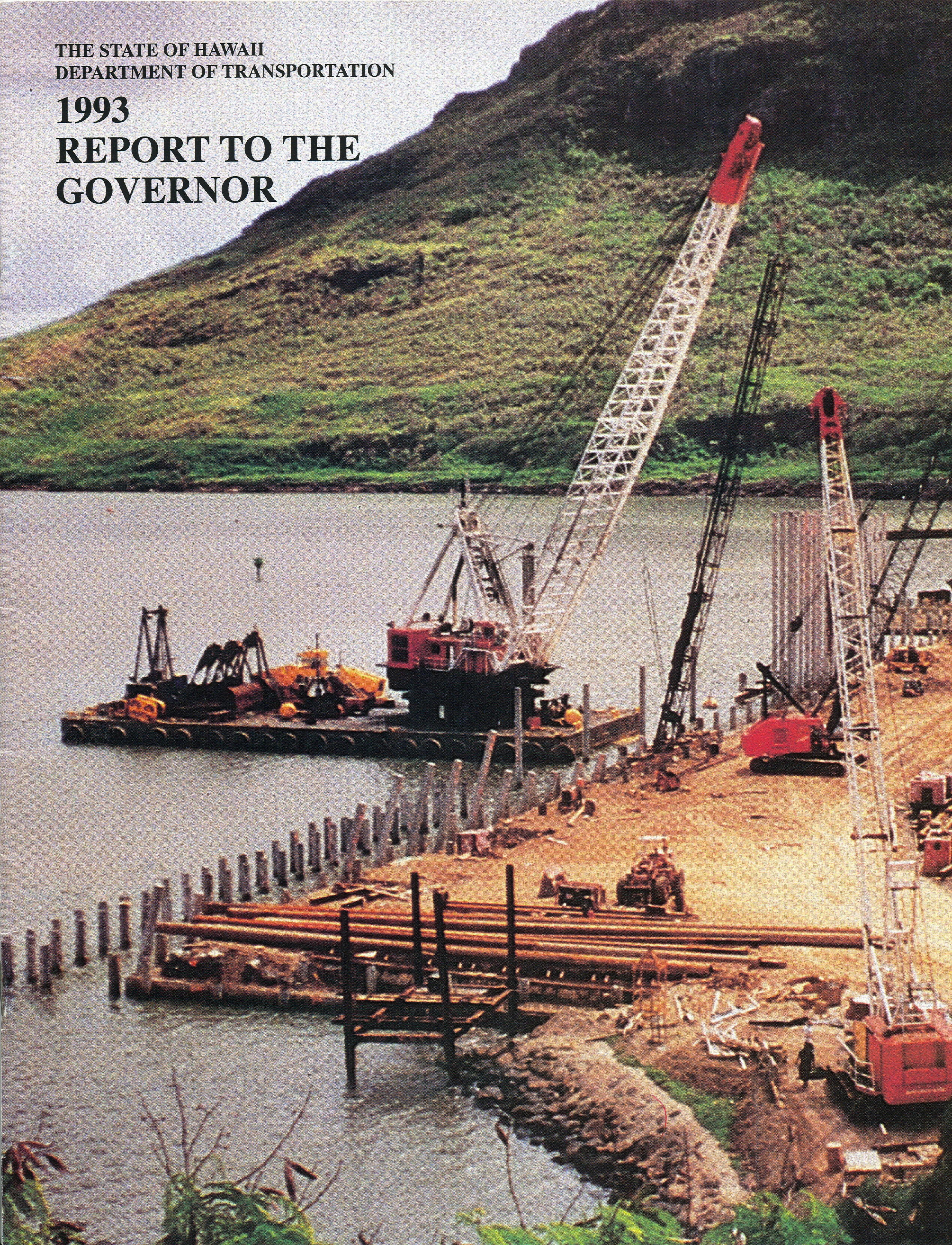
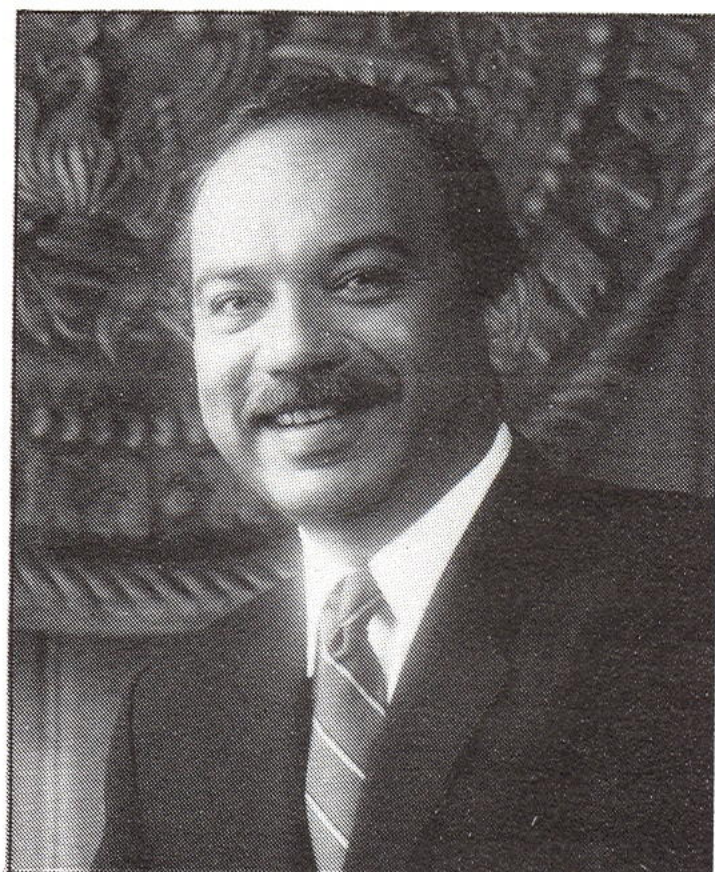


THE STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

**1993
REPORT TO THE
GOVERNOR**



LETTER FROM THE DIRECTOR



*The Honorable
John Waihee,
Governor,
State of Hawaii*

I am pleased to submit the Department of Transportation's Annual Report for the fiscal year ending June 30, 1993.

This has been a year of accomplishment and diligent efforts to resolve difficult situations.

What I am most proud of is our response to the biggest natural disaster to hit the Department, our people and facilities, Hurricane Iniki.

On September 11, 1992, the Hurricane and its 160-mph winds moved directly over Kauai, inflicting wide-spread damage that included the Department's facilities at Lihue and Port Allen airports; Nawiliwili and Port Allen harbors; and highways around the island.

Once the hurricane passed, these facilities became the lifelines for the people of the Garden Isle; the only way to bring in emergency supplies and to allow visitors who were caught on the island to get away.

It is unfortunate that it sometimes takes a disaster, such as a hurricane, to demonstrate exactly what type of people you have. But I am pleased to say our airports, harbors and highways personnel performed admirably under very difficult circumstances.

