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**WRITTEN ONLY**  
TESTIMONY BY LUIS P. SALAVERIA  
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE  
TO THE SENATE COMMITTEE ON WAYS AND MEANS  
ON  
SENATE BILL NO. 1473, S.D. 1

**February 27, 2025**  
**10:26 a.m.**  
**Room 211 and Videoconference**

RELATING TO CENTRAL SERVICES ASSESSMENT

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

Senate Bill (S.B.) No. 1473, S.D. 1, 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%. S.B. No. 1473 would limit the amount transferrable to the general fund at 5% of the revenues collected or \$5.0 million, whichever is less. In addition, S.B. No. 1473 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. 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. The effective date is changed from July 1, 2025 to July 1, 2050, in this version of the bill.

Thank you for your consideration of our comments.



**TESTIMONY BY:**

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February 27, 2025  
10:26 AM

State Capitol, Conference Room 211 & Videoconference

**S.B. 1473, S.D. 1**  
**RELATING TO CENTRAL SERVICES ASSESSMENT**

Senate Committee on Ways and Means

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The Hawaii Department of Transportation (HDOT) **supports S.B. 1473, S.D. 1**, which addresses the deduction and transfer of funds for central service expenses from the State Highway Fund, Airport Revenue Fund, and Harbor Special Fund.

S.B. 1473, S.D.1 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 S.B. 1473 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.