
A BILL FOR AN ACT

RELATING TO HIGHWAYS.

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

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PART I

SECTION 1. (a) The legislature finds that:

- (1) To meet the economic needs of the State and preserve the unique quality of life of its residents and visitors to these precious islands, the department of transportation must provide safe, efficient, and effective land transportation facilities for the movement of people and goods;
- (2) A modern and efficient land transportation infrastructure system is essential to a healthy and vibrant economic future;
- (3) Congestion on our highway systems has severe detrimental impacts on our economy and on the quality of life of Hawaii's people; and
- (4) The condition of our highway system continues to deteriorate at alarming and unacceptable rates.

1 The legislature further finds that the department of
2 transportation's ability to fulfill its critical infrastructure
3 responsibilities with fixed resources is an extreme challenge
4 that continues to intensify due to programmatic and project
5 needs far exceeding the necessary resources available and needed
6 to properly address those needs. The land transportation system
7 will continue to deteriorate as demand for travel continues to
8 increase and as costs to manage, construct, and administer the
9 system increase. Opportunities to expand the system come at too
10 high a price.

11 As an island state, Hawaii has evolved from mostly rural,
12 agriculturally-based communities to an increasingly urban
13 environment. The land transportation system has also evolved
14 from native trail systems linking historic communities, to a
15 belt road system providing both mobility and access to and
16 between towns and agricultural communities (plantation
17 villages). Presently, the land transportation system is a
18 hierarchal multimodal land transportation system that provides
19 high speed travel for the movement of people and goods. The
20 inherent trade-off between mobility and accessibility continues
21 to be a challenge in balancing the need to accommodate access to
22 property while minimizing congestion.

1 Land is a scarce commodity in our island state and
2 affordable land is an ever more limited resource. As our
3 statewide population has grown, a pent up demand for housing has
4 resulted due to the lack of affordable housing. Economic
5 realities have led to affordable housing developments being
6 pursued on former agricultural lands that are located farther
7 and farther away from the urban core where the majority of jobs
8 are located. This land use development pattern has resulted in
9 ever greater commute demands and commute distances, with
10 corresponding increases in regional congestion. Historic lows
11 in mortgage interest rates have further exacerbated this
12 situation by stimulating a housing boom before the regional land
13 transportation infrastructure has had a chance to keep pace with
14 accelerated development.

15 Evolving life styles have also resulted in ever increasing
16 demands for travel. The use of single occupancy vehicles
17 continues to be the predominant trend even during highly
18 congested peak commute periods. Motor vehicle usage has evolved
19 to become an ever more basic component in our everyday social
20 and recreational activities. Multiple vehicle ownership per
21 household has become common place. In some cases, vehicle
22 ownership per household exceeds the number of licensed drivers.

1 There are inherent and greater challenges in expanding
2 capacity through new or existing corridors as adjoining lands
3 become more urbanized. As open space diminishes, the potential
4 impacts of new capacity enhancement projects become ever more
5 deleterious. The easier, more cost effective routes have often
6 already been used and improvements implemented. Available
7 corridors or options often come with greater geographic and
8 construction challenges and higher associated costs.

9 There are also significantly greater complexities due to
10 stricter archaeological, environmental, and legal compliance
11 requirements. There is heightened awareness and greater value
12 placed on our precious archaeological and environment resources
13 requiring avoidance, where possible, and appropriate mitigation.
14 There are also increased legal requirements prohibiting
15 discrimination of the disadvantaged and disabled.

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

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

6 The infrastructure deterioration continues to progress with
7 vehicle miles traveled increasing faster than the State's
8 ability to construct additional lanes of travel, resulting in
9 greater congestion. The morning commute on the H-1 freeway from
10 Kapolei into downtown Honolulu has risen to an average of sixty-
11 five 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. Motor vehicles caught in congestion experience higher
18 energy consumption and emit greater air and noise pollution.
19 The resultant greenhouse gas emissions impact not only the local
20 but also the global environment. Congestion also results in
21 elevated stress in drivers and takes time away from families and
22 loved ones.

1 The cost for construction materials has dramatically
2 increased due in a large part to the aggressive expansion in
3 emerging Asian nations. Significant fluctuations in petroleum
4 prices have also directly impacted construction costs since the
5 raw construction materials rely heavily on petroleum-based
6 products in their manufacture. The liquid fuel tax is assessed
7 on a per gallon basis without adjustments for inflation or other
8 factors. Motor vehicle manufacturers are also striving for
9 greater fuel efficiency and electric vehicle usage continues to
10 expand, further diminishing gas tax collection that pays for the
11 very infrastructure that these vehicles use.

12 The department of transportation continues to judiciously
13 allocate its limited resources to the most critical needs.
14 There is a point at which, however, where a lack of resources
15 will significantly harm the efficacy of the organization.

16 Due to the extreme imbalance between programmatic needs and
17 available resources, the department of transportation is
18 committed to undertaking a comprehensive transformation,
19 re-evaluating its strategic policies, priorities, and
20 organizational structure to meet the challenges of the twenty-
21 first century. A major initiative of this comprehensive
22 transformation is the development of clear performance criteria

1 to properly drive investment decisions to ensure that the
2 greatest public benefit will be achieved through the responsible
3 management and expenditure of public funds.

4 (c) The department of transportation has developed a
5 \$4,000,000,000 comprehensive six-year work plan and financial
6 plan to implement critical programs and projects. As a part of
7 this effort, the department of transportation requires a one-
8 time, extraordinary infusion of \$2,000,000,000 in capital to aid
9 in rectifying critical deficiencies by pursuing those programs
10 and projects that have the greatest potential to improve the
11 performance categories relating to safety, congestion, system
12 preservation, and other programs and initiatives.

13 The overall six-year work program is broken down by
14 performance category, by county, and by transportation corridors
15 to better manage, monitor, and inform the public on the progress
16 being made in improving performance. By accelerating the
17 implementation of the identified programs and projects, the
18 department of transportation intends to make major improvements
19 in the identified performance categories.

20 (d) Safety: Safety is and continues to be one of the
21 highest priorities for the department of transportation. While
22 the safety program receives priority funding, careful balancing

1 of available resources among programs is required in order to
2 avoid jeopardizing essential services, functions, and
3 responsibilities of the department of transportation.
4 Additional resources are needed to more expeditiously address
5 these critical and urgent needs.

6 The bridge, rockfall and slope stabilization, and shoreline
7 protection programs serve core safety purposes in providing and
8 preserving essential connections to and between communities.
9 With much of the State served through a belt road system, the
10 statewide highway system serves fundamental and essential
11 functions, as well as serving core emergency response and
12 emergency evacuation functions. Bridges, rockfall, and slope
13 stabilization, and shoreline protection are also critical safety
14 concerns as catastrophic failures have dire consequences
15 entailing a potential for loss of life or serious injury.