As soon as Iniki's winds abated, Department personnel went to work cleaning up the facilities so they could be used as quickly as possible.

At Lihue Airport, this meant working all night to clear the runways of roofing material, trees, canoes and other debris. When the first plane arrived at daybreak on September 12, it found an airport, that despite uncertain electrical power and telephone service, was functioning and ready to play its very important role in providing emergency supplies, food and water to Kauai.

Lihue Airport also became the focal point for people who wanted to leave the island. Our airports staff arranged to have 7,000 people flown off the island in the two days following the storm and about 1,000 more on the third day.

At Nawiliwili Harbor, waves generated by Hurricane Iniki inundated the Harbors Division offices with more than a foot of ocean water and the winds damaged the pier sheds and several other buildings.

Our harbors staff and private contractors began cleaning up the facilities at first light and the

harbor was operational when the first barge arrived the next day.

Port Allen Harbor was also operational within 48 hours after the hurricane passed.

For the most part, Kauai's 108 miles of state highways were not damaged by the storm. But mud and debris covered the roads in many locations and damaged signs and utility poles, and trees made passage through certain sections impossible.

Within 24 hours, highway crews had cleared a traffic lane between Lihue and Kapaa. Eventually, 6,000 signs had to be replaced, 15 traffic signal systems had to be restored, pavement at Kekaha had to be reconstructed and missing pavement markers replaced.

DOT's response to the Hurricane was not limited to its Kauai staff. Employees from other islands flew to Kauai to assist in the clean-up and allow the Kauai employees to attend to matters at home, as well as at work.

One discordant note in the aftermath of the hurricane, was the appearance of aircraft over Kauai that were not part of the emergency relief operation, but rather private entrepreneurs from other islands offering sightseeing tours.

Consequently, we have begun efforts to purchase the Princeville Airport so that in times of emergency we would have complete control of aviation facilities.

In addition to responding to the emergency conditions caused by Hurricane Iniki, we continued our efforts to improve our facilities statewide.

The Interstate Route H-3 passed a milestone with completion of the \$135 million Windward Viaduct.

We acquired land rights to all of Halawa Valley, from ridge to ridge.

We continued the redesign of a section of the H-3 in Halawa Valley to avoid two sites considered by some Hawaiians to have cultural significance. The estimated additional cost for the redesigning and building of this section has increased from \$10 million to \$42 million and delayed completion of the H-3 by two years. It is now anticipated that the project will be completed in mid-1996.

The Department has established a Transportation Demand Management (TDM) office to originate and implement programs designed to reduce the number of vehicles on our roads.



*Rex Johnson,
Director, State
Department of
Transportation*

One highly visible TDM measure begun during the year was a commuter ferry service between Barbers Point Harbor and Honolulu Harbor. However, the ferry service did not attract enough riders to make it a viable enterprise and service was suspended for a year.

Our Telework Center at Mililani is a success and we are now working to establish a Telework Center in Kapolei to allow employees who live in the Leeward Oahu area to work from Kapolei rather than commute into Downtown Honolulu each day. Those working in the Telework Center would use the "electronic highway" to move work back and forth rather than adding to the congestion on our roads.

For the sixth consecutive year, the Department joined with the City and County of Honolulu Department of Transportation Services and other private agencies to conduct the "Beat the School Jam" program. We encouraged carpooling, staggering work hours, adjusting travel times, and riding the bus, a bicycle or walking as a means reducing congestion during the transition from summer traffic to school traffic.

We expanded our "Dare to Share" campaign, which began last year, into RideShare Week. Employees at various government agencies and private businesses were encouraged to reduce traffic congestion by not driving alone during rush hour.

Transportation System Management (TSM) approaches to reducing congestion, increasing the efficiency of the existing roads through the use of contraflow, shoulder and High Occupancy Vehicle lanes, are being handled by our Traffic and Construction branches.

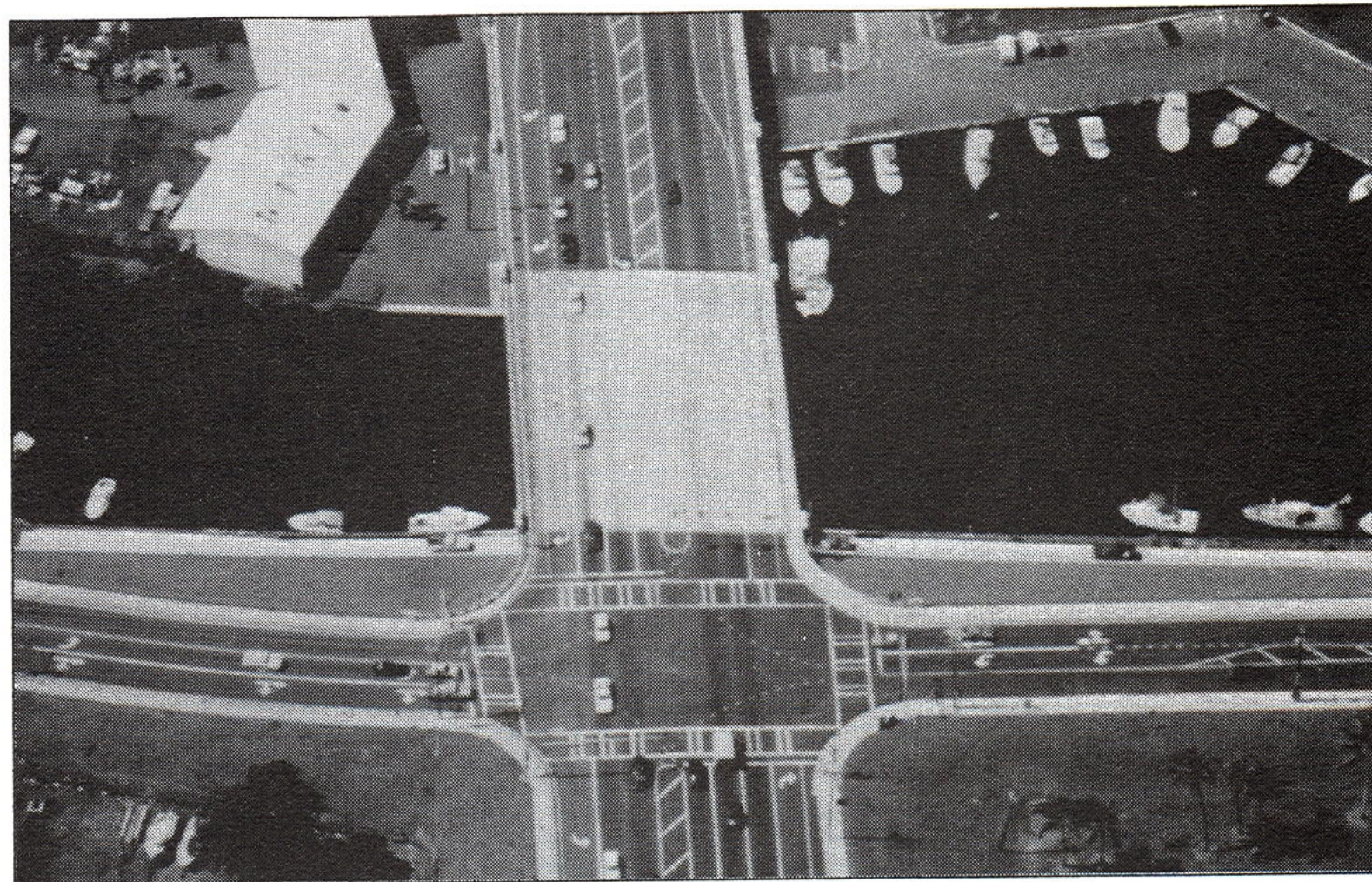
We are also juggling positions and adding personnel, to complete the intermodal planning required under the federal Intermodal Surface Transportation Efficiency Act (ISTEA).

