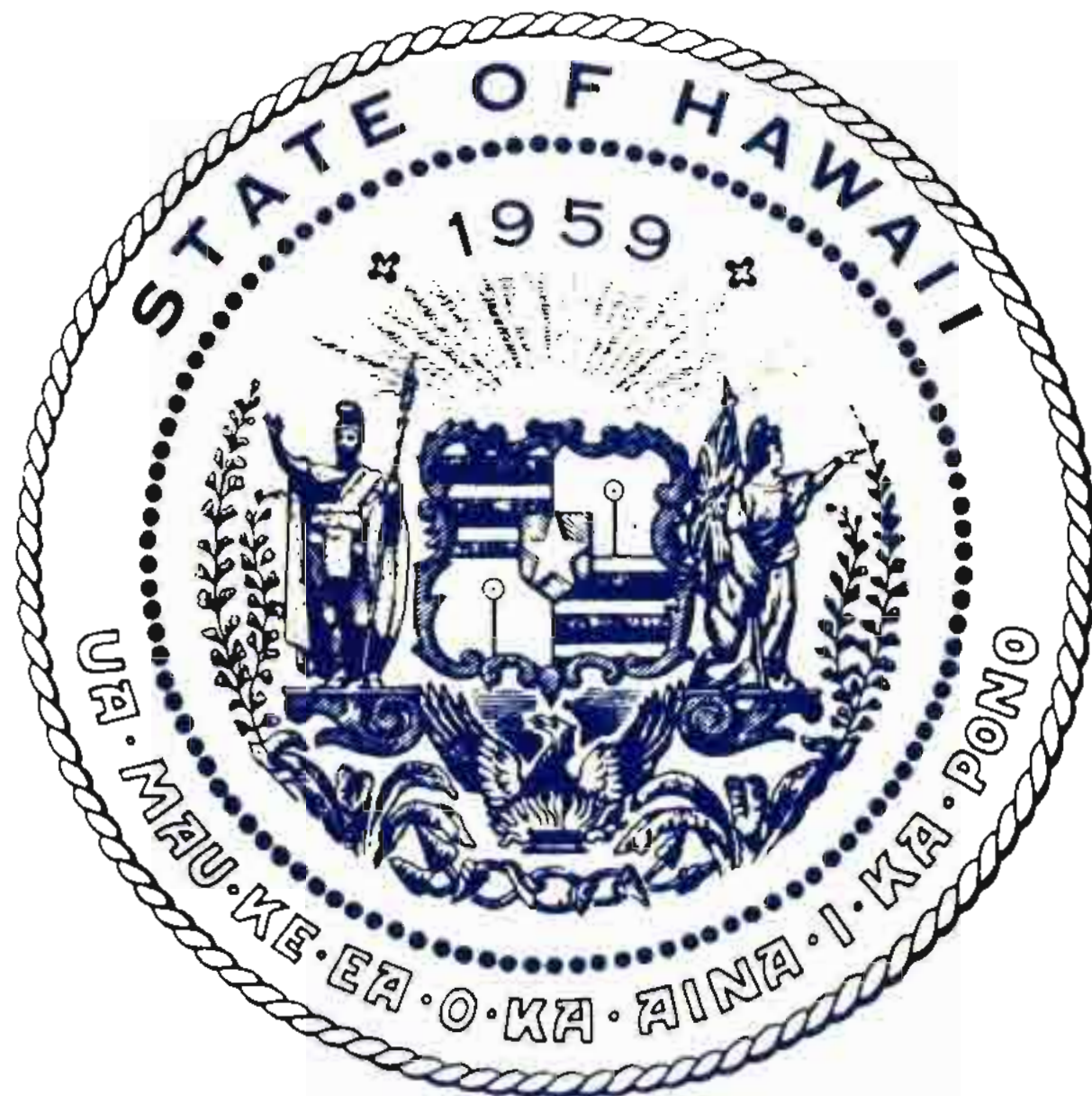


**STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION**

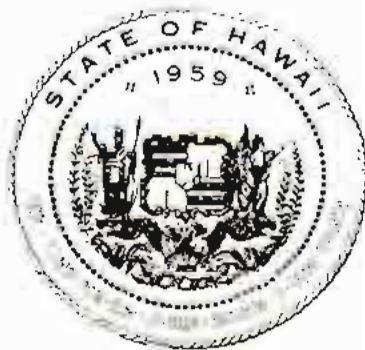
**Nineteen Seventy Five Fiscal Year**



**“Mobility is a basic human need.  
Supplying that need with  
balanced transportation systems  
in the air, over the sea,  
and on the land,  
in consonance with other  
social and economic needs,  
is the goal of the State  
Department of Transportation.”**

*E. Avey Wright*  
**Director**





**STATE OF HAWAII**  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813

IN REPLY REFER TO:

June 30, 1975

THE HONORABLE GEORGE R. ARIYOSHI  
Governor  
State Capitol  
Honolulu, Hawaii

Dear Governor Ariyoshi:

The Department of Transportation respectfully submits its annual report for the fiscal year ending June 30, 1975.

Each of the three divisions - Airports, Harbors, and Highways - experienced significant milestones in this fiscal year that deserve mention outside of particular divisional reports.

Shortly after the beginning of the new fiscal year, groundbreaking ceremonies were conducted for construction of a new terminal for overseas and inter-island passengers at General Lyman Field. This marks another major step in making Hilo the "second gateway to Hawaii." Gate positions continued to be added at Honolulu International, in keeping with passenger demand.

Kentron's inter-island jetfoil began regular service in June, 1975. Although travel by water between islands dates back to the early Hawaiian navigators, SeaFlite marks the beginning of a new era for marine transportation. At the time that the jetfoil passenger service was instituted, we sought and received proposals from marine design firms for development of a passenger/vehicular ferry to integrate our State through marine highways, depending upon the outcome of a socio-economic analysis.