16 Of an estimated seven hundred sixty bridges in the
17 statewide highway system, two hundred seventy-five are
18 structurally deficient or unsafe. In 2006, Hawaii ranked
19 forty-sixth nationally based on the percentage of structurally
20 safe bridges. Hawaii also had the worst compliance record in
21 the nation with respect to federal bridge inspection
22 requirements, failing to meet the requirement that all bridges

1 be inspected within two years. Although this statistic has now
2 been improved to being one of the best in the nation, these
3 failures may not be allowed to recur.

4 It is difficult to precisely predict when rocks will fall
5 or when a landslide will occur. Topography, geologic
6 conditions, and weather conditions factor into a risk assessment
7 to locate areas having the greatest potential for a landslide.
8 Shoreline protection is a constant and continuing battle as sea
9 levels rise due to global warming, and the shoreline erodes due
10 to storm surges and runoff.

11 Due to current resource limitations, the department of
12 transportation can only address the most critical locations that
13 are at greatest risks for failure. Infusion of additional
14 resources will allow the department to accelerate implementation
15 of corrective measures and proactively address more locations
16 that are at risk.

17 The goals of this modernization effort in the safety
18 performance category are to:

- 19 (1) Reduce average number of lives lost on state highways
20 to one hundred or less per year;
- 21 (2) Bring fifty of the most deficient bridges up to
22 current structural design standards;

- 1 (3) Inspect all seven hundred sixty bridges in the
2 statewide highway system within a two-year cycle;
- 3 (4) Address the top fifteen sites identified in the rock
4 fall and slope stabilization program that are on the
5 most critical routes where severance of access would
6 have the greatest potential negative impact; and
- 7 (5) Address the top ten sites identified in the shoreline
8 protection program that are on the most critical
9 routes where severance of access would have the
10 greatest potential negative impact.
- 11 (e) To achieve these goals:
- 12 (1) The recommendations of the strategic highway safety
13 program in the seven areas of emphasis must be
14 implemented;
- 15 (2) Legislative and statutory changes must be approved as
16 part of the department of transportation's highway
17 safety initiative that are separate from and yet an
18 integral part of this highway modernization plan;
- 19 (3) The highway safety improvement program that targets
20 locations with high accident rates must be
21 implemented;

- 1 (4) The planning and design on the most critical bridges
2 identified in the bridge program must be accelerated
3 and federal funding pursued to the maximum extent
4 practicable should the federal infrastructure stimulus
5 plan be implemented;
- 6 (5) Remediation of fifteen sites identified as priority in
7 the rockfall and slope stabilization program must be
8 accelerated;
- 9 (6) Remediation of ten sites identified as priority in the
10 shoreline protection program must be accelerated; and
- 11 (7) Other critical projects identified in the guardrail
12 and shoulder improvement program and motor vehicle
13 safety program must be pursued.
- 14 (f) Congestion: There are currently unacceptable levels
15 of congestion in every county. Unacceptable congestion
16 currently occurs on Queen Kaahumanu highway and on Keaau-Pahoa
17 road in the county of Hawaii, on Honoapiilani highway and on
18 Hana highway in the county of Maui, through the H-1 freeway
19 corridor and along Fort Weaver road in the city and county of
20 Honolulu, on Kuhio highway and on Kamualii highway in the county
21 of Kauai, and on many other facilities throughout the State.

1 The department of transportation pursues capacity and
2 congestion relief projects based on greatest need. Current
3 resource limitations and rising costs to implement the
4 improvements have resulted in a severe reduction of the number
5 and locations where necessary improvement can be pursued and
6 deferral of projects that are of lesser priority.

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

13 Regional improvements are major and extremely expensive
14 undertakings that require significant resources to implement.
15 The indirect regional impacts of a development are also
16 difficult to definitively quantify. The department of
17 transportation typically receives only a small fraction of the
18 necessary funds needed to implement regional improvements
19 through developer exactions.

20 Rising cost, greater urbanization, and more comprehensive
21 environmental and legal requirements restrict the State's
22 ability to simply add capacity to reduce congestion. The stark

1 reality is the State cannot build its way out of congestion.
2 The department of transportation has initiated several new
3 programs aimed at preserving and better managing the existing
4 statewide highway system. Resource limitations, however,
5 diminish the efficacy of these initiatives.

6 The goals of this modernization program in the congestion
7 performance category are to:

- 8 (1) Achieve a minimum of ten per cent reduction in
9 congestion along two major corridors within each
10 county within ten years;
- 11 (2) Achieve a ten per cent increase in overall operational
12 efficiency of the existing statewide infrastructure
13 system; and
- 14 (3) Achieve a ten per cent increase in the use of
15 alternative travel modes.

16 (g) The strategies to achieve these goals include the
17 infusion of additional capital that will provide the department
18 of transportation with the necessary resources to expedite the
19 implementation of thirty-five regional improvement projects
20 spread out over each county to aid in relieving congestion. The
21 department of transportation intends to programmatically address
22 recurring and non-recurring congestion. The department's goal

1 is to reduce recurring congestion by eliminating bottlenecks and
2 non-recurring congestion through the implementation of a freeway
3 management system that will respond to accidents or stalled
4 vehicles that contribute to congestion. The department further
5 intends to manage the existing land transportation highway
6 system more efficiently and effectively through the traffic
7 signal optimization program and other transportation system
8 management techniques. In addition, the department intends to
9 expand implementation of intelligent transportation systems
10 including the freeway management system. The department is
11 committed to expanding and enhancing multimodal and inter-modal
12 options and facilities to provide greater alternative travel
13 choices. The department intends to enhance its current bicycle
14 and pedestrian programs to better promote, encourage, and
15 proactively pursue bicycle and pedestrian usage. The department
16 will also seek greater opportunities to facilitate transit use
17 and service.

18 (h) System preservation: Due to severe resource
19 limitations, the department of transportation has had to make
20 difficult choices and forgo necessary maintenance when possible
21 to divert resources to more critical programs as safety and
22 congestion. Forgoing basic preservation and preventive

1 maintenance, however, comes at a much greater long-term cost as
2 infrastructure deteriorates prematurely and requires greater
3 capital investment in the long run.

4 A significant infusion of additional capital will allow the
5 department of transportation to take appropriate and necessary
6 preventive action to extend the service life of a greater
7 portion of the existing infrastructure.

8 Investing in preventive maintenance not only extends the
9 service life of the facilities but can also aid in reducing
10 exposure to liability. Many claims filed against the State are
11 attributed to allegedly poor roadway conditions. Preserving the
12 infrastructure in better condition improves the overall safety
13 of the facilities and also reduces exposure to liability.

14 Pavement conditions, as measured by roughness and thus
15 "ride-ability", have been improving as the department has made
16 system preservation a higher priority and retained a base level
17 of funding committed to this program. The current average
18 pavement condition index rating is seventy-five statewide,
19 seventy-eight on Hawaii, eighty on Maui, seventy on Oahu, and
20 seventy-six on Kauai.