The Department is also looking at innovative ways of informing the public about its projects. One, an interactive, multi-media system, was developed in cooperation with the Department of Business, Economic Development and Tourism and the Pacific International Center for High Technology Research.

Utilizing computer technology, the system can be programmed to make a complete presentation of a project or to allow individuals to select aspects of the presentation for either replay or further explanation.

We are continuing the expansion of our airport system in order to meet the demands placed on it by local, Mainland and international travelers.

Nearing completion at Honolulu International Airport is the Central Building and parking lot of the Interisland Terminal Complex. The seven-level facility is intended to take care of the needs of our interisland travelers well into the next century.



Above: Aerial view of the completed Wailoa River Bridge in Hilo

Front cover: Construction on the new Pier 3 at Nawiliwili Harbor continues.

We completed the purchase of the Kapalua-West Maui Airport from Hawaiian Airlines and will continue to operate it under the same conditions.

One of the difficult situations which we are working diligently to resolve is landing fees and airline leases.

With the reduction in revenue from the Duty Free contract, more of the costs of operating and maintaining the airport system have to be borne by the airlines, which enjoyed the benefits of the unusually large previous Duty Free contract.

We are continuing to negotiate with the airlines, as we have been doing for more than a year, in an effort to reach an agreement that is acceptable to all.

The Department continues to work with the Aloha Tower Development Corporation in the development of the Aloha Tower Complex.

In June, our Adopt-A-Highway program reached its second anniversary. Statewide, 381 groups have pledged to do their part to make our highways look better by picking up litter on a two-mile section of highway a minimum of four times a year for two years.

Our Traffic Helicopter Program completed its third year. "Capt. Irwin" Malzman provides traffic reports four times an hour during the morning and afternoon peak traffic periods, Monday through Friday. The "Capt. Irwin" reports are carried on more than 20 radio stations and in return we have received more than \$1 million worth of air time for our traffic safety, seat belt, pedestrian safety, and DUI public awareness campaigns.

Sincerely,


Rex Johnson
Director of Transportation

AIRPORTS DIVISION- ANNUAL REPORT 1993

Reflecting the impact of the worldwide recession and the decline in Japanese tourism, the state airport system posted a small decline in overall passenger traffic in FY93. For the year, Hawaii's airports handled 34,088,396 passengers, a 3 percent drop from the previous year.

The Airports Division owns and operates 15 airports throughout the state.

The Oahu District manages Honolulu International Airport, the 15th busiest airport in the United States and 20th busiest in the world; Dillingham Airfield; and a small airstrip at Ford Island which is leased from the federal government for general aviation.

The Maui District manages Kahului, Hana, Lanai, Molokai, and Kalaupapa airports along with the 50-acre Kapalua-West Maui Airport, which the state purchased in October 1992 and began operating on April 1, 1993.

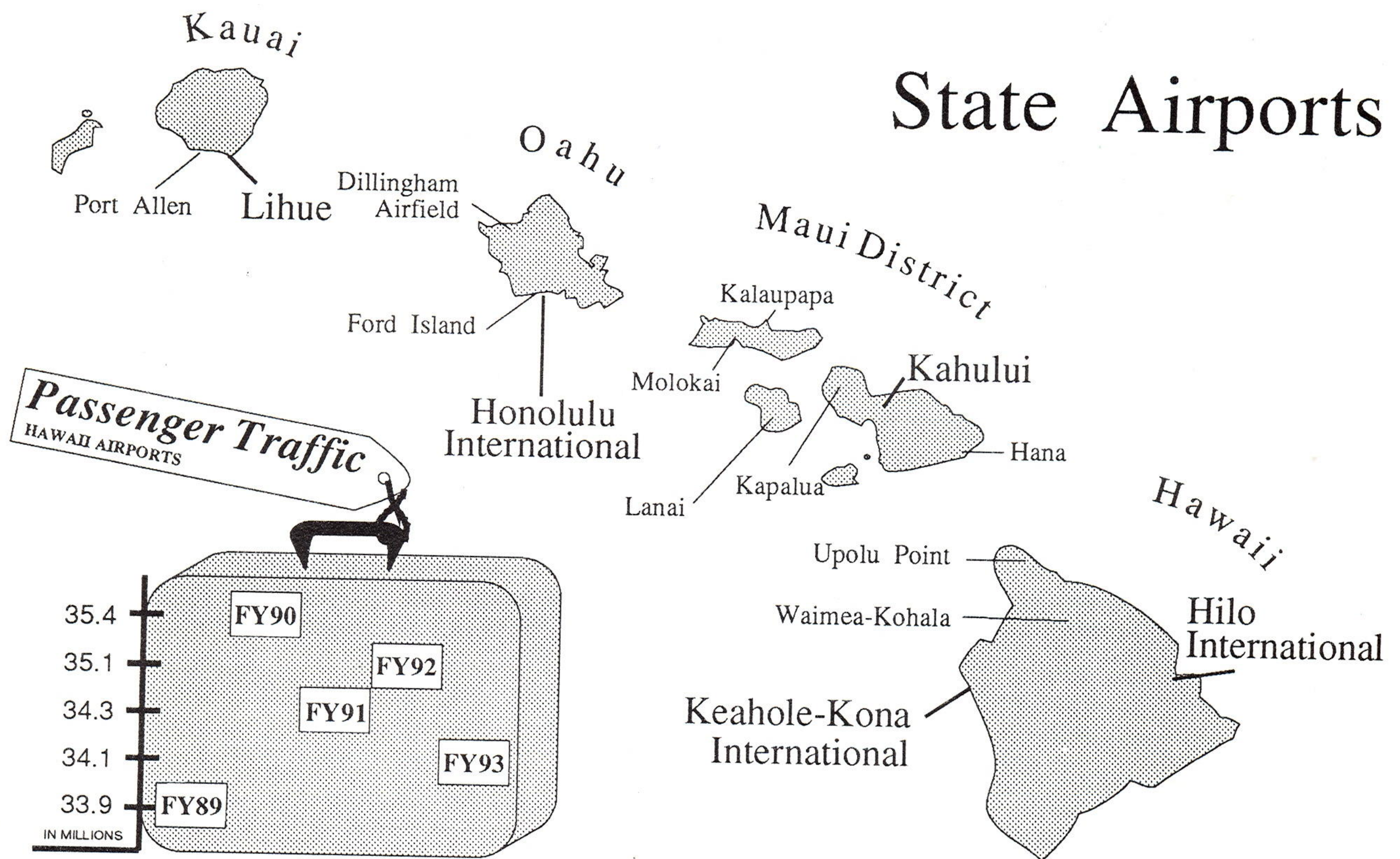
The Kauai District manages Lihue Airport and a general aviation airport at Port Allen.

