appropriated shall be expended by the department
20 of transportation. This project is deemed necessary to qualify
21 for federal aid financing and/or reimbursement.



1 SECTION 12. Should additional federal funds become
2 available for land transportation infrastructure improvements
3 under the federal economic stimulus plan or similar program, the
4 department of transportation is hereby authorized to pursue,
5 apply, and/or expend such federal funds on any of the programs
6 or projects identified in section 7 notwithstanding any other
7 law to the contrary.

8 SECTION 13. Notwithstanding any other law to the contrary,
9 the appropriations authorized under this Act shall not lapse for
10 a period of six years from the effective date of this Act.

11 SECTION 14. The department of transportation shall submit
12 an interim progress report on the status of the land
13 transportation modernization program to the legislature not
14 later than twenty days prior to the convening of the regular
15 session of 2011, yearly progress reports to the legislature not
16 later than twenty days prior to the convening of each regular
17 session thereafter, and a final report to the legislature not
18 later than twenty days prior to the convening of the regular
19 session of 2016. The department of transportation shall submit
20 a final report on the vehicle miles traveled pilot program to
21 the legislature not later than twenty days prior to the



1 convening of the regular session of 2012 with findings and
2 recommendations from the pilot program under this Act.

3 SECTION 15. Statutory material to be repealed is bracketed
4 and stricken. New statutory material is underscored.

5 SECTION 16. This Act shall take effect on October 1, 2009;
6 provided that the amendments made to section 243-4(a), Hawaii
7 Revised Statutes, by section 2 of this Act shall not be repealed
8 when section 243-4(a), Hawaii Revised Statutes, is repealed on
9 December 31, 2009, and reenacted on December 31, 2009, in the
10 form in which it read on May 28, 2007, pursuant to section 5 of
11 Act 103, Session Laws of Hawaii 2007.



Report Title:

Highway Modernization Program; Taxes; Fees; Pilot Programs

Description:

Authorizes 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. Authorizes the implementation of a Vehicle Miles Traveled Pilot Program. (SB1611 HD2)