21 The goals of this modernization program in the system
22 preservation performance category are to achieve and maintain

1 seventy-five per cent of the infrastructure system within
2 nationally accepted guidelines for the infrastructure type
3 within ten years to achieve and maintain a pavement condition
4 index of eighty or higher on all roadways in the statewide
5 highway system.

6 The strategies to achieve these goals include performing
7 one hundred miles of pavement preservation every year and
8 increasing base systems preservation program expenditures to
9 ensure proper system preservation and preventive maintenance.

10 (i) Other initiatives: A major initiative of the
11 department is transparency and accountability to the public.
12 The department of transportation is committed to achieving this
13 through the development of appropriate performance criteria and
14 being transparent by reporting the department of
15 transportation's progress in achieving performance goals that
16 better reflect what the public understands.

17 Current practices are to measure regional congestion based
18 on volume-to-capacity ratio or levels-of-service, or both,
19 rather than on outcomes the public can better relate to as
20 travel time and delay. While current practices provide a
21 reliable means to prioritize capacity programs and projects,
22 volume-to-capacity does not easily translate into terms that the

1 general public understands. It also does not take into account
2 variations in local community tolerances and acceptance
3 regarding levels of congestion.

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

11 The department of transportation's current practice is to
12 meet compliance thresholds as mandated by federal and state
13 regulations. Cultural, ecological, and archaeological resources
14 hold far greater public value than in the past. Recognizing the
15 value of these precious and unique resources, the department of
16 transportation is committed to their preservation through the
17 creation of a formalized environmental program and committing
18 greater resources to ensure impacts are minimized to the
19 greatest extent possible.

20 The department of transportation intends to gather and
21 disseminate more relevant and reliable real time information so
22 that motorists can make better, more informed decisions

1 regarding their personal travel. By providing reliable real
2 time information, motorist will know the severity of a
3 disruption allowing them the opportunity to adjust their routes
4 or planned travel time, or both. Real time information can also
5 aid in reducing overall driver anxiety and stress generated by
6 the unknown.

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

16 (j) Financial plan: As part of the overall financial plan
17 to generate the additional capital required for this
18 modernization program, the department requires increases in the
19 state liquid fuel tax, state vehicle registration fee, state
20 vehicle weight tax, and the rental motor vehicle surcharge tax.
21 Creation of a new special fund into which these additional
22 revenues will be placed is also required. The creation of this

1 special fund will allow for greater accountability and
2 transparency for the public and assure the public that the
3 increases in revenues are being appropriately used on programs
4 and projects that achieve the desired improvements in the
5 adopted performance categories.

6 The state liquid fuel tax, state vehicle registration fee,
7 and state vehicle weight tax, will be increased as follows:

8 (1) Increase the state tax on liquid fuel by cents
9 per gallon increase;

10 (2) Increase the state vehicle registration fee by \$;
11 and

12 (3) Increase the state vehicle weight tax.

13 The state liquid fuel tax, state vehicle registration fee,
14 state vehicle weight tax, and rental motor vehicle surcharge tax
15 are the major sources of revenues for the state highway fund.

16 Appropriations from the fund are used for the construction,
17 operation, and maintenance of the state highway system. The
18 highways financial plan relies on these revenues to support the
19 continued operations and maintenance of the state highway
20 system.

21 These revenues also serve as pledged revenues for highway
22 revenue bonds. The additional revenues derived from the

1 increased taxes and fees will help to increase the revenue
2 bonding capacity of the state highways program and provide
3 funding for additional capital improvement projects.

4 (k) Highway fuel license taxes: Highway fuel license
5 taxes consist of license taxes on fuel sold to motor vehicle
6 operators pursuant to chapter 243, Hawaii Revised Statutes. The
7 distributor of motor vehicle fuel pays the fuel license tax for
8 liquid fuel produced or imported by the distributor to be sold
9 or used by the distributor. Highway fuel license taxes are
10 currently assessed at a rate of 17 cents per gallon of gasoline
11 and diesel oil used for general highway purposes; and 2 cents
12 per gallon of gasoline, diesel oil, and liquid petroleum gas
13 used for non-highway purposes. The highway fuel license taxes
14 are collected by the department of taxation, which then
15 transfers the receipts to the state highway fund.

16 The rate of taxation on fuel increased significantly
17 between 1975 and 1991. Highway fuel license taxes increased in
18 1975 from 8.5 cents per gallon of gasoline and diesel oil and
19 6 cents per gallon of liquid petroleum gas, to 11 cents per
20 gallon of gasoline and diesel oil, and 8 cents per gallon of
21 liquid petroleum gas in 1985; and in 1991, to 16 cents per
22 gallon of gasoline and diesel oil and 11 cents per gallon of

1 liquid petroleum gas. The state fuel tax was increased to
2 17 cents per gallon for gasoline and diesel oil used for general
3 highway purposes, and 2 cents per gallon for gasoline, diesel
4 oil, and liquid petroleum gas used for non-highway purposes in
5 2007.

6 (l) Vehicle registration fees: All vehicles, including
7 motor vehicles, must be registered annually with one of the four
8 counties of the State. The vehicle owner must pay a state
9 registration fee of \$25 for each vehicle, pursuant to section
10 249-31, Hawaii Revised Statutes. The state vehicle registration
11 fee has been increased from \$1 per vehicle in 1979, to \$10 per
12 vehicle in 1985, to \$20 per vehicle in 1991, and to \$25 per
13 vehicle in 2004. From each annual motor vehicle registration
14 fee collected, \$20 is deposited into the state highway fund, and
15 \$5 into the emergency medical services special fund. The four
16 counties each collect the vehicle registration fee along with
17 their respective county registration fees and transfer the
18 State's portion of the vehicle registration fee into the state
19 highway fund.

20 (m) Vehicle weight taxes: All vehicles, including motor
21 vehicles, are assessed an annual state vehicle weight tax
22 pursuant to section 249-33, Hawaii Revised Statutes. The tax

1 rate is \$0.0075 per pound for vehicles less than 4,000 pounds;
2 \$0.01 per pound for vehicles between 4,001 and 7,000 pounds;
3 \$0.0125 per pound for vehicles between 7,001 and 10,000 pounds;
4 and \$150 per vehicle for vehicles over 10,000 pounds. Vehicle
5 weight taxes increased from a minimum rate of \$0.0045 per pound
6 to \$0.0050 per pound to \$0.0075 per pound and a maximum charge
7 of \$36 per vehicle to \$65 per vehicle to \$150 per vehicle over
8 the period from 1991 to 2002. The four counties each collect
9 the vehicle weight tax, along with their respective county
10 vehicle taxes, and transfer the State's portion of the vehicle
11 weight tax into the state highway fund.