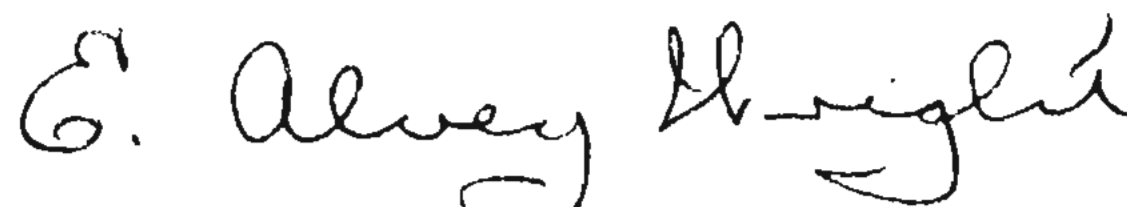
In December, Judge Samuel King lifted the injunction on the TH-3 Freeway which allowed us to proceed with work that had been delayed for two years. Construction contracts were awarded for various segments of TH-3, including the largest contract ever undertaken by the Highways Division - the \$31,936,386 contract for the Red Hill Tunnel.

Honorable George R. Ariyoshi  
June 30, 1975  
Page 2

Another highlight for the Highways Division was the March 21 opening and dedication of the Kona Coast's Queen Kaahumanu Highway. It provides an extremely modern and safe highway for the Kona residents and visitors and fulfills a dream pursued by your predecessor, the late Governor John A. Burns.

The Department of Transportation looks forward to the continuing challenge of developing balanced land, sea and air transportation systems for Hawaii to meet the social, environmental needs of our people.

Very truly yours,

A handwritten signature in cursive script that reads "E. Alvey Wright". The signature is written in dark ink and is positioned above the typed name.

E. ALVEY WRIGHT  
Director

## TABLE OF CONTENTS

	<u>Page</u>
Letter of Transmittal	1
History and Present Organization	4
Airports Division	6
Construction Contracts	11
Financial Status	16
Harbors Division	18
Construction Contracts	25
Financial Statistics	31
Highways Division	33
Construction Contracts	49
Financial Statistics	70
Departmental Administration	74
Administrative Directory	85
For Further Information	88

## State Department of Transportation

### HISTORY AND PRESENT ORGANIZATION

The State of Hawaii Department of Transportation exists to fulfill the State's responsibilities in providing facilities for all modes of transportation--air, sea, and land.

Hawaii's State Department of Transportation was the nation's first state-level agency to bring together under a single cabinet officer the task of planning, building, maintaining and operating airports, highways, and harbors and integrating them into a balanced transportation system.

The Department of Transportation was created by an Executive Order signed by the Governor on January 20, 1960, as part of the reorganization of Hawaii's government pursuant to Statehood.

The Department incorporates functions of three former independent agencies--the Highway Department (originally part of the old Territorial Department of Public Works), the Board of Harbor Commissioners, and the Hawaii Aeronautics Commission.

All of the commercial airports, harbors and barge landings in Hawaii are under this single public agency, the Department of Transportation. It also administers four general aviation airports and about 20 small boat harbors. Federal aid for eligible State and County highways is administered through the Department of Transportation. At present about 975 miles of highways are maintained by the Department.

The Department is headed by a Director who is appointed by the Governor. It is one of 17 cabinet departments in the State government.

The three major program divisions of the Department--the Airports, Highways, and Harbors divisions--are each headed by a Chief who reports to the Director.

The Director presently has four Deputy Directors--one each assigned to functional special areas. Other staff officers include the Departmental Personnel Officer, Property Management Officer, Business Management Officer, State Transportation Planner and Departmental Computer Engineer.



A staff officer who occupies a special category is the Assistant State Highway Safety Coordinator. He supports the Director in the latter's role as State Highway Safety Coordinator and Chairman of the Hawaii State Highway Safety Council. The Council is an advisory board to the Governor which was established by the Hawaii Highway Safety Act of 1967 to meet requirements of the National Highway Safety Act of 1966.

The State Constitution provided for a Commission on Transportation to sit in an advisory capacity to the Director of Transportation. Nine memberships are stipulated, one for each of the original senatorial districts and three for the State at large. Appointments are made by the Governor for staggered terms of four years each.

The Director of Transportation serves ex officio or by special appointment or invitation on a wide range of boards, commissions and committees.

From time to time, he has been assisted by committees appointed by the Governor for special tasks, such as the masterplanning of Honolulu International Airport.

## AIRPORTS DIVISION

To keep pace with air travel, the expansion and improvement program for the State's airport system continued at a rapid rate. More than \$92 million of improvement projects were completed or under way.

Among these projects, the following are of interest:

### Honolulu International Airport (HIA)

Construction began for three new gates and hardstands. Two additional loading bridges were being added and landscaping at the terminal building was advancing.

The reef runway project was progressing, with the construction of alternate wildlife habitats (at a cost of \$489,041) and the relocation of Navy recreational facilities (at a cost of \$1,789,045) completed.

Reef runway contracts under way, but not completed in fiscal year 1975, include one for dredging, offshore grading and drainage, as well as protective structures, at an estimated final cost of \$49,728,460; one for paving, onshore grading and drainage, with an estimated final cost of \$8,555,431; a relocation of sewer line, estimated to cost \$1,600,000 when completed; Worcester Road underpass, with an estimated completion cost of \$2,676,549; and Building T-145, estimated to cost \$85,000.

Contracts to be let for the reef runway include one for lighting and additional paving, estimated at \$10,200,000, and a fire station facility, at a final cost of \$600,000.

Construction of subdivisions for ground transportation maintenance yards and fixed base operators on Lagoon Drive was started.

The passenger traffic at Honolulu International Airport increased from 10,109,483 to 10,639,503 during the year.

Contracts were awarded for the design and construction of modifications to the central concourse for wide-bodied aircraft and for new inter-island terminal facilities.

### General Lyman Field

Phase I of the construction of the new passenger terminal was completed and Phase II began. Work included a new facility for overseas and inter-island passengers, aircraft taxiways and apron, automobile access roads and parking. In addition, three hydraulic passenger elevators, four escalators, seven passenger loading bridges and four baggage claim units were ordered for installation.

More than \$16 million in contracts were completed or under way in fiscal year 1975.

Passenger traffic at General Lyman Field increased from 1,358,018 to 1,377,276 in the year.

#### Ke-ahole Airport

Construction started on a ground transportation building and on an addition to the crash/fire rescue building. Rental car counters are to be moved to a central location, conveniently adjacent to the parking areas and directly opposite the terminal.

Contracts totaling \$386,000 were completed or under way in fiscal year 1975.

Passenger traffic rose from 728,200 to 808,970 during the year.

#### Waimea-Kohala Airport

Contracts were awarded for renovation of the waiting lobby and baggage claim area.

