



**TESTIMONY BY:**

EDWIN H. SNIFFEN  
DIRECTOR  
KA LUNA HO'OKELE

Deputy Directors  
Nā Hope Luna Ho'okele  
DREANALEE K. KALILI  
TAMMY L. LEE  
CURT T. OTAGURO  
ROBIN K. SHISHIDO

**STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'**  
**DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

Thursday, February 6, 2025  
3:00 PM  
State Capitol, Conference Room 224 & Videoconference

**H.B. 1154**  
**RELATING TO CENTRAL SERVICES ASSESSMENT**

House Committee on Transportation

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The Hawaii Department of Transportation (HDOT) **supports** H.B. 1154, which addresses the deduction and transfer of funds for central service expenses from the State Highway Fund, Airport Revenue Fund, and Harbor Special Fund.

H.B. 1154 proposes to amend sections 36-28, 36-28.5, and 36-29, Hawaii Revised Statutes by: (1) limiting transfers to five percent of all receipts and deposits in the fund, or \$5,000,000, whichever is less; and (2) creating a process to adjust for additional amounts based on the Consumer Price Index.

Historically, HDOT's Central Services Assessment (CSA) contributions have constituted a majority of the funds contributed by departments to defray the cost of central government services—a majority both in percentage and on a per-employee basis. Limiting the base deductions to \$5,000,000 from each of HDOT's modal programs (Airports, Harbors, and Highways), for a combined total of \$15,000,000, is intended to equitably reduce the disparity between HDOT's CSA contributions to those of the other departments that contribute funds for central services expenses.

For example, in Fiscal Year (FY) 2023, HDOT contributed \$45,000,000 or 74 percent of the CSA funding. By comparison, the Department of Land and Natural Resources, the second-highest contributing department, contributed \$5,000,000 or 8 percent in FY 2023. Establishing a \$15,000,000 base contribution for HDOT would reduce this disparity, bringing HDOT's contribution to three times that of the next highest contributing department, as opposed to the current eight-fold difference.

Moreover, because the purpose of the CSA is to defray the cost of central government services, it is also informative to analyze contributions on a per-employee basis. The per-employee basis is calculated by dividing the amount of CSA contributions by the number of positions in a department (including temporary positions). In FY 2023, HDOT had approximately 2800 positions and contributed \$45,000,000, which results in a contribution of \$16,000 for each employee. By comparison, this is more than double the

next highest per-employee contribution from the Department of Commerce and Consumer Affairs, which contributes \$7,000 per employee. Establishing a \$15,000,000 base contribution for HDOT would reduce this disparity by reducing HDOT's per-employee contribution to \$5,000 per employee, which would still be the second highest per employee contribution.

The funding retained by HDOT as a result of H.B. 1154 would allow for the completion of critical projects and initiatives that enhance infrastructure, improve public safety, and support long-term transportation goals.

Thank you for the opportunity to provide testimony.



JOSH GREEN, M.D.  
GOVERNOR

SYLVIA LUKE  
LIEUTENANT GOVERNOR

LUIS P. SALAVERIA  
DIRECTOR

SABRINA NASIR  
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM  
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND  
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII  
DEPARTMENT OF BUDGET AND FINANCE  
*Ka 'Oihana Mālama Mo'ohelu a Kālā*  
P.O. BOX 150  
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE  
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION  
FINANCIAL ADMINISTRATION DIVISION  
OFFICE OF FEDERAL AWARDS MANAGEMENT

**WRITTEN ONLY**  
TESTIMONY BY LUIS P. SALAVERIA  
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE  
TO THE HOUSE COMMITTEE ON TRANSPORTATION  
ON  
HOUSE BILL NO. 1154

**February 11, 2025  
9:30 a.m.  
Room 430 and Videoconference**

RELATING TO CENTRAL SERVICES ASSESSMENT

The Department of Budget and Finance (B&F) offers comments on this bill.

House Bill (H.B.) No. 1154 amends: 1) Section 36-28, HRS, Transfer from State Highway Fund (SHF), for central services expenses; 2) Section 36-28.5, HRS, Transfer from Airport Revenue Fund (ARF); and 3) Section 36-29, HRS, Transfer from Harbor Special Fund (HSF), by adding language to cap the amount transferred from the central services assessment (CSA) on the SHF, ARF, and HSF at \$5.0 million. Section 36-27, HRS, sets the percentage used for calculating CSAs on special funds throughout the State at 5%. H.B. No. 1154 would limit the amount transferrable to the general fund at 5% of the revenues collected or \$5.0 million, whichever is less. In addition, H.B. No. 1154 would have the Department of Transportation (DOT) calculate an annual percentage adjustment based on the Urban Honolulu Consumer Price Index increases in that year to deduct additional amounts to be transferred for the CSA on the amount transferred from each fund.

The purpose of the CSA is to defray the prorated expenses of government in relation to all special funds. The Department of Budget and Finance (B&F) estimates this measure will reduce the projected transfers to the general fund by a total of approximately \$31.5 million in FY 26; \$33.6 million in FY 27; \$35.5 million in FY 28; \$37.5 million in FY 29; \$39.3 million in FY 30; and \$40.3 million in FY 31. Without this transfer from these special funds administered by DOT, the general fund will need to find additional revenue sources to pay for central services costs that the State is dependent on, which include services provided by the Departments of Accounting and General Services, Human Services, and Taxation, B&F, and the Offices of the Governor and Lieutenant Governor.

Thank you for your consideration of our comments.