12 (n) Transfers from the state highway fund: Due to the
13 dire need to heavily invest in the state land transportation
14 infrastructure system and the existence of a significant backlog
15 in maintenance of existing facilities, the transfer of funds
16 from the state highway fund and the new land transportation
17 modernization special fund must be strictly prohibited. The
18 department of transportation requires a secure, stable, and
19 reliable funding source to properly administer and manage the
20 extreme challenges faced by the state land transportation
21 infrastructure system.

1 Nationally, there is much discussion regarding a proposed
2 federal infrastructure stimulus plan to stimulate the national
3 economy. Should this federal initiative come to fruition, the
4 department of transportation must be prepared to actively pursue
5 the funds to the maximum extent practical. For this reason, the
6 department of transportation seeks authorization to pursue a
7 comprehensive six-year program that accounts for an infusion of
8 federal funds should federal infrastructure stimulus plan funds
9 become available.

10 Funding needed to operate and maintain the existing highway
11 infrastructure is estimated to cost \$7,000,000,000. Of this
12 \$7,000,000,000, the sum of \$1,960,000,000 is needed to address
13 safety program needs; \$1,530,000,000 to address preservation
14 program needs; \$150,000,000 to address congestion program needs;
15 \$3,100,000,000 to address capacity program needs; \$160,000,000
16 to address enhancement program needs; and \$100,000,000 to
17 address other program needs. At current funding levels of
18 \$250,000,000 per year, it will take over thirty years to reach
19 the estimated \$7,000,000,000 in current infrastructure and
20 programmatic needs.

21 The establishment of the land transportation modernization
22 special fund is proposed to accept deposits from the increase in

1 state liquid fuel taxes, state vehicle registration fees, state
2 vehicle weight taxes, and rental motor vehicle surcharge taxes.
3 Expenditures from the land transportation modernization special
4 fund shall be made for the purpose of the transportation
5 modernization program of the department of transportation
6 program.

7 The land transportation modernization special fund shall be
8 managed to allow for greater accountability and greater
9 transparency to the public and ensure the public that the
10 increases in revenues are being appropriately used on programs
11 and projects that achieve the desired improvements in the
12 adopted performance categories.

13 (o) The purpose of this Act is to:

14 (1) Increase the state liquid fuel tax, state vehicle
15 registration fee, and state vehicle weight fee;

16 (2) Create the land transportation modernization special
17 fund;

18 (3) Provide funding for a six-year comprehensive
19 modernization program;

20 (4) Implement one or more pilot programs to test
21 alternatives to current state and county system of
22 motor vehicle fuel taxes; and

1 net result is a continual erosion in the actual buying power of
2 the revenue collected.

3 As gas prices recently rose to historic highs, demand for
4 more fuel efficient vehicles also rose. This correlation shows
5 that the price of gas has a far greater influence on encouraging
6 use of fuel efficient vehicles and alternative energy use, as
7 opposed to avoiding the liquid fuel tax.

8 The number of miles each vehicle travels is a better gauge
9 of its actual use and associated impact on the land
10 transportation infrastructure. Thus the department proposes
11 establishment of a vehicle miles traveled pilot program.

12 (b) The department of transportation shall evaluate a
13 vehicle miles traveled user fee as a more equitable means of
14 assessing all users of the highway system a fee based on their
15 actual use and impact on the highways. The program shall allow
16 for correlating usage with fees to provide a more reliable and
17 stable source of funds to administer and manage the land
18 transportation infrastructure system.

19 SECTION 3. The department of transportation shall develop
20 one or more pilot programs to test alternatives to the current
21 state and county system of motor vehicle fuel taxes. The pilot
22 programs may include but are not limited to programs to test the

1 reliability, ease of use, cost, and public acceptance of
2 technology and methods for:

- 3 (1) Identifying vehicles;
- 4 (2) Collecting and reporting the number of miles traveled
5 by particular vehicles; and
- 6 (3) Collecting payments from or making payments to
7 participants in pilot programs.

8 SECTION 4. Chapter 248, Hawaii Revised Statutes, is
9 amended by adding a new section to be appropriately designated
10 and to read as follows:

11 **"§248- Land transportation modernization special fund.**

12 (a) There is established in the state treasury the land
13 transportation modernization special fund that excludes the
14 taxes and fees collected on any island with a total resident
15 population of less than twenty thousand persons, to be
16 administered by the department of transportation, into which
17 shall be deposited:

- 18 (1) A portion of the liquid fuel tax collected under
19 section 243-4(a), equal to _____ cents per gallon of
20 liquid fuel;

- 1 (2) A portion of the state registration fee collected
2 under section 249-31, equal to \$ for each annual
3 motor vehicle registration fee collected;
- 4 (3) A portion of the annual state vehicle weight tax
5 collected under section 249-33(a), equal to cents
6 a pound for vehicles up to and including ten thousand
7 pounds net weight, and a rate of \$ per vehicle for
8 vehicles over ten thousand pounds net weight;
- 9 (4) Interest from investment of deposits; and
- 10 (5) State and county appropriations;
- 11 (b) Moneys in the land transportation modernization
12 special fund shall be used for the purposes of Act , Session
13 Laws of Hawaii 2009, and shall be authorized for expenditure by
14 the department of transportation for payment of revenue bond
15 debt service, including principal and interest.
- 16 (c) The land transportation modernization special fund
17 shall be exempt from the requirements of sections 36-27 and
18 36-30."

19 SECTION 5. Section 36-27, Hawaii Revised Statutes, is
20 amended to read as follows:

21 **"§36-27 Transfers from special funds for central service**
22 **expenses.** Except as provided in this section, and

1 notwithstanding any other law to the contrary, from time to
2 time, the director of finance, for the purpose of defraying the
3 prorated estimate of central service expenses of government in
4 relation to all special funds, except the:

- 5 (1) Special out-of-school time instructional program fund
6 under section 302A-1310;
- 7 (2) School cafeteria special funds of the department of
8 education;
- 9 (3) Special funds of the University of Hawaii;
- 10 (4) State educational facilities improvement special fund;
- 11 (5) Convention center enterprise special fund under
12 section 201B-8;
- 13 (6) Special funds established by section 206E-6;
- 14 (7) Housing loan program revenue bond special fund;
- 15 (8) Housing project bond special fund;
- 16 (9) Aloha Tower fund created by section 206J-17;
- 17 (10) Funds of the employees' retirement system created by
18 section 88-109;
- 19 (11) Unemployment compensation fund established under
20 section 383-121;
- 21 (12) Hawaii hurricane relief fund established under chapter
22 431P;