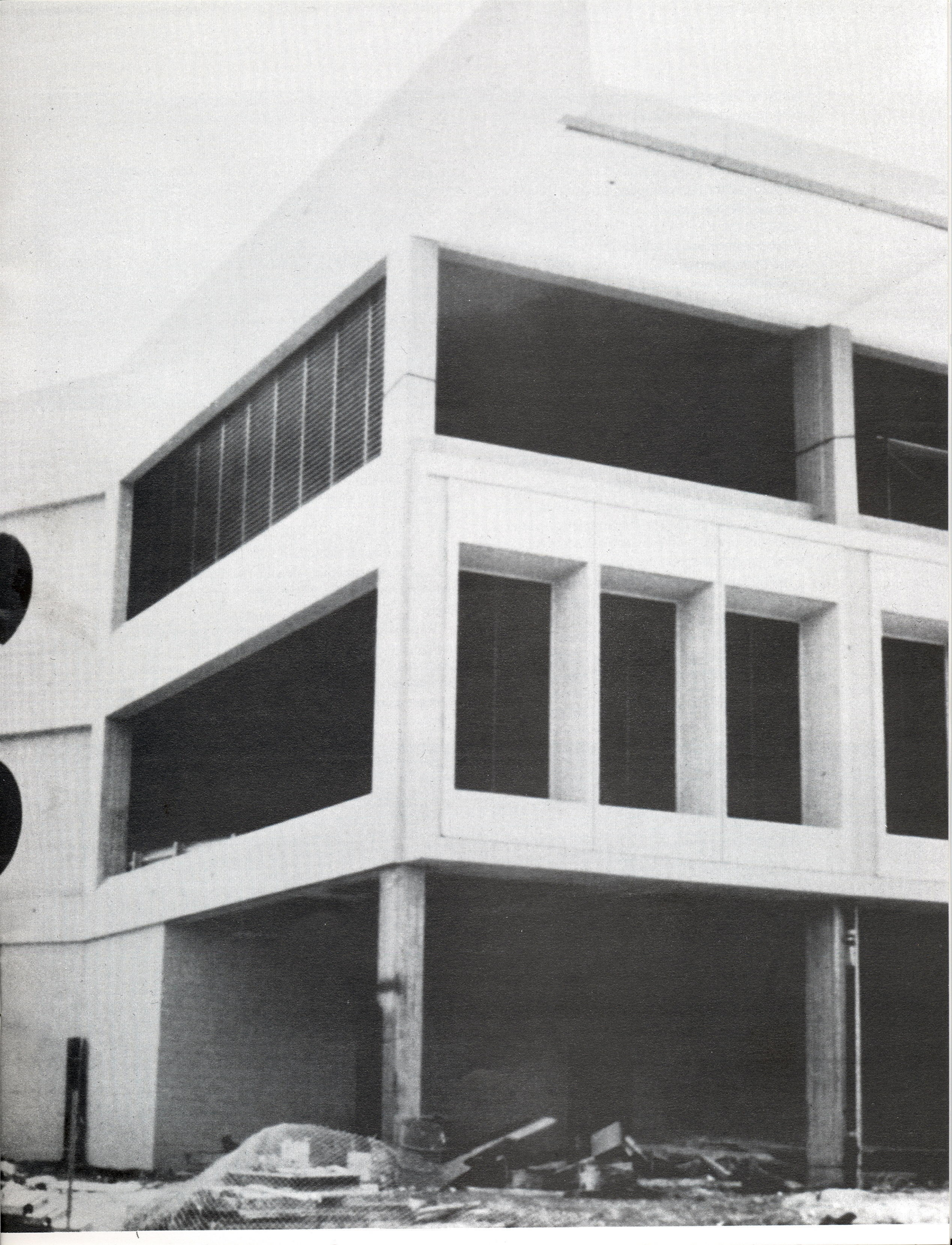
The Hawaii District manages Hilo International, Keahole-Kona International, Waimea-Kohala, and Upolu airports.

Nationally and worldwide, Honolulu International Airport (HIA) remained among the busiest airports. HIA handled 22,204,488 passengers in FY93, down 3 percent from FY92. HIA also handled 340,416 tons of cargo in FY93, down 9.1 percent from the previous year.

The airport system has experienced a substantial drop in revenues due to the reduced amount of the Duty Free concession contract. The revenue generated from the Duty Free contract declined from approximately \$300 million in the final year of the old contract to \$100 million in the first year of the new contract.

This reduction, coupled with the current economic difficulties being experienced by the airlines, has led to the deferment of the new International Terminal Building (ITB) and other construction projects.





At the end of the fiscal year, the new Interisland Terminal Complex (IIT) at HIA was almost ready to open its doors for business. The opening of this \$130 million structure will culminate more than 10 years of planning and construction. It is the largest airport project undertaken to date by the state Department of Transportation.

The seven-floor, 600,000-square-foot facility includes baggage claim and ground transportation facilities, ticket lobbies, concessions, passenger waiting areas, an intra-airport transportation station for the Wiki Wiki Bus and provisions for the future Automated People Mover (APM), public parking for 1,700 vehicles and state Airports Division offices.

Work continues on the new wide body aircraft gates 31-34 at the Ewa Concourse. When completed in late 1993, this project will provide four additional gates to service overseas and international flights.

Work has also begun on the new Airport Training Center Building on the South Ramp. When completed in 1994, this project will provide work shops and classrooms for Airports Division personnel and up to 150 Honolulu Community College students studying aviation related fields.

Kahului Airport is the second busiest airport in Hawaii, handling 5,394,744 passengers in FY93, an increase of 9.2 percent over the previous year.

The final phase of the new Kahului Airport Terminal Building was completed in February 1993. Four additional holdrooms and 12 aircraft gates were constructed in the \$72 million project to



better serve the increasing number of interisland and domestic travelers.

The relocation of Kahului Airport's Aircraft Rescue and Fire Fighting (ARFF) Facility continued through FY93 and is scheduled for completion in late 1994.

Lihue Airport suffered a 33.4 percent passenger decline to 1,839,430 due to Hurricane Iniki. Despite the drop, Lihue Airport remained the fourth busiest airport in the state.

To prepare for projected increases in passenger traffic, the Airports Division has updated the Lihue Airport Master Plan and completed several airside and landside improvement projects.