An innovative project installed by the North Hawaii District maintenance staff included a wind-driven generator to power obstruction lights on order. Previously, power had been provided by acetylene and later, by storage batteries, all of which required continual maintenance.

#### Upolu Airport

Airport lighting was improved and the runway was strengthened. This project featured radio-controlled lighting which allows a pilot to turn on runway lights from his aircraft by transmissions on a specified frequency of the aircraft radio.

#### Kahului Airport

The terminal building was being improved and parking facilities were expanded. Air taxi operators were moved to a separate building to allow expansion of the inter-island ticket counters. Additional office space for the airlines was added to the mezzanine floor.

Negotiations were under way with consultants for the design and construction of passenger terminal facilities.

Passenger traffic at Kahului Airport increased from 1,869,819 to 2,082,186 during the year.



## Molokai Airport

Contracts totaling \$108,120 were completed or in progress in fiscal year 1975. These contracts related to security fencing and improvements to the crash/fire rescue facility.

## Lihue Airport

The pavement for runway 3-21 was strengthened and the parking apron widened, since inter-island aircraft increased in both number and size. After the new north-south runway is completed, this runway will be widened and lengthened to the next current design standards.

Contracts amounting to \$1,253,766 were completed or under way during fiscal year 1975.

The passenger traffic at Lihue Airport increased from 1,845,233 to 1,938,858 during the year.

Included in many of the foregoing contracts were construction projects needed to bring our airports into conformity with Federal Aviation Administration certification and security requirements. Chief among projects not specifically detailed was the construction of additional crash/fire rescue facilities at the eight Federal Aviation Administration certificated airports of Honolulu International Airport, General Lyman Field, Ke-ahole Airport, Waimea-Kohala Airport, Kahului Airport, Molokai Airport, Lanai Airport, and Lihue Airport.

The Federal Aviation Administration has set new standards for manning and for equipment which are required of Airports Division in the crash/fire rescue field. One rescue truck, four 3000-gallon and three 1500-gallon fire trucks were placed on order to supplement existing equipment. A reduction in force by Hickam Air Force Base, which previously had furnished all crash/fire rescue services at Honolulu International Airport, and the use of larger inter-island jet aircraft have been the principal reasons for increases in manpower and equipment.

During fiscal year 1975, a total of 47 positions were authorized to form a professional crash/fire rescue cadre in the State airport system.

Two positions were authorized and filled in the division staff, 26 were authorized and 25 filled at Honolulu International Airport, five were authorized and filled at General Lyman Field, but one resigned. Three were authorized and hired at Ke-ahole. Five positions each were authorized at Lihue and Kahului and one position on the division staff was authorized, but abolished.

As shown above, the Federal Aviation Administration, acting under the authority of the Airport and Airway Development Act of 1970, tightened its grip on both the airport certification and the airport security program. This was evidenced by more painstaking and detailed inspections than previously and by the attempt of the Federal Aviation Administration to levy fines on Airports Division for five alleged security violations.

Despite a slowing in the nation's economic growth and increased fuel costs, fiscal year 1975 passenger traffic at State airports continued to show an increase over the preceding year. In fiscal year 1975, 17,209,321 passengers used the State's Airport System.

Proposals for the reorganization of Airports Division were submitted during the year. The conceptual plan proposes special branches to administer certification, safety and security programs. Maintenance units were realigned to better respond to the increased complexities of terminal facilities.

Kentron Hawaii, Inc., was awarded the contract to prepare a Statewide Airport Systems Plan. The project is scheduled for completion in February, 1976.

Peat, Marwick, Mitchell and Co. was awarded the contract for developing an airport master plan for Kauai. Plans include a new runway and terminal building. A formal public hearing on the plan is scheduled for December, 1975.

The property management section of the division generated \$28,501,000 in revenues in fiscal year 1975.

Distinguished visitors to Honolulu International Airport included the Queen of England, Cardinal Midzenty, seven prime ministers, three presidents, as well as many notables of lesser ranks.

Burns International Security Services, Inc., was the low bidder on the contract to provide armed guards to back up airline-hired security guards while the latter perform baggage searches. Burns International Security Services, Inc. provides other security services, as well. The guards began their performance January 2, 1975. Their contract runs through January 1, 1976, with an option to extend for an additional year.

James Karratti of the Oahu District maintenance staff at Honolulu International Airport was named State Employee of the Year. This was the second consecutive year that the statewide award was won by an employee of Airports Division.

New federal legislation affecting all departments of the State government were put into effect.

Action was taken in Airports Division to implement the Fair Labor Standards Act and the Occupational Safety and Health Act (OSHA). Plans were being made to establish a full-time position to coordinate certification, OSHA and loss-control programs of the division.

An Engineering Short Course was held for both State employees interested in airport planning and interested engineers in the private sector. Twenty-eight State employees and twenty non-State employees attended.



CONSTRUCTION CONTRACTS AWARDED BETWEEN JULY 1, 1974, AND JUNE 30, 1975

OAHU

Honolulu International Airport

- Construction of Hardstands 5, 6, & 30. O-101-6(9).  
Dillingham Corporation. Contract awarded July 9, 1974.  
Completed February, 1975.  
\$2,366,400.
- Inclined Conveyors, International Arrivals. O-101-10(11).  
Rigging International. Contract awarded October 2, 1974.  
\$134,442.
- Airport Security Improvements. O-102.  
M. Horita Construction. Contract awarded December 4, 1974.  
\$261,400.
- Worcester Road Underpass. O-93-9(1).  
Dillingham Corporation. Contract awarded June 15, 1975.  
\$2,433,277.
- Construction of Miscellaneous Project for Main Terminal  
Building. O-101-3(23).  
THOHT Construction. Contract awarded April 1, 1975.  
\$515,660.
- Landscaping Walkways & Roadways Main Terminal Building. O-101-12(7)C.  
Hoonani Landscaping & Nursery. Contract awarded April 4, 1975.  
\$209,486.
- Lagoon Drive Sewerline & Pump Station for Reef Runway. O-93-8(2)R2.  
Hercules Construction. Contract awarded April 18, 1975.  
\$1,497,475.
- Fencing & Demolition of Buildings 200, 202, & 203. O-93-4.  
Lee-Kuwasaki. Contract awarded January 27, 1975.  
\$32,484.
- Improvements for Lagoon Drive & Air Taxi Lease Lots. O-93-3.  
M. F. Williams, Inc. Contract awarded June 5, 1975.  
\$1,457,740.
- Paving & Offshore Grading & Drainage Reef Runway. O-93-7(2).  
Dillingham Corporation. Contract awarded June 25, 1975.  
\$8,346,781.