- 1 (13) Hawaii health systems corporation special funds and
2 the subaccounts of its regional system boards;
- 3 (14) Tourism special fund established under section
4 201B-11;
- 5 (15) Universal service fund established under chapter 269;
- 6 (16) Emergency and budget reserve fund under section
7 328L-3;
- 8 (17) Public schools special fees and charges fund under
9 section 302A-1130(f);
- 10 (18) Sport fish special fund under section 187A-9.5;
- 11 (19) Neurotrauma special fund under section 321H-4;
- 12 (20) Deposit beverage container deposit special fund under
13 section 342G-104;
- 14 (21) Glass advance disposal fee special fund established by
15 section 342G-82;
- 16 (22) Center for nursing special fund under section
17 304A-2163;
- 18 (23) Passenger facility charge special fund established by
19 section 261-5.5;
- 20 (24) Solicitation of funds for charitable purposes special
21 fund established by section 467B-15;
- 22 (25) Land conservation fund established by section 173A-5;

1 (26) Court interpreting services revolving fund under
2 section 607-1.5;

3 (27) Trauma system special fund under section 321-22.5;

4 (28) Hawaii cancer research special fund;

5 (29) Community health centers special fund;

6 (30) Emergency medical services special fund; [~~and~~]

7 (31) Rental motor vehicle customer facility charge special
8 fund established under section 261-5.6; and

9 (32) Land transportation modernization special fund
10 established under section 248- ;

11 shall deduct five per cent of all receipts of all other special
12 funds, which deduction shall be transferred to the general fund
13 of the State and become general realizations of the State. All
14 officers of the State and other persons having power to allocate
15 or disburse any special funds shall cooperate with the director
16 in effecting these transfers. To determine the proper revenue
17 base upon which the central service assessment is to be
18 calculated, the director shall adopt rules pursuant to chapter
19 91 for the purpose of suspending or limiting the application of
20 the central service assessment of any fund. No later than
21 twenty days prior to the convening of each regular session of

1 the legislature, the director shall report all central service
2 assessments made during the preceding fiscal year."

3 SECTION 6. Section 36-30, Hawaii Revised Statutes, is
4 amended by amending subsection (a) to read as follows:

5 "(a) Each special fund, except the:

- 6 (1) Transportation use special fund established by section
7 261D-1;
- 8 (2) Special out-of-school time instructional program fund
9 under section 302A-1310;
- 10 (3) School cafeteria special funds of the department of
11 education;
- 12 (4) Special funds of the University of Hawaii;
- 13 (5) State educational facilities improvement special fund;
- 14 (6) Special funds established by section 206E-6;
- 15 (7) Aloha Tower fund created by section 206J-17;
- 16 (8) Funds of the employees' retirement system created by
17 section 88-109;
- 18 (9) Unemployment compensation fund established under
19 section 383-121;
- 20 (10) Hawaii hurricane relief fund established under chapter
21 431P;

- 1 (11) Convention center enterprise special fund established
2 under section 201B-8;
- 3 (12) Hawaii health systems corporation special funds and
4 the subaccounts of its regional system boards;
- 5 (13) Tourism special fund established under section
6 201B-11;
- 7 (14) Universal service fund established under chapter 269;
- 8 (15) Emergency and budget reserve fund under section
9 328L-3;
- 10 (16) Public schools special fees and charges fund under
11 section 302A-1130(f);
- 12 (17) Sport fish special fund under section 187A-9.5;
- 13 (18) Neurotrauma special fund under section 321H-4;
- 14 (19) Center for nursing special fund under section
15 304A-2163;
- 16 (20) Passenger facility charge special fund established by
17 section 261-5.5;
- 18 (21) Court interpreting services revolving fund under
19 section 607-1.5;
- 20 (22) Trauma system special fund under section 321-22.5;
- 21 (23) Hawaii cancer research special fund;
- 22 (24) Community health centers special fund;

- 1 (25) Emergency medical services special fund; ~~and~~
- 2 (26) Rental motor vehicle customer facility charge special
- 3 fund established under section 261-5.6~~(7)~~; and
- 4 (27) Land transportation modernization special fund
- 5 established under section 248- ;

6 shall be responsible for its pro rata share of the

7 administrative expenses incurred by the department responsible

8 for the operations supported by the special fund concerned."

9 SECTION 7. Section 243-4, Hawaii Revised Statutes, is

10 amended by amending subsection (a) to read as follows:

11 "(a) Every distributor, in addition to any other taxes

12 provided by law, shall pay a license tax to the department of

13 taxation for each gallon of liquid fuel refined, manufactured,

14 produced, or compounded by the distributor and sold or used by

15 the distributor in the State or imported by the distributor, or

16 acquired by the distributor from persons who are not licensed

17 distributors, and sold or used by the distributor in the State.

18 Any person who sells or uses any liquid fuel, knowing that the

19 distributor from whom it was originally purchased has not paid

20 and is not paying the tax thereon, shall pay ~~such~~ a tax as

21 would have applied to ~~such~~ the sale or use by the distributor.

22 The rates of tax imposed are as follows:

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- 1 (1) For each gallon of diesel oil, 2 cents;
- 2 (2) For each gallon of gasoline or other aviation fuel
3 sold for use in or used for airplanes, 2 cents;
- 4 (3) For each gallon of naphtha sold for use in a power-
5 generating facility, 1 cent;
- 6 (4) For each gallon of liquid fuel, other than fuel
7 mentioned in paragraphs (1), (2), and (3), and other
8 than an alternative fuel, sold or used in the city and
9 county of Honolulu, or sold in any county for ultimate
10 use in the city and county of Honolulu, [~~17~~] ___ cents
11 state tax, and in addition thereto an amount, to be
12 known as the "city and county of Honolulu fuel tax",
13 as shall be levied pursuant to section 243-5;
- 14 (5) For each gallon of liquid fuel, other than fuel
15 mentioned in paragraphs (1), (2), and (3), and other
16 than an alternative fuel, sold or used in the county
17 of Hawaii, or sold in any county for ultimate use in
18 the county of Hawaii, [~~17~~] ____ cents state tax, and
19 in addition thereto an amount, to be known as the
20 "county of Hawaii fuel tax", as shall be levied
21 pursuant to section 243-5;

1 (6) 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 Maui, or sold in any county for ultimate use in the
5 county of Maui, 17 cents state tax[7] on any island
6 with a total resident population of less than twenty
7 thousand persons and cents state tax everywhere
8 else, and in addition thereto an amount, to be known
9 as the "county of Maui fuel tax", as shall be levied
10 pursuant to section 243-5; and

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

19 If it is shown to the satisfaction of the department, based
20 upon proper records and from any other evidence as the
21 department may require, that liquid fuel, other than fuel
22 mentioned in paragraphs (1), (2), and (3), is used for

1 agricultural equipment that does not operate upon the public
2 highways of the State, the user thereof may obtain a refund of
3 all taxes thereon imposed by this section in excess of 1 cent
4 per gallon. The department shall adopt rules to administer
5 [~~such~~] refunds."