Recommendations in the master plan for improvements include: extension of Runway 17-35 to 8,500 feet to adequately accommodate the landing and takeoff of non-stop widebody aircraft to the Mainland; a terminal area expansion, including extension of the aircraft parking apron, passenger terminal concourse and the construction

*Previous Page:
Gates 31-34 at HIA
were nearing
completion.*

*Top: Damage done
at Lihue Airport by
Hurricane Iniki.*

*Right: A new cargo
building was
completed at Lanai
Airport.*



of four new connecting taxiways; an additional cargo building; new Aircraft Rescue and Fire Fighting Station; and a new National Weather Service facility.

Keahole-Kona International Airport handled 2,209,657 passengers in FY93, an increase of 4.2 percent over FY92, making it the third busiest airport in the state.

The Keahole runway/taxiway overlay is scheduled for completion in mid 1994. This project will strengthen the existing 6,500-foot runway and associated taxiways.

Also ongoing is the runway/taxiway extension. This project will extend Runway 17-35 to 11,000 feet, which will allow fully loaded wide-body aircraft to takeoff from Keahole.

Hilo International Airport is the fifth busiest airport in the state, handling 1,594,532 passengers in FY93, an increase of 4.4 percent over FY92.

Among the major improvements underway at Hilo International Airport is the Aircraft Rescue and Fire Fighting Training Facility. Construction began on this project in November 1992 and is expected to be completed in November 1993. This project will provide the facilities for the ARFF drills required by the FAA.

Also at Hilo International Airport, a general aviation project to build eight new T-hangars began in March 1993 and is scheduled for completion in FY94.

Lanai Airport was used by 139,762 passengers in FY93, a 1.0 percent increase over the previous year.

With an emerging tourist industry on the island of Lanai, the Airports Division began construction of a new terminal in January 1993. The single-story, 15,000-square-foot terminal will be five times larger than the existing terminal and will include space for a gift shop and food and beverage concessions. It will have enough counter space for six airlines.

The new terminal is scheduled to be completed in early 1994 along with infrastructure improvements to the airport access road, parking and utilities.

Construction of a new \$450,000 cargo building which began in April 1992 was completed in February 1993. The 4,000 square foot, metal-frame building consists of 2,400 square feet of cargo space, a maintenance shop, maintenance office and an emergency generator room.

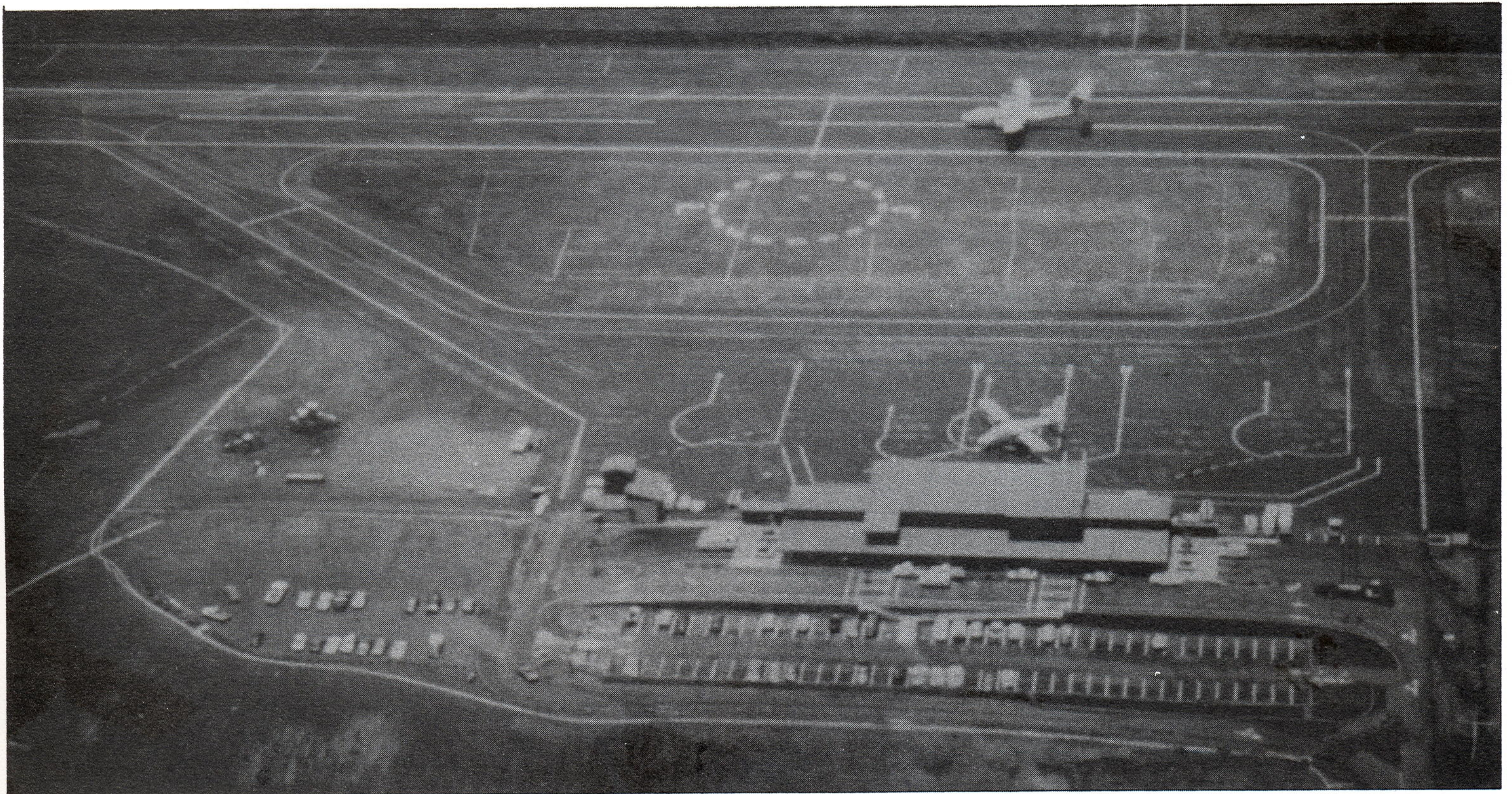
Molokai Airport was used by 301,832 passengers in FY93, a decrease of 5.2 percent from FY92.

Renovation work is currently underway on the passenger terminal and support facilities to accommodate existing passenger traffic at Molokai Airport.

Renovation of the 24,000 square foot terminal began in November 1992 and is expected to be completed in late 1993 at an estimated cost of \$1.5 million.

Once completed, the terminal will have an upgraded passenger waiting area, ticket lobby, air cargo handling facilities and tenant lease area.

*Aerial View of the
Kapalua West
Maui Airport*



THE DEPARTMENT OF TRANSPORTATION

The Department of Transportation was formed shortly after Hawaii became a state in 1959.

It has three divisions, Airports, Harbors, and Highways, which are supported by 10 departmental staff offices.