Honolulu International Airport (cont'd)

Relocating One Loading Bridge from Gate 28C to 30C. O-112.  
Rigging International. Contract awarded June 3, 1975.  
\$18,474.

Furnishing, Delivering, Installing & Testing Two Aircraft  
Passenger Loading Bridges. O-111.  
Jetway Equipment. Contract awarded May 20, 1975.  
\$357,748.

HAWAII

Waimea-Kohala Airport

Renovation of Existing Ticket Counters & Other Related Terminal  
Improvements. N-4.  
Sandwich Islands. Contract awarded December 4, 1974.  
\$51,855.

Ke-ahole Airport

Ground Transportation Building Addition to Fire & Rescue Building  
& Security Controls. N-6.  
Constructors Hawaii. Contract awarded January 3, 1975.  
\$311,000.

Upolu Airport

Airfield Lighting & Miscellaneous Electrical Works. N-8.  
Mid-Pac Electric. Contract awarded February 24, 1975.  
\$18,882.

Runway Strengthening & Airfield Improvements to N-1R.  
Hawaiian Bitumuls & Paving. Contract awarded July 16, 1974.  
Completed May 15, 1975.  
\$147,754.

General Lyman Field

Furnishing & Delivering Power Distribution Center Transformer  
Panels, Boards & Power Cables. H-91-2(2.1)R.  
Atlas Electric Company. Contract awarded December 20, 1974.  
\$20,325.

New Passenger Terminal Phase I. H-91-2(1)R.  
Jas. W. Glover. Contract awarded December 19, 1974.  
\$815,000.

General Lyman Field (cont'd)

Furnishing & Delivering & Installing Three Hydraulic Passenger Elevators & Four Moving Stairs. H-91-2(4)R.  
Atlas Electric Company. Contract awarded December 6, 1974.  
\$295,244.

New Passenger Terminal Phase II. H-91-2(2)R.  
Sonomura Construction. Contract awarded January 3, 1975.  
\$5,659,700.

Furnishing, Delivering & Installing Seven Aircraft Passenger Loading Bridges. H-91-2(5).  
Jetway Equipment. Contract awarded January 9, 1975.  
\$1,073,745.

Furnishing, Delivering & Installing Four Baggage Claim Units. H-91-2(6)R.  
Foster Equipment Company. Contract awarded April 1, 1975.  
\$207,172.

KAUAI

Lihue Airport

Miscellaneous Improvements. K-45.  
Kenneth Shioi & Co. Contract awarded September 27, 1974.  
\$137,000.

Airfield Pavement Strengthening & Related Work. K-47.  
Hawaiian Bitumuls & Paving. Contract awarded June 9, 1975.  
\$1,037,745.

MAUI

Kahului Airport

Improvements to Kahului Airport Terminal Building. M-66-5.  
Fuku Construction. Contract awarded February 14, 1975.  
\$421,988.

Expansion of Public Parking Facilities. M-91-3(R).  
Fuku Construction. Contract awarded May 27, 1975.  
\$125,811.



CONSTRUCTION PROJECTS UNDERWAY DURING FISCAL YEAR 1975  
UNDER CONTRACTS AWARDED PRIOR TO JULY 1, 1974

OAHU

Honolulu International Airport

Diamond Concourse Gates 7, 8, & 9. O-90-2(12)B.  
GENCO, Inc. Contract awarded February 6, 1974.  
\$8,163,000.

Landscape Ewa Extension, Main Terminal Building. O-90-12(7)B.  
Sprague Incorporated. Contract awarded October 31, 1973.  
\$278,684.

Furnishing & Installing Furnishings for Addition to Governor's  
Lounge. O-90-20(1).  
Contract Furnishers. Contract awarded April 17, 1974.  
Completed August 3, 1974.  
\$18,324.

Elliott Street Relocation & Parking Lot Modifications. O-96-1.  
Hi-Way Construction. Contract awarded April 24, 1974.  
Completed April 10, 1975.  
\$544,210.

Improvements & Realignment of Lagoon Drive. O-96-2.  
J. M. Tanaka Construction. Contract awarded May 24, 1974.  
Completed March 21, 1975.  
\$570,000.

Furnishing & Installing Security Fencing & Related Work. O-98.  
Jimmy's Fencing. Contract awarded January 4, 1974.  
Completed October 18, 1974.  
\$59,385.

Dredging, Offshore Grading & Drainage & Protection Structure for  
Reef Runway. O-93-7(1).  
Dillingham Corporation. Contract awarded February 28, 1973.  
\$46,374,039.

HAWAII

Ke-ahole Airport

Terminal Improvements. N-3.  
Constructors Hawaii. Contract awarded December 10, 1973.  
Completed November, 1974.  
\$75,000.

Waimea-Kohala

Furnishing & Installing Security Fencing & Related Work. N-5.  
J. F. Shea Company. Contract awarded May 6, 1974.  
Completed June, 1974.  
\$8,421.

General Lyman Field

Grading, Paving & Utilities. H-91-1(2).  
Jas. W. Glover Limited. Contract awarded June 12, 1974.  
\$8,009,069.

KAUAI

Lihue Airport

Furnishing & Installing Security Fencing & Related Work. K-44.  
Railings Incorporated. Contract awarded May 7, 1974.  
Completed July, 1974.  
\$79,021.

MAUI

Kahului Airport

Furnishing & Installing Security Fencing & Related Work. M-104.  
J. F. Shea Company. Contract awarded March 13, 1974.  
Completed February 21, 1975.  
\$99,517.

Molokai Airport

Furnishing & Installing Security Fencing & Related Work. M-105.  
Railings Incorporated. Contract awarded May 7, 1974.  
Completed December 19, 1974.  
\$108,120.