6 SECTION 8. Section 249-31, Hawaii Revised Statutes, is
7 amended to read as follows:

8 "**§249-31 State registration fee.** (a) All vehicles and
9 motor vehicles in the State as defined in section 249-1,
10 including antique motor vehicles, except as otherwise provided
11 in sections 249-4 and 249-6, shall be subject to a [~~\$25~~] \$
12 annual vehicle registration fee~~[-]~~ on any island with a total
13 resident population of less than twenty thousand persons and a
14 \$ annual vehicle registration fee everywhere else. The fee
15 shall become due and payable on January 1, and shall be paid
16 before April 1 in each year together with all other taxes and
17 fees levied by this chapter; provided that should any county
18 elect to renew motor vehicle registrations on a staggered basis
19 as authorized by section 286-51, the state registration for that
20 county shall likewise be staggered so that the state
21 registration fee is due and payable at the same time and shall
22 be collected together with the county fee. The state

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

6 (b) From each annual motor vehicle registration fee, the
7 director shall deposit \$20 into the state highway fund and \$5
8 into the emergency medical services special fund. The director
9 of transportation shall also deposit \$ _____ into the land
10 transportation modernization special fund from each motor
11 vehicle registration fee, except for those annual motor vehicle
12 registrations on any island with a total resident population of
13 less than twenty thousand persons."

14 SECTION 9. Section 249-33, Hawaii Revised Statutes, is
15 amended by amending subsection (a) to read as follows:

16 "(a) All vehicles and motor vehicles in the State as
17 defined in section 249-1, including antique motor vehicles,
18 except as otherwise provided in sections 249-3 to 249-6, in
19 addition to all other fees and taxes levied by this chapter,
20 shall be subject to an annual state vehicle weight tax. The tax
21 shall be levied by the county director of finance at the rate of
22 [-.75] _____ cents a pound on any island with a total resident

1 population of less than twenty thousand persons, and _____ cents
2 a pound everywhere else according to the net weight of each
3 vehicle as the "net weight" is defined in section 249-1 up to
4 and including four thousand pounds net weight; vehicles over
5 four thousand pounds and up to and including seven thousand
6 pounds net weight shall be taxed at the rate of [~~1.00-cent~~] _____
7 cents a pound[+] on any island with a total resident population
8 of less than twenty thousand persons, and _____ cents a pound
9 everywhere else; vehicles over seven thousand pounds and up to
10 and including ten thousand pounds net weight shall be taxed at
11 the rate of [~~1.25~~] _____ cents a pound[+] on any island with a
12 total resident population of less than twenty thousand persons,
13 and _____ cents a pound everywhere else; vehicles over ten
14 thousand pounds net weight shall be taxed at a flat rate of
15 [~~\$150~~] \$ _____ on any island with a total resident population of
16 less than twenty thousand persons, and \$ _____ everywhere else."

17 **PART III**

18 SECTION 10. The department of transportation is authorized
19 to issue highway revenue bonds for highway capital improvement
20 projects authorized by the general appropriations Act of 2009,
21 and for the purposes of this Act, designated to be financed by

1 revenue bond funds with the debt service to be paid from special
2 funds.

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

16 1. SAFETY PROGRAM - Strategic highway safety program: Seven
17 emphasis areas of the strategic highway safety plan that
18 will reduce the number and severity of traffic-related
19 injuries and deaths on Hawaii's roadways.

20 (A) Putting the brakes on aggressive driving.

21 Total funding \$

22 (B) Combating impaired driving.

1 (A) Oahu - Kamehameha Highway, Hoolapa Stream (Nanahu)
2 Bridge replacement: design and construction of
3 Hoolapa Stream (Nanahu) Bridge replacement on
4 Kamehameha Highway.

5 Total funding \$

6 (B) Oahu - Kamehameha Highway, Makaua Stream Bridge
7 rehabilitation: design and construction of Makaua
8 Stream Bridge rehabilitation on Kamehameha Highway.

9 Total funding \$

10 (C) Oahu - Kamehameha Highway, Waikane Stream Bridge
11 rehabilitation: design and construction of Waikane
12 Stream Bridge rehabilitation on Kamehameha Highway.

13 Total funding \$

14 (D) Oahu - Kamehameha Highway, Kalauoa Springs Stream
15 Bridge replacement: design and construction of
16 Kalauoa Springs Stream Bridge replacement on
17 Kamehameha Highway.

18 Total funding \$

19 (E) Oahu - Bridge, rehabilitation, replacement, or seismic
20 retrofit includes design, right-of-way, and
21 construction for rehabilitation, replacement, and
22 seismic retrofit of bridges at various locations.

1 Interstate H-1, H-2, and H-3 structures Kalaniana'ole
 2 Highway, Ina'ole Stream Bridge, Waimanalo Kamehameha
 3 Highway, Waiahole Bridge replacement Kamehameha
 4 Highway, Kaipapau Stream Bridge rehabilitation
 5 Kamehameha Highway, Kawela Stream Bridge
 6 replacement/rehabilitation Kamehameha Highway, Makaha
 7 Bridges #3 and #3A replacement Kamehameha Highway,
 8 Kaluanui Stream Bridge replacement.

9 Total funding \$

10 (F) Hawaii Belt Road, Hilea Stream Bridge replacement:
 11 design and construction of Hilea Stream Bridge
 12 replacement on Hawaii Belt Road.

13 Total funding \$

14 (G) Hawaii - Bridge, rehabilitation, replacement, or
 15 seismic retrofit includes design, right-of-way, and
 16 construction for rehabilitation, replacement, and
 17 seismic retrofit of bridges at various locations.
 18 Hawaii Belt Road, Pahoehoe Stream Bridge replacement
 19 Kawaihae Road, Waiaka Stream Bridge replacement and
 20 realignment of approaches.

21 Total funding \$

1 (H) Maui - Kula Highway, Kaipoi Stream Bridge
2 rehabilitation: design and construction for Kaipoi
3 Stream Bridge rehabilitation on Kula Highway.

4 Total funding \$

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

7 Total funding \$

8 (J) Maui - Hana Highway, structural strengthening of
9 various bridges.

10 Total funding \$

11 (K) Maui - Hana Highway, Mokulehua Stream Bridge
12 rehabilitation/replacement: design and construction
13 for Mokulehua Stream Bridge rehabilitation/replacement
14 on Hana Highway.

15 Total funding \$

16 (L) Maui - Hana Highway, Kopiliula Stream Bridge
17 Rehabilitation/Replacement: design and construction
18 for Kopiliula Stream Bridge replacement on Hana
19 Highway.

20 Total funding \$

21 (M) Molokai - Kamehameha Highway V, Kamiloloa Stream
22 Bridge rehabilitation: design and construction of

1 Kamiloloa Stream Bridge rehabilitation on Kamehameha
2 Highway V.

3 Total funding \$

4 (N) Maui - Bridge, rehabilitation, replacement, or seismic
5 retrofit includes design, right-of-way, and
6 construction for rehabilitation, replacement, and
7 seismic retrofit of bridges at various locations.