The offices are Statewide Transportation Planning; Hazardous Materials; Public Affairs; Visitor Information; PPB Management and Analytical; Personnel; Business Management; Computer Systems and Services; Contracts; and Property Management.

Funding

The DOT is required by law to generate its own monies to fund its programs and projects. Independent special funds were established for each of the three division's major programs.

Each fund is expected to generate enough revenue to pay for program operation and maintenance costs and to contribute a fee to the State General Fund for central services.

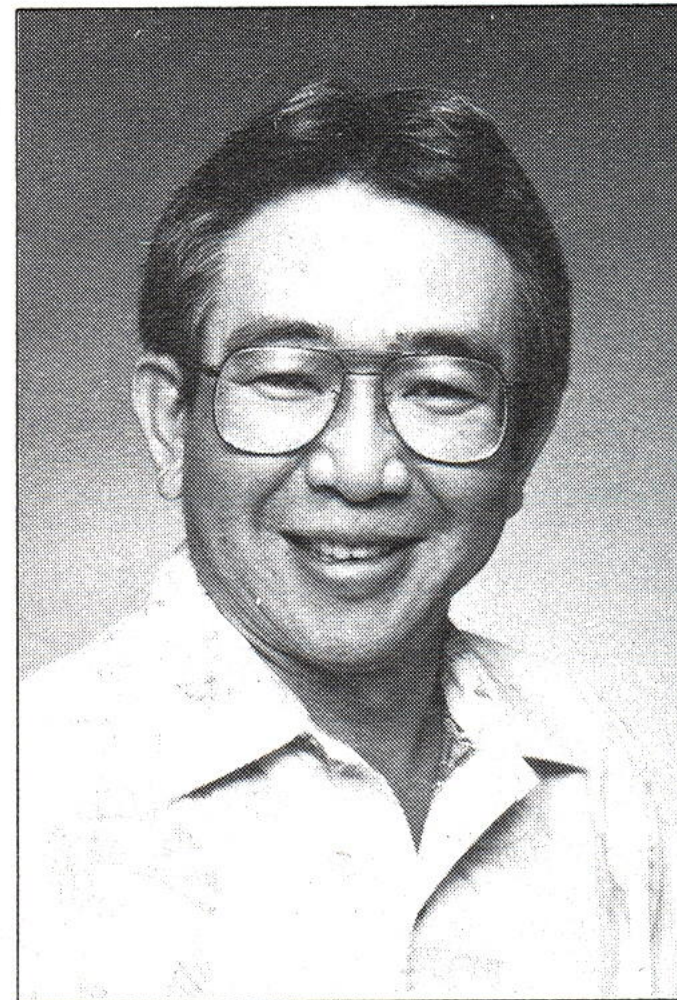
That fee is set at 5 percent of each special fund's gross revenues after debt service.

These special funds must also provide a higher level of cash financing in the Capital Improvement Program to ease the burden on debt service.

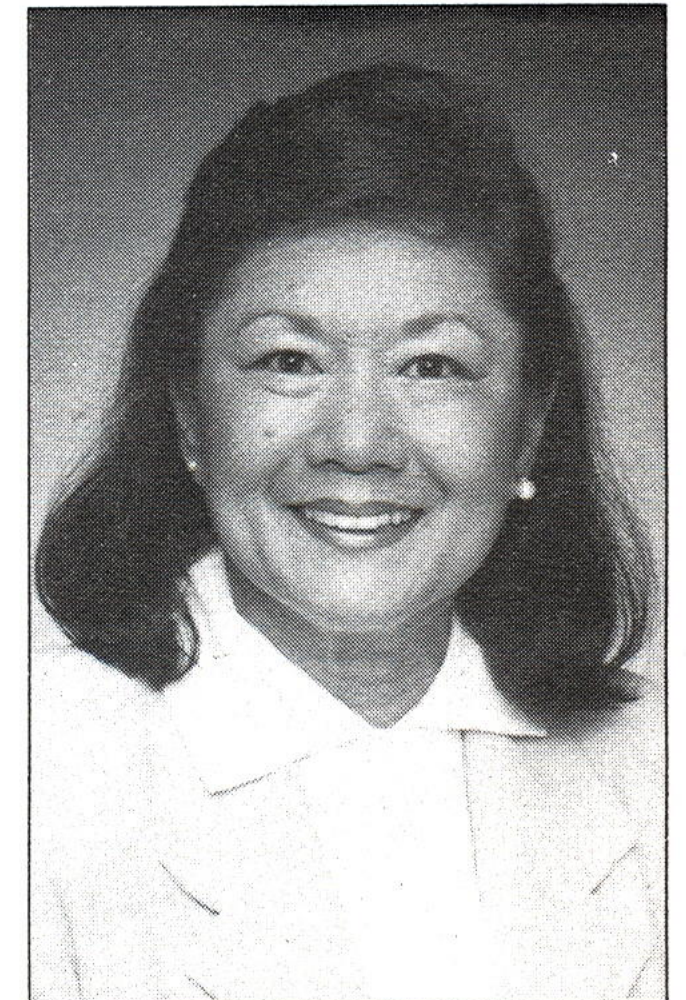
Since the Capital Improvement Program is large, the DOT continues to rely on reimbursable General Obligation Bonds and federal aid to help fund programs and projects.

Highway Fund

The State Highway Fund was established under Section 248-8 HRS, as amended. The principal sources of revenue are a 16 cent per gallon fuel tax



Calvin Tsuda, Deputy Director



Joyce Omine, Deputy Director

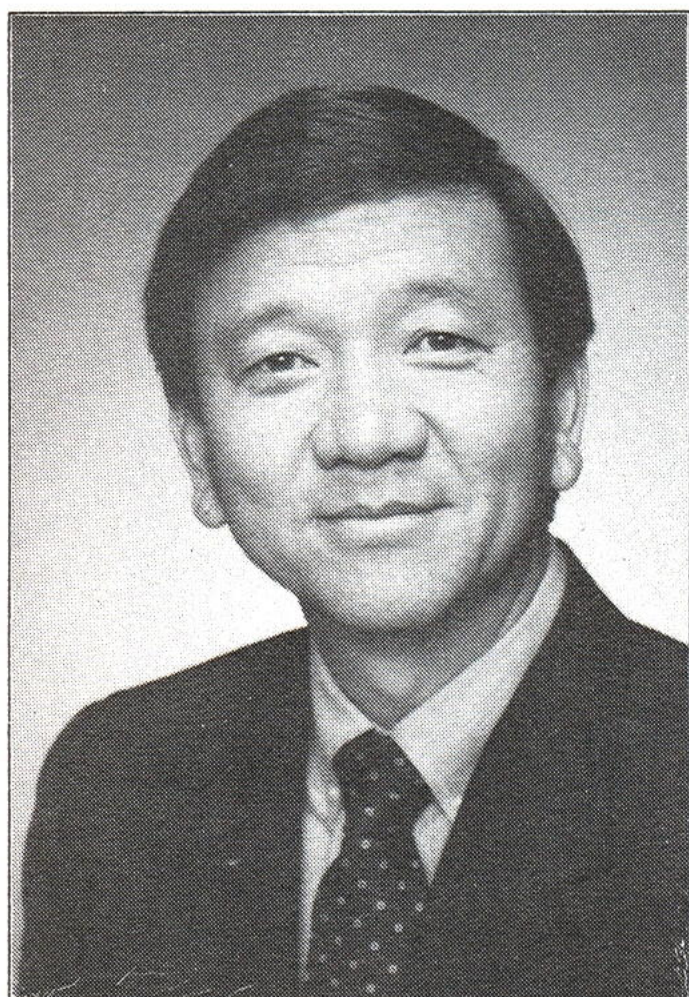
and a vehicle weight tax of 3/4 cent per pound for vehicles weighing less than 4,000 pounds, 1 cent per pound for vehicles between 4,000 and 7,000 pounds, 1 and 1/4 cent per pound for vehicles from 7,000 to 10,000 pounds and a flat \$150 for vehicles over 10,000 pounds.