AIRPORTS DIVISION  
COMBINED BALANCE SHEET  
June 30, 1975 and 1974

	<u>June 30</u>	
<u>ASSETS:</u>	<u>1975</u>	<u>1974</u>
Cash	\$ 92,834,893	\$ 93,606,983
Receivables:		
Accounts and Notes, Net	2,407,184	3,913,081
Interest	4,072,836	3,009,981
Aviation Fuel Tax	388,403	370,930
Others	---	50
Due from Other Funds	8,626,356	985,361
Materials and Supplies, at Cost	115,682	100,927
Land, at Cost or at Value Assigned at Grant	7,178,045	7,178,045
Buildings and Improvements, at Cost	111,297,373	75,033,276
Equipment and Motor Vehicles, at Cost	4,498,787	4,350,950
Construction in Progress	166,737,413	156,605,663
Amount Available and to be Provided for the Retirement of Bonds	239,136,861	223,561,665
Bonds Authorized, Unissued	49,438,948	8,308,453
Deposits	1,075	3,236
	<u>\$686,733,856</u>	<u>\$577,028,601</u>
TOTAL ASSETS	<u>\$686,733,856</u>	<u>\$577,028,601</u>
<u>LIABILITIES, RESERVES, &amp; FUND BALANCES:</u>		
Liabilities:		
Vouchers Payable	\$ 205,406	\$ 282,969
Contracts Payable	3,577,933	1,983,068
Contracts Payable-Retained Percentage	3,239,415	1,373,572
Due to Other Funds	3,672	10,611
Salaries & Wages Payable	22,405	19,200
Accrued Vacation	732,854	623,432
Matured Bonds Payable	3,084,272	2,969,841
Interest Payable	7,774,356	6,896,664
Due to Airport-Airline Lessees	1,982,635	6,722,617
Tenants' Deposits	140,527	170,191
Reserves:		
Bond Requirements	22,259,177	20,441,817
Encumbrances	28,355,077	32,120,328
Long-Term Debt:		
Bonds Payable	239,136,861	223,561,665
Investment in Land & Fixed Assets	289,711,618	243,167,934
Fund Balances	86,507,648	36,684,692
	<u>\$686,733,856</u>	<u>\$577,028,601</u>
TOTAL LIABILITIES, RESERVES, AND FUND BALANCES	<u>\$686,733,856</u>	<u>\$577,028,601</u>



AIRPORTS DIVISION  
STATEMENT OF NET REVENUE AND TAXES  
For the Fiscal Years Ended June 30, 1975 and 1974

	<u>Fiscal Year</u>	
	<u>1975</u>	<u>1974</u>
<b><u>OPERATING REVENUE:</u></b>		
Aviation Fuel Tax	\$ 4,848,727	\$ 4,720,399
Concession Fees	19,900,711	18,675,959
Interest	5,102,300	5,319,526
Aeronautical Rentals	4,625,999	4,010,599
Landing Fees - Neighbor Islands	531,921	653,198
Airport Use Charge	2,735,297	(2,218,487)
Non-Aeronautical Rentals	507,738	494,943
Miscellaneous	994,738	1,276,239
	<u>\$39,247,431</u>	<u>\$32,932,376</u>
<b><u>DEDUCTIONS:</u></b>		
<b>Operating Expenses:</b>		
Salaries and Wages	\$ 4,940,249	\$ 4,684,626
Runway Maintenance and Repairs	82,557	64,091
State of Hawaii, Surcharge on Gross Receipts	787,012	834,437
Utilities	1,664,073	1,146,689
Other Personal Services	3,196,000	2,579,277
Materials and Supplies	520,923	379,442
Department of Transportation:		
Administrative Expenses	514,424	400,674
Repairs and Maintenance	853,820	549,394
Insurance	267,649	231,617
Grants, Claims and Benefit Payments	192,495	106,128
Communication	72,525	63,104
Travel	24,187	22,334
Rent	417,425	459,501
Dues and Subscriptions	9,323	7,371
Printing and Advertising	24,257	4,324
Delivery	4,819	3,748
Miscellaneous	4,376	35,974
	<u>\$13,576,114</u>	<u>\$11,572,731</u>
Annual Reserve Required on Major Maintenance, Renewal & Replacement Account	600,000	300,000
Airports System Revenue Bonds Debt Service:		
Principal	3,035,000	2,875,000
Interest	13,546,045	10,867,389
State of Hawaii, General Obligation Bonds:		
Principal	1,389,804	1,278,928
Interest	1,175,571	1,209,297
Airport Equipment and Motor Vehicles	113,759	12,034
	<u>\$33,436,293</u>	<u>\$29,115,379</u>
<b>NET REVENUE AND TAXES</b>	<u><u>\$ 5,811,138</u></u>	<u><u>\$ 4,816,997</u></u>

## DEPARTMENTAL ADMINISTRATION

George R. Ariyoshi was elected Governor of the State of Hawaii in November and sworn into office in December. Although his was a new administration, the Governor re-appointed E. Alvey Wright as Director of Transportation in December. Wright was one of only two directors who were re-appointed to their former positions. His appointment was confirmed by the State Senate in April.

Deputy Director for Administration Lawrence F. O. Chun resigned in December and was replaced by Wallace F. Aoki, who was appointed by the Governor, in January.

Aoki is responsible for administration, program planning budgeting, the operating budget, property management, computer services, bond sales, fee hearings and audits.

Douglas S. Sakamoto, deputy director for operations, also was re-appointed to his same position. His functions are operations, personnel, legislative liaison, environmental matters, landscaping, maintenance management, civil defense and security.

The position of Deputy Director for Engineering was abolished so that two deputy director positions could be realigned to better meet the goals of the department.

Munny Y. M. Lee, who had been both Deputy Director for Engineering and chief of the Programs and Contracts Office, returned to the Programs and Contracts Office.

The functions of the other two deputy positions lie in planning and in design.

Governor Ariyoshi, in June, appointed Charles O. Swanson as Deputy Director for Planning and Ryokichi Higashionna as Deputy Director for Design. Both will assume their positions at the beginning of fiscal year 1976.

Functions of the Planning Deputy will relate to planning and research for the marine highway, statewide transportation planning, the multi-modal task force and corridor hearings.

The Design Deputy will be responsible for design consultants, the TH-3 design advisory committee, research and development, design hearings, transportation technology, construction management and development of vehicular controls.

## Office of the State Highway Safety Coordinator

Governor George R. Ariyoshi appointed Transportation Director E. Alvey Wright as the State Highway Safety Coordinator on June 25. Wright had been serving as Acting Coordinator since 1967.

Principal program administration and operations, however, continued to be executed by the Assistant State Highway Safety Coordinator, Lawrence K. Hao. Formal delegation of authority and responsibility to the Assistant Coordinator was made on February 28.