8 Waiehu Beach Road, Iao Stream Bridge rehabilitation
9 Honoapiilani Highway, Honolulu Bridge replacement
10 Kamehameha V Highway, Kawela Stream Bridge
11 replacement, Molokai Kamehameha V Highway, Makakupaia
12 Stream Bridge replacement, Molokai.

13 Total funding \$

14 (O) Kauai - Kuhio Highway, Waioli, Waipa and Waikoko
15 Stream Bridges replacement: design and construction of
16 Waioli, Waipa and Waikoko Stream Bridges replacement
17 on Kuhio Highway.

18 Total funding \$

19 (P) Kauai - Bridge, rehabilitation, replacement, or
20 seismic retrofit includes design, right-of-way, and
21 construction for rehabilitation, replacement, and
22 seismic retrofit of bridges at various locations.

1 Kuhio Highway, Kapaia Bridge replacement Kaumualii
2 Highway, Omao Bridge rehabilitation.

3 Total Funding \$

4 (Q) Statewide - Bridge inspection and appraisal: bridge
5 inspection and appraisal at various bridges statewide.

6 Total funding \$

7 4. SAFETY PROGRAM - Rockfall and slope stabilization program

8 (A) Oahu - Rockfall protection (Haleiwa, Kahuku, Pali
9 Highway): design and construction of rockfall
10 protection for Haleiwa, Kahuku and the Pali Highway
11 areas.

12 Total funding \$

13 (B) Oahu - Interstate Route H-1, School Street on-ramp
14 retaining wall replacement: construction of School
15 Street on-ramp retaining wall replacement.

16 Total funding \$

17 (C) Oahu - Kamehameha Highway, rockfall protection,
18 vicinity of Wahiawa Town: design and construction of
19 rockfall protection on Kamehameha Highway in the
20 vicinity of Wahiawa Town.

21 Total funding \$

1 (D) Oahu - Kamehameha Highway, rockfall protection,
2 vicinity of North Shore: design and construction of
3 rockfall protection on Kamehameha Highway in the
4 vicinity of North Shore.

5 Total funding \$

6 (E) Hawaii - Hawaii Belt Road, rockfall protection phase I
7 and II: construction of rockfall protection on Hawaii
8 Belt Road.

9 Total funding \$

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

14 Total funding \$

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

19 Total funding \$

20 (H) Kauai - Kuhio Highway, slope protection, vicinity of
21 Wainiha Bay: design and construction of Kuhio Highway
22 slope protection in the vicinity of Wainiha Bay.

1 (C) Oahu - Kamehameha Highway, shoreline protection,
2 vicinity of Hauula: design and construction of
3 Kamehameha Highway shoreline protection in the
4 vicinity of Hauula.

5 Total funding \$

6 (D) Oahu - Kamehameha Highway, shoreline protection,
7 vicinity of Kaaawa: design and construction of
8 Kamehameha Highway shoreline protection in the
9 vicinity of Kaaawa.

10 Total funding \$

11 (E) Oahu - Kamehameha Highway, shoreline protection,
12 vicinity of Kawaiiloa Beach: design Kamehameha Highway
13 shoreline protection in the vicinity of Kawaiiloa
14 Beach.

15 Total funding \$

16 (F) Hawaii - Hilo Bayfront Highway, shoreline protection:
17 construction of shoreline protection along Hilo
18 Bayfront Highway.

19 Total funding \$

20 (G) Hawaii - East Hawaii, shoreline protection: design
21 and construction of shoreline protection along East
22 Hawaii.

1 7. SAFETY PROGRAM - Motor vehicle safety program: motor
2 carrier and highway safety and sign and traffic signal
3 management.

4 (A) Statewide - Other facility improvements: plans,
5 designs, construction, and equipment for facility
6 improvements.

7 Total funding \$

8 8. CONGESTION PROGRAM - Capacity program

9 (A) Oahu - Kalaniana'ole Highway improvements, Olomana Golf
10 Course to Waimanalo Beach Park, phase I and II
11 Construction of improvements on Kalaniana'ole Highway
12 from Olomana Golf Course to Waimanalo Beach Park.

13 Total funding \$

14 (B) Oahu - PM contraflow from Paiwa interchange to Waiawa
15 interchange, phase I: design and construction of
16 phase I of the PM contraflow lane from Paiwa
17 interchange to Waiawa interchange.

18 Total funding \$

19 (C) Oahu - Intersection operational improvements to reduce
20 congestion: design and construction of various
21 intersection operational improvements aimed to reduce
22 congestion at various locations.

1 (I) Oahu - Interstate Route H-1, eastbound, Ward Avenue
2 on-ramp to University interchange: design of H-1
3 eastbound improvements from Ward Avenue on-ramp to
4 University interchange.

5 Total funding \$

6 (J) Oahu - Interstate Route H-1, Waiawa interchange,
7 Westbound, Waipahu off-ramp improvements: design of
8 Waipahu off-ramp improvements at the Waiawa
9 interchange westbound.

10 Total funding \$

11 (K) Oahu - Interstate Route H-1 widening, eastbound, Waiawa
12 Interchange to Halawa interchange, phase I: design of
13 H-1 widening eastbound from Waiawa interchange to
14 Halawa interchange, phase I.

15 Total funding \$

16 (L) Oahu - PM contraflow from Keehi interchange to Waiawa
17 interchange, phase II; design and construction of
18 phase II of the PM contraflow lane from Keehi
19 interchange to Waiawa interchange.

20 Total funding \$

21 (M) Oahu - Interstate Route H-1, eastbound improvements,
22 vicinity of Ola Lane to vicinity of Vineyard off-ramp:

1 construction of H-1 eastbound improvements in the
2 vicinity of Ola Lane to Vineyard off-ramp.

3 Total funding \$

4 (N) Oahu - Nimitz Viaduct, Keehi interchange to Pacific
5 Street: planning, design, right-of-way, and
6 construction for Nimitz Viaduct from Keehi interchange
7 to Pacific Street.

8 Total funding \$

9 (O) Hawaii - Intersection operational improvements to
10 reduce congestion: construction of various
11 intersection operational improvements aimed to reduce
12 congestion at various locations.

13 Total funding \$

14 (P) Hawaii - Queen Kaahumanu Highway, Keahole Airport to
15 Kawaihae Harbor.

16 Total funding \$

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

21 Total funding \$

1 (R) Hawaii - Puainako Street Widening, Kanoelehua Avenue
2 to Komohana Street, phase I and II; design of phase I
3 and II of Puainako Street widening from Kanoelehua
4 Avenue to Komohana Street.

5 Total funding \$

6 (S) Hawaii - Kealakehe Parkway Extension, Keanalehu Drive
7 to Kealakaa Street: design and right-of-way for
8 Kealakehe Parkway Extension from Keanalehu Drive to
9 Kealakaa Street.