Airport Revenue Fund

The Airport Revenue Fund was created under Section 261-5, HRS. Its primary revenue sources are the aviation fuel tax, landing fees, airport use charges, concession fees, and investment income. Other revenue sources include rentals and miscellaneous earnings.

Harbor Special Fund

The Harbor Special Fund was established under Section 266-19, HRS. The majority of the fund's revenues come from fees and charges for wharfage, dockage, demurrage, and the rental of land and wharf space at the state's commercial harbors. The remaining amount is generated from various service charges, permits, and licenses.



Al Pang, Deputy Director



Jeanne Schultz, Deputy Director

AIRPORTS DIVISION

Statements of Revenues, Expenses and Changes in Retained Earnings

| <i>Years ended June 30</i> | <i>1993</i> | <i>1992</i> |
|---|--------------|--------------|
| Operating Revenues | | |
| Concession Fees | 334,557,739 | 294,900,176 |
| Aeronautical rentals | 16,954,719 | 13,825,594 |
| Airport use charge and landing fees | 19,856,416 | 7,743,749 |
| Aviation fuel tax | 6,438,009 | 7,311,745 |
| Nonaeronautical rentals | 5,446,694 | 4,735,288 |
| Miscellaneous | 5,446,201 | 6,014,500 |
| | | |
| Total Operating Revenues | 388,699,778 | 334,531,052 |
| Operating expenses other than depreciation | 126,278,943 | 110,828,476 |
| Operating income before depreciation | 262,420,835 | 223,702,576 |
| Depreciation | 46,843,857 | 35,938,518 |
| Operating Income | 215,576,978 | 187,764,058 |
| Nonoperating revenues (expenses): | | |
| Interest income: | | |
| Certificates of deposit, repurchase agreements and U.S. Government securities | 22,996,437 | 37,538,587 |
| Note receivable | 7,986,336 | 7,505,802 |
| Investment in direct financing leases | 3,015,518 | 3,063,811 |
| Interest expense: | | |
| Revenue Bonds: | | |
| Airports system | (72,864,500) | (71,114,981) |
| Special facility | (3,015,518) | (3,063,811) |
| General obligation bonds | (631,249) | (798,745) |
| Loss on disposal of property, plant and equipment | (11,084,500) | (5,928,925) |
| Other | (3,258,827) | (76,899) |
| | (56,856,303) | (32,875,161) |
| Income before extraordinary item | 158,720,675 | 154,888,897 |
| | | |
| Extraordinary item - loss on refunding of Airports system revenue bonds | (7,327,230) | — |
| | | |
| Net income | 151,393,445 | 154,888,897 |
| Depreciation expense transferred to contributed capital - Federal Government grants | 7,899,366 | 6,916,487 |
| | | |
| Retained earnings at beginning of year | 772,987,136 | 611,181,752 |
| Retained earnings at end of year | 932,279,947 | 772,987,136 |