On July 2, federal approval was received to implement the fiscal year 1975 Annual Work Program for highway safety. Approximately \$416,000 was allocated by the U. S. Department of Transportation's Federal Highway Administration and National Traffic Safety Administration.

Fiscal year 1975 State projects that were approved are:

Department of Health: train three levels of emergency response personnel - the first responder, the emergency medical technician and the mobile intensive care technician; provide administration and coordination of emergency response systems and implement the federal standards of emergency medical services.

Judiciary: computerize traffic violations records for the First District Court. The project will be expanded incrementally to include all of the District Courts; provide additional traffic court adjudication training for four District Court judges at the National College of the Judiciary, University of Nevada. The course contents include traffic arraignments; identification, evaluation and treatment of the drinking driver; and sentencing alternatives.

Department of Transportation: develop a Statewide uniform design manual for State and local streets and roadways for completion and distribution fiscal year 1976; train, upgrade and qualify two heavy-truck drivers as fleet safety examiners.

University of Hawaii: develop a college-level driver traffic safety education instructor's curriculum to produce more effective driver education teachers.

On the County level, each of the County police departments received a newer, more convenient breath-testing machine, the MARK IV Intoximeter, and related equipment. Orientation and maintenance training for police personnel is included. A pilot project is being conducted to build a data base for this machine, which may replace the currently-approved Breathalyzer.



Other projects, by County are:

Maui County: provide driver licensing training for appropriate Police Department personnel; purchase and install blue emergency lights on police vehicles; provide traffic engineering training for one Department of Public Works engineer.

Hawaii County: develop and sponsor two fleet safety examiner courses by the driver licensing section of the Police Department. Through these courses, selected County driver examiners and heavy-truck driver trainers throughout the State are upgraded to become fleet safety examiners; provide police administration training for one police officer; train one Department of Public Works engineer in traffic engineering; develop by the Department of Public Works, school pedestrian routes for selected schools.

City and County of Honolulu: train Honolulu Police Department personnel in driver licensing; train police officers in traffic services; through the Department of Transportation Services, train and upgrade City and County truck driver trainers to become fleet safety examiners; photolog County streets and roadways in one district by the Department of Transportation Services. Photologging will be expanded incrementally to include all County streets and roadways during the next two fiscal years.

Kauai County: train Police Department personnel in driver licensing; train police officers in police traffic services; train two Department of Public Works engineers in traffic engineering; upgrade traffic control devices on County streets and roadways by the Department of Public Works.

Public hearings were conducted in each of the Counties concerning various aspects of drivers' licenses, vehicle equipment, fleet safety examiners' certification, heavy vehicle driver improvement programs and traffic control devices at highway work sites.

Because the National Highway Traffic Safety Administration and the Federal Highway Administration are basing their traffic safety programs on management by objectives, a two-day MBO workshop was conducted on Maui by the U. S. Civil Service Commission. Participants included the staff members of this office, the Departments of Health, Education and Transportation and representatives from American Samoa, Guam and the NHTSA San Francisco regional office.



The State Highway Safety Council sponsored four measures that were passed by the Legislature and signed into law by the Governor.

Act 22 expands the statewide traffic code to (1) require the use of a slow-moving vehicle emblem upon any vehicle designed to operate at a speed of 25 miles-per-hour or less, (2) allow the counties to designate certain school bus stops within a business or residence district where school bus flashing visual signals will be used, and (3) amend Section 291C-38, HRS, to conform to the Manual on the Uniform Traffic Control Devices.

Act 23 establishes a standardized exterior marking for vehicles that carry hazardous materials on Hawaii's highways and roadways.

Act 43 requires that registered owners of motor vehicles and driver licensees notify the applicable agency of changes in name or address to allow such agency to keep records current on motor vehicle owners and driver licensees.

Act 194 requires persons to take an examination on the rules of the road when applying for drivers' license renewal.

Some important measures failed to receive approval in the 1975 session of the Legislature. These were bills requiring the mandatory use of seat belts in vehicles; requiring original manufactured motor vehicle safety equipment be maintained in an effective operating condition; and to simplify driver licensing requirements by allowing non-compact state driver licenses to have the same validity as compact state driver licenses.

A concurrent resolution was introduced by the Office of the Highway Safety Coordinator requesting that a study be made on the feasibility of establishing a State-level Department of Motor Vehicles.

In calendar year 1974, Hawaii experienced 129 traffic fatalities, the lowest in eight years. This death-toll is a 16.2% decrease from the 1971 all-time high of 154 and a 5% decrease from 136 in 1973. The number of people injured in traffic accidents decreased by 15.5% from 11,860 in 1973, to 10,022 in 1974. The total number of major traffic accidents also decreased from 19,544 in 1973, to 14,855 in 1974. This decrease was partly attributed to the enactment of Act 111 on May 11, 1974, which revised Section 291C-16a, Hawaii Revised Statutes, that raised the amount of property damage from \$100 to \$300 for reportable property damage accidents.



Pedestrian deaths accounted for 36 of the 129 fatalities, or 28%, in calendar year 1974. This is a tremendous increase from the 24 pedestrian fatalities in 1973. Pedestrian accidents totalled 619 in 1974, one less than the previous year.

Motorcycle and other two-wheel motor vehicle deaths had been increasing rapidly until 1966, when 18 deaths were reported. In 1967, the Hawaii Highway Safety Act was enacted, which required safety equipment helmets for motorcycle riders. Since this law went into effect, motorcycle fatalities have been reduced to only three in 1973 and four in 1974. Motorcycle accidents decreased 7% from 1973 and about 33% since the 1967 Highway Safety Act.

The 1974 mileage death rate (traffic fatalities per one hundred million vehicle mile of travel) for the State was 3.29, as compared with 3.35 for 1973. The 1974 figure is the lowest rate ever recorded and this year was the fourth consecutive year that the mileage death rate has decreased.

The 1974 mileage injury rate (traffic injuries per hundred million vehicle miles of travel) also declined and was the lowest recorded. The 1973 injury rate of 292.3 was reduced by 12.5% to 255.7 in 1974.

Reduction in traffic fatalities and injuries have continued, despite increases in population, licensed drivers, registered vehicles and vehicle miles of travel.