10 Total funding \$

11 (T) Hawaii - Keaau-Pahoa Road shoulder lane conversion,
12 Keaau Bypass Road to Shower Drive; construction of the
13 Keaau-Pahoa Road shoulder lane conversion from Keaau
14 Bypass Road to Shower Drive.

15 Total funding \$

16 (U) Hawaii - Keaau-Pahoa Road improvements, Keaau to
17 Pahoa, phase I and II; design of phase I and II
18 improvements of Keaau-Pahoa Road from Keaau to Pahoa.

19 Total funding \$

20 (V) Hawaii - Kuakini Highway Widening, Henry Street to
21 Kamehameha III Road: design, right-of-way, and

1 construction for Kuakini Highway widening from Henry
2 Street to Kamehameha III Road.

3 Total funding \$

4 (W) Hawaii - Kawaihae Road Bypass, Waimea to Kawaihae,
5 phase I and II: design, right-of-way, and
6 construction for phase I and II of the Kawaihae Road
7 Bypass from Waimea to Kawaihae.

8 Total funding \$

9 (X) Maui - Intersection operational improvements to reduce
10 congestion: construction of various intersection
11 operational improvements aimed to reduce congestion at
12 various locations.

13 Total funding \$

14 (Y) Maui - Kahului Airport Access Road: construction of
15 Kahului Airport Access Road.

16 Total funding \$

17 (Z) Maui - Paia Bypass Road Design Paia Bypass Road.

18 Total funding \$

19 (AA) Maui - Honoapiilani Highway widening, Maalaea to
20 Launiupoko: design of Honoapiilani Highway widening
21 from Maalaea to Launiupoko.

22 Total funding \$

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

4 Total funding \$

5 (CC) Maui - Puunene Avenue widening, Wakea Avenue to
6 Kuihelani Highway: design, right-of-way, and
7 construction for Puunene Avenue widening, from Wakea
8 Avenue to Kuihelani Highway.

9 Total funding \$

10 (DD) Maui - Hana Highway widening, Kaahumanu Ave to
11 vicinity of Airport Access Road: design, right-of-
12 way, and construction for Hana Highway widening, from
13 Kaahumanu Avenue to the vicinity of Airport Access
14 Road.

15 Total funding \$

16 (EE) Maui - Kihei-Upcountry Road, phase I and II: right-
17 of-way and construction for phase I and II of the
18 Kihei-Upcountry Road.

19 Total funding \$

20 (FF) Kauai - Intersection operational improvements to
21 reduce congestion: design, right-of-way, and
22 construction for various intersection operational

1 improvements aimed to reduce congestion at various
2 locations.

3 Total funding \$

4 (GG) Kauai - Kapule Highway Widening, Kuhio Highway to Rice
5 Street: plan for Kapule Highway widening from Kuhio
6 Highway to Rice Street.

7 Total funding \$

8 (HH) Kauai - Puhi-Hanamaulu, alternate route: plan for
9 Puhi-Hanamaulu alternate route.

10 Total funding \$

11 (II) Kauai - Kuhio Highway improvements, Hanamaulu to
12 Kapaa, phase I: design of Kuhio Highway improvements
13 from Hanamaulu to Kapaa, phase I.

14 Total funding \$

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

19 Total funding \$

20 (KK) Kauai - Kaunualii Highway widening, phase I: design,
21 right-of-way, and construction for Kaunualii Highway
22 widening, phase I.

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 \$

20 15. SYSTEM PRESERVATION PROGRAM - Drainage improvement program

1 (A) Oahu - Drainage improvements: right-of-way and
2 construction for drainage improvements at various
3 locations.

4 Total funding \$

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

8 Total funding \$

9 (C) Maui - Drainage improvements: design, right-of-way
10 and construction for drainage improvements at various
11 locations.

12 Total funding \$

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

16 Total funding \$

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

20 Total funding \$

21 16. SYSTEM PRESERVATION PROGRAM - Street light pole replacement
22 program

1 (A) Oahu - Highway lighting improvements: lighting
 2 improvements on Interstate Route H-1, Kamehameha
 3 Highway and Moanalua Freeway.

4 Total funding \$

5 17. SYSTEM PRESERVATION PROGRAM - Destination sign replacement
 6 program

7 (A) Interstate Route H-1, H-2, H-3, and Moanalua Freeway,
 8 Destination sign upgrade/replacement, phase I and II.

9 Total funding \$

10 18. SYSTEM PRESERVATION PROGRAM - Special maintenance program:
 11 asphalt overlays, asphalt cold planning and paving
 12 (in-kind), and re-striping.

13 (A) Oahu - Special maintenance.

14 Total funding \$

15 (B) Hawaii - Special maintenance.

16 Total funding \$

17 (C) Maui - Special maintenance.

18 Total funding \$

19 (D) Kauai - Special maintenance.

20 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 \$
- 20 21. OTHER PROGRAMS - Highway modernization plan
- 21 (A) Statewide - Highway modernization plan and program
 22 management.

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 designated for the
4 execution of a master agreement with a consultant under
5 section 13 of this Act, and the additional sum of \$ of
6 highway revenue bonds, and the sum of \$ of federal funds for
7 the vehicle miles tax pilot program under sections 2 and 3 of
8 this Act, or so much thereof as may be necessary to carry out
9 the purposes of this Act, including any necessary expenditures
10 for expenses, staff, or consultants.

11 The sums appropriated shall be expended by the department
12 of transportation. This project is deemed necessary to qualify
13 for federal aid financing and reimbursement.

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

20 SECTION 16. Notwithstanding any other law to the contrary,
21 the appropriations authorized under this Act shall not lapse for
22 a period of six years from the date of execution.

1 SECTION 17. The department of transportation shall submit
2 an interim progress report on the status of the land
3 transportation modernization program to the legislature not
4 later than twenty days prior to the convening of the regular
5 session of 2011, yearly progress reports to the legislature not
6 later than twenty days prior to the convening of each regular
7 session thereafter, and a final report to the legislature not
8 later than twenty days prior to the convening of the regular
9 session of 2016. The department of transportation shall submit
10 a final report on the vehicle miles traveled pilot program to
11 the legislature not later than twenty days prior to the
12 convening of the regular session of 2012 with findings and
13 recommendations from the pilot program under this Act.

14 SECTION 18. In codifying this Act, the revisor of statutes
15 shall substitute in section 248- , Hawaii Revised Statutes, as
16 enacted in section 4 of this Act, the corresponding Act number
17 of this Act.

18 SECTION 19. Statutory material to be repealed is bracketed
19 and stricken. New statutory material is underscored.

20 SECTION 20. This Act shall take effect on July 1, 2050.

Report Title:

Highway Modernization Program; Taxes; Fees; Pilot Programs

Description:

Increases the state liquid fuel tax; state vehicle registration fee; state vehicle weight fee. Establishes the land transportation modernization special fund. Provides funding for a six-year comprehensive modernization program. Effective 7/1/2050. (SD2)