#### Advanced Transportation Planning Office

The Advanced Transportation Planning Office (ATP), through the State Transportation Planner, continued to coordinate and direct the operation of the joint State/City/Federal Oahu Transportation Planning Program (OTPP). The inability of the Policy Committee members to produce decisions on major transportation issues resulted in a total breakdown of the cooperative transportation planning process. ATP administered a contract for a management study prepared by McDonald & Smart, Inc. which suggested abolishing OTPP. In retrospect, ATP played a leading role in the passage of Act 180, S.L.H. 1975, creating the Oahu Metropolitan Planning Organization (OMPO) and making it responsible for carrying out the cooperative, comprehensive, and continuing transportation planning process for Oahu, with a staff independent of State and County agencies.

In a coordinated effort with the Bureau of the Census, the ATP office continued its effort to finalize the editing of the Geographic Base File. Contact is being maintained with the Bureau to initiate the updating of the file.



The ATP office continued as the Department's liaison office for compliance with State and Federal regulations regarding project environmental impact statements. Another activity of the ATP office has been to coordinate the responses of the Department of Transportation's applications for Oahu General Plan amendments and zoning changes.

The Department's participation in the Statewide Planning, Programming and Budget Process was again coordinated by the ATP office.

In assisting the Counties, ATP prepared a State Work Program requesting a technical studies grant of \$20,000 from the Urban Mass Transportation Administration to help fund mass transit feasibility studies in Maui and Kauai Counties. These studies will identify the transit needs and will develop a transit plan and program for implementation. In this undertaking, the matching local funds of \$5,000 will be provided by the State Department of Transportation, while the Counties will provide the leadership and services in completing the studies. This grant has been approved by the Urban Mass Transportation Administrator.

In another area of Federal funding to get mass transit systems operating for the people of Hawaii, ATP managed the Federal funds set aside for Hawaii which were authorized under Section 16(b)(2) of the Urban Mass Transportation Act of 1964, as amended. This section of the Act provides capital assistance to private nonprofit corporations for the specific purpose of assisting them in providing transportation services meeting the special needs of elderly and handicapped persons. The ten proposals that were received requested a total of \$247,600, which greatly exceeded the amount of \$129,000 set aside for Hawaii. On April 15, 1975, ATP prepared an "umbrella" application which was approved by the Urban Mass Transportation Administration for \$131,596.

Still in another area of Federal funding to get mass transit systems operating in service to the people of Hawaii, ATP, on behalf of the Department of Transportation, is the implementing agency for the Rural Highway Public Transportation Demonstration Program, authorized by Section 147 of the 1973 Federal-Aid Highway Act. This program authorizes the nationwide expenditure of \$15 million for fiscal year 1975 and \$60 million in fiscal year 1976 to encourage the development, improvement and use of mass transportation systems that operate vehicles on highways for transportation of passengers within rural and small urban areas, in order to enhance access of rural populations to employment, health care, retail centers, education, and public services. Kauai County was the only county interested in this program and the Department will do its utmost to see that its proposal is accepted by the Federal Highway Administration.

On June 30, 1975, ATP was reorganized and its name was changed to the Statewide Transportation Planning Office (STP). This Office will carry out, as one of its major functions, the Statewide Transportation Planning Program, as authorized by Act 179, S.L.H. 1975. The Act created a Statewide Transportation Planning Council - staffing to be supported by this office; and, mandated the development of a new statewide transportation plan by 1978. In addition, this office will be involved with determining annually, the number, size and use of transportation units of any kind throughout the state at any one time.

#### Engineering Computer Services Office

Major activities were centered on bringing the computer closer to the user. While much has to be done before this end is realized, the actual beginning of this "era of teleprocessing" can be said to have started this year. Elaboration of this is made in the following discussion.

After two unsuccessful attempts to acquire a replacement computer for the existing IBM 1130 system, the office was able to award a contract in late June to the Digital Equipment Corporation for the PDP 11/40 system. This computer will serve as the hub of the Department of Transportation computer network, dubbed DOTCOMNET, which will include the Electronic Data Processing Division's IBM 370/155 as the host computer and several terminals that are located throughout the department's agencies.

During the second half of the fiscal year, the engineers of the Highways Division took part in an experimental program of utilizing TSO (Time Sharing Option) made available by the University of Hawaii's IBM 370/165. This feature of the computer allowed engineers who were located at remote offices to converse with the various programs on file in the computer.

The major task in the software area was the alteration of existing IBM 1130 programs to run on the new system. This effort must be completed before the scheduled removal of the 1130.

The Airports Accounting System neared completion, this past year, with the four major phases in the following stages of completion:

- A. Payroll - completed, but pending AIR's decision to proceed.
- B. Billing - complete and on-the-air.

- C. Expenditure - 75% of programming completed;  
40% of testing completed;  
20% of this phase running parallel.
- D. General ledger - 50% programming completed;  
5% testing completed.

The forthcoming fiscal year will see the conversion of most software to utilize, if practical and economical, the capabilities of DOTCOMNET.

#### Budget and Internal Control Office

The Budget and Internal Control Office provides the department with budget evaluation services and internal control through auditing and related activities.

The departmental operating appropriations for the fiscal year ending June 30, 1976 total \$82,364,567. This sum includes: Airports, \$42,380,985; Harbors and Boating, \$13,559,804; Highways and Highway Safety, \$24,654,425; and Administration, \$1,769,353.

#### Programs and Contracts Office

Act 218, SLH 1974, appropriated \$172,434,000 for the fiscal year for the department's Capital Improvements Program. The amount was apportioned as follows: Airports, \$59,446,000; Harbors, \$17,895,000; Highways, \$95,093,000.

During the fiscal year, the Programs and Contracts Office processed 138 construction, purchasing and maintenance contracts totalling \$138.5 million. In addition, this office processed 44 formal consultant contracts totalling \$6.5 million.

#### Property Management Office

The Property Management Office provides staff services to the Director of Transportation and to the three operational divisions in the management of revenue-producing lands and facilities that are under the control of the Department.

The revenue realized during the fiscal year from the occupancy of these lands and facilities are reflected by the breakdowns by divisions:

Airports Division:

1. Number of leases in effect as of June 30, 1975	164
2. Number of space permits in effect as of June 30, 1975	317
3. Number of leases issued during the past fiscal year	6
4. Number of leases to be negotiated during the coming fiscal year	20
5. Number of space permits issued during the past fiscal year	121
6. Approximate number of space permits to be renewed during the fiscal year 1975-76	219

Revenues totalled \$39,247,431 during the fiscal year.

Harbors Division:

1. Number of leases and licenses in effect as of June 30, 1975	114
2. New leases issued during the past fiscal year	14
3. Revocable permits in effect as of June 30, 1975	169
4. Revocable permits issued during the past fiscal year	40
5. Leases expected to be negotiated during the new fiscal year	11
6. Lease rentals to be renegotiated during the new fiscal year	6
7. Revocable permits to be renewed during the coming fiscal year	152

Amount of revenue realized from rental of land and facilities during the past fiscal year was \$2,928,590.99.



## Highways Division:

The activities of this division are generally limited to the rental and disposition of buildings affected by highway projects only. This activity during the fiscal year was as follows:

1. Number of outstanding revocable permits for fiscal year ending June 30, 1974. 42
2. Number of renocable permits issued during the fiscal year 19

One auction was conducted for the railroad easement at Kaanapali, Maui. The successful bidder was Railroads of Hawaii, Inc., at the upset price of \$175.00 per annum.

Revenues realized from the rentals of all properties during the fiscal year was \$89,223.21.

## Departmental Personnel Office

As of June 30, 1975, the Department had 1,853.25 established positions allocated accordingly: Staff, 81.00; Airports, 548.00; Harbors, 260.25; Highways, 964.00.

During the year the department received 27 formal grievances alleging violations of collective bargaining contracts. Nine of these grievances involved Highways Division employees, ten were from the Harbors Division, and eight were from the Airports Division. The majority of the grievances involved promotions and temporary assignments. At this time, 23 of the 27 grievances have been settled. The remaining four are pending settlement at appropriate steps in the grievance procedure.

The Departmental Labor Relations Specialist audited the collective bargaining contract negotiations between the State and Counties and the Hawaii Fire Fighter's Association, as an interested party because the Department of Transportation has the only fire fighters in the State system. It is felt that the time and effort thus expended will pay for itself as the contract is administered.

Encouraged by the favorable response to and the acceptance of its training programs, the Departmental Personnel Office continued to present the Supervisory Management Course, Parts I and II, to supervisors and to all those who are normally temporarily assigned supervising positions in the Department. Under the guidance and leadership of Departmental Computer Engineer Carl Nagami, and Harry C. Myers and Bruce Anderson, both from the Personnel Office, 471 eligibles have been trained in SMC I to date. During this period, 175 employees attended the SMC II class, conducted by the training staff.

In keeping with the Governor's policy and OSHA specifications, the Departmental Personnel Office arranged for 147 employees to receive Standard First Aid training, under the American Red Cross Certification Program.

On August 1, 1973, the department centralized the administration of Worker's Compensation in the Departmental Personnel Office. This program has been so successful that it is generally recognized by all affected State agencies as one of the best in effect today. The Department of Transportation's procedures for Worker's Compensation control and auditing have been requested by several agencies for analysis for possible adaptation.

The office deactivated plans for a pre-retirement counseling program, pending the evaluation of the effectiveness of the Department of Personnel Services' program.

When the Governor released authority for the filling of vacancies that had been frozen for the previous two years, the office was faced with the task of filling almost 200 vacancies, statewide, within the constraints of the time limitations of the appropriations. Because of the formidable efforts of the divisions and the Departmental Personnel Office in utilizing new approaches and insights on the problem, the major portion of the positions were filled within the fiscal year.

With the new year, the Departmental Personnel Office staff anticipates many new challenges in all the functional areas of personnel management. Of particular note and interest is work to be started under the broad category of equal employment opportunity within the framework of the State merit system and the collective bargaining law.



DEPARTMENT OFFICES

Departmental Administration Offices

Director  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Airports District Offices

North Hawaii District  
Airports Superintendent  
Department of Transportation  
State of Hawaii  
Ke-ahole Airport  
Kailua-Kona, Hawaii 96740

Airport District  
Superintendent, Maui  
Department of Transportation  
State of Hawaii  
Kahului Airport  
Kahului, Hawaii 96732

South Hawaii District  
Airports Superintendent  
Department of Transportation  
State of Hawaii  
General Lyman Field  
Hilo, Hawaii 96720

Airport District  
Superintendent, Oahu  
Department of Transportation  
State of Hawaii  
Honolulu International Airport  
Honolulu, Hawaii 96819

Airport District  
Superintendent, Kauai  
Department of Transportation  
State of Hawaii  
Lihue Airport  
Lihue, Hawaii 96766

Harbors District Offices

Harbor District Manager, Hawaii  
Department of Transportation  
State of Hawaii  
Pier 1, Hilo  
P. O. Box 1555  
Hilo, Hawaii 96720

Harbor District Manager, Oahu  
Department of Transportation  
State of Hawaii  
79 South Nimitz Highway  
P. O. Box 397  
Honolulu, Hawaii 96809

Harbor District Manager, Maui  
Department of Transportation  
State of Hawaii  
Pier 2, Kahului  
P. O. Box 201  
Kahului, Hawaii 96732

Harbor District Manager, Kauai  
Department of Transportation  
State of Hawaii  
Nawiliwili, Kauai  
P. O. Box 821  
Lihue, Hawaii 96766



## Highways District Offices

Highway District Engineer, Hawaii  
Department of Transportation  
State of Hawaii  
50 Makaala Street  
P. O. Box 276  
Hilo, Hawaii 96720

Highway District Engineer, Maui  
Department of Transportation  
State of Hawaii  
962 Keaolu Street  
Kahului Kai (NASKA)  
P. O. Box 38  
Kahului, Hawaii 96732

Highway District Engineer, Oahu  
Department of Transportation  
State of Hawaii  
727 Kakoi Street  
Honolulu, Hawaii 96819

Highway District Engineer, Kauai  
Department of Transportation  
State of Hawaii  
State Office Building  
3060 Eiwa Street  
P. O. Box 1711  
Lihue, Hawaii 96766

## FOR FURTHER INFORMATION

The Annual Report of the State Department of Transportation is intended to provide an overall view of the Departments' activities.

The three major divisions of the Department and their various branches also issue periodical or special reports of a more technical nature.

Persons interested in a special phase of the Department's operations are invited to direct specific requests for information to the division concerned.

Copies of major reports are available for examination at the Public Archives, the University of Hawaii Library, the State of Hawaii Library, the Municipal Reference Library, and the County Libraries of Hawaii, Maui and Kauai.

Persons interested in details of the Department's tentative long-range construction program are referred to the Governor's Capital Improvements Program.