PROJECTS COMPLETED & IN PROGRESS FISCAL YEAR 1992-1993

| Project | Started | Completed | Cost | Description |
|--|---------|-----------|-----------|---|
| Honolulu International Airport Acquisition of US Gov't land in exchange for housing | 9/92 | 3/94 | \$26.9M | Plan, design & construct 100 family housing units |
| Honolulu International Airport Aerospace Museum Interior Improvements | 1/91 | 1/93 | \$1.3M | Walls, Flooring, ceiling & electric Imp |
| Honolulu International Airport Air Conditioning System Modification, Phase I | 8/91 | 2/93 | \$16.1M | Centralize air conditioning chilled water system |
| Honolulu International Airport Division Administration Office | 1/93 | 8/93 | \$5.0M | New division admin. office at Interisland Terminal |
| Honolulu International Airport Elect. Distribution System Modernization, Phase I | 3/92 | 9/93 | \$15.3M | Power & commun. ducts from airport substation |
| Honolulu International Airport Elect. Distribution System Modernization, Phase II | 7/92 | 8/93 | \$1.9M | Power & communications ducts for overseas terminal |
| Honolulu International Airport Energy Monitoring & Control System, Phase II | 12/88 | 8/92 | \$4.6M | Energy monitor. & control system-overseas terminal |
| Honolulu International Airport Flight Information Display System-Phase IIB | 12/90 | 3/94 | \$8.2M | Additional flight information display terminals |
| Honolulu International Airport South Ramp General Aviation Improvements | 6/91 | 10/92 | \$7.8M | Construct T-Hangars and G.A. building |
| Honolulu International Airport Hickam Air Base Perimeter Fence | 11/92 | 5/93 | \$463,720 | Plan, design & construct new perimeter fence |
| Honolulu International Airport Hickam Air Base Ammunition Bunker | 9/92 | 9/93 | \$1.7M | Construct replacement ammunition bunker |
| Honolulu International Airport Ice Machine Modification | 5/91 | 1/93 | \$593,848 | Modify existing w/more efficient system |
| Honolulu International Airport Interisland Terminal Central Building & 2nd Level Roadways | 12/90 | 7/93 | \$139.1M | Construct new terminal |
| Honolulu International Airport Install Electric Water Coolers in Public Areas | 10/92 | 9/93 | \$222,479 | Additional water fountains for public use |
| Honolulu International Airport International Terminal Building, Primary Power & Communications | 4/93 | 10/93 | \$3.5M | Underground power & communication ducts |
| Honolulu International Airport Interisland Airfield Aprons Phase IV | 11/92 | 12/93 | \$4.8M | New hardstands, paving & fuel lines at IIT |
| Honolulu International Airport International Terminal Building Demolition-Phase I | 1/93 | 7/93 | \$1.1M | Removal of buildings in footprint of ITB (36 acres) |
| Honolulu International Airport Lagoon Drive Extension Phase III, Unit 1 & 2 | 3/91 | 9/93 | \$22.5M | Construct aprons, access roads, parking & utilities |
| Honolulu International Airport Loading Bridges for Ewa Concourse Expansion (8) | 11/91 | 8/93 | \$2.7M | Loading bridges for gates 31-34 |
| Honolulu International Airport Loading Bridges for Interisland Terminal (5) | 11/91 | 3/94 | \$1.7M | Loading Bridges for Interisland Terminal |
| Honolulu International Airport Loading Bridges for Interisland Terminal (8) | 11/91 | 7/93 | \$2.8M | Loading bridges for Interisland Terminal |
| Honolulu International Airport Makai Pier Phase I and Mauka Pier | 2/92 | 5/93 | \$10.0M | Second level holdrooms w/gates & operation areas |
| Honolulu International Airport Modification to Int'l Arrivals Building, Phase IVE | 3/92 | 11/92 | \$2.5M | 3rd floor, INS & Custom Area Improvements |
| Honolulu International Airport Modification to Int'l Arrivals Building, Phase IVF | 11/92 | 9/93 | \$930,000 | Asbestos Removal, INS & group tour renovations |
| Honolulu International Airport New 747 Gates 31-34, Phase I | 11/91 | 1/94 | \$46.4M | Expansion of Ewa Concourse |
| Honolulu International Airport New Airline VIP Lounges, Phase I | 2/92 | 1/93 | \$896,260 | Continental Airline VIP Lounge |
| Honolulu International Airport New Employee Parking Lot At Aolele Street | 8/92 | 1/93 | \$697,984 | 611 stall employee parking lot at Lagoon & Aolele |
| Honolulu International Airport Overseas Terminal Hardstands, Phase I | 8/91 | 10/92 | \$11.5M | Provide new hardstands on Ewa Wing |
| Honolulu International Airport Overseas Terminal Hardstands, Phase II | 7/91 | 12/93 | \$21.1M | Provide five new hardstands on DH Wing |
| Honolulu International Airport Public Address System-Phase I | 9/88 | 6/93 | \$3.3M | P.A. system for overseas terminal |
| Honolulu International Airport Relocation of ARFF Station #1 | 7/91 | 12/93 | \$4.5M | Construct new fire station |
| Honolulu International Airport Replacement of Fueling System | 9/88 | 4/93 | \$392,550 | Install underground fuel tank & dispenser |
| Honolulu International Airport Security System-Phase I | 10/88 | 6/93 | \$13.3M | Airport security system for overseas terminal |
| Honolulu International Airport Security System, Phase IIA | 2/93 | 9/93 | \$1.7M | Provide security for Interisland Terminal |
| Honolulu International Airport Sewage Lift Station Relocation | 6/93 | 6/94 | \$1.9M | Relocate so taxiways "G" & "L" can be realigned |
| Honolulu International Airport South Ramp Air Cargo Facility | 4/89 | 11/92 | \$9.3M | Air cargo facilities site prep & hardstand construction |
| Honolulu International Airport Storm Water System Modification | 9/92 | 11/92 | \$85,400 | Modify 33 existing oil/water separators |
| Honolulu International Airport Telecommunications System | 1/91 | 5/93 | \$1.4M | New telephone system at HIA |
| Honolulu International Airport Training Center Building, Phase I, South Ramp | 5/93 | 11/94 | \$10.5M | Construct building & infrastructure |
| Statewide Additions to Security Systems | 12/91 | 9/92 | \$1.0M | Security system at Kahului Airport |
| Statewide Runway & Taxiway Signs | 10/90 | 10/92 | \$1.1M | Install taxiway signs & distance to go markers |
| Statewide Replacement Loading Bridges (10) | 11/91 | 2/93 | \$4.1M | New replacement loading bridges as needed |
| Hilo International Airport ARFF Training Facility | 11/92 | 9/93 | \$2.5M | Training pit for airport firefighters |
| Hilo International Airport Miscellaneous Improvements | 8/91 | 7/92 | \$112,100 | Display for memorabilia and plaques, Phase I |
| Hilo International Airport T-Hangars | 3/93 | 11/93 | \$1.1M | Construct 8 bay T-hangar for light aircraft |
| Hilo International Airport Telephone System | 2/93 | 8/93 | \$239,950 | Provide state-of-the-art phone system |
| Hilo International Airport Various Improvements, Phase I | 11/92 | 8/93 | \$582,532 | Restroom expansion/agriculture machine protection |
| Hilo International Airport Loading Bridges (4) | 11/91 | 2/93 | \$1.6M | New loading bridges |

| Project | Start | Completed | Cost | Description |
|---|-------|-----------|-----------|--|
| Kahului Airport Keolani Place Improvements, Phase II | 3/91 | 5/93 | \$2.1M | Widen Keolani Place to four lanes |
| Kahului Airport Loading Bridges (9) | 11/91 | 2/93 | \$3.5M | New loading bridges |
| Kahului Airport Loading Bridges, Phase I | 2/89 | 7/92 | \$4.9M | Installation of 11 aircraft loading bridges |
| Kahului Airport Relocate ARFF Facility | 10/92 | 12/94 | \$3.6M | Relocate aircraft rescue & fire fighting station |
| Kahului Airport Terminal Building, Phase I Unit 2 | 3/91 | 2/93 | \$72.8M | Construct four additional holdroom (12 gates) |
| Kalaupapa Airport Various Repairs & Improvements | 7/91 | 9/92 | \$8.1M | Improvements to runway & infrastructure |
| Keahole Airport Baggage Claim Unit 2 | 2/93 | 8/93 | \$553,000 | Mechanize Hawaiian Airline's baggage claim area |
| Keahole Airport Cargo Building | 12/91 | 8/92 | \$1.3M | Provide temporary commuter terminal |
| Keahole Airport Ground Transportation Buildings | 9/91 | 9/92 | \$1.5M | Expand U-Drive building & modify parking lot |
| Keahole Airport Loading Bridges (8) | 11/91 | 9/94 | \$3.2M | New loading bridges |
| Keahole Airport Mass Grading, Phase I | 8/92 | 6/93 | \$6.8M | Mass grading for airport improvement projects |
| Keahole Airport Runway/Taxiway Overlay | 2/93 | 6/94 | \$23.4M | Strengthen existing runway & associated taxiways |
| Keahole Airport Runway/Taxiway Extension/ARFF Road | 12/92 | 12/93 | \$15.8M | Extend Runway 17-35 & associated taxiways |
| Keahole Airport Security Fencing/Access Road | 9/92 | 3/93 | \$1.1M | Construct vehicular access road/security fence |
| Keahole Airport Terminal Baggage Claim 329/Cargo Building 331 | 9/91 | 7/92 | \$1.3M | Install belt baggage claim system at Claim Area A |
| Keahole Airport Terminal System Control DOT/DEA Facs | 8/92 | 6/93 | \$3.5M | Construct commun./admin spaces for DOT/DEA |
| Lanai Airport Access Road, Parking & Utilities | 1/93 | 1/94 | \$5.2M | Upgrade airport access road & utilities |
| Lanai Airport Additional Taxiway & Hardstand Areas | 7/90 | 2/93 | \$5.1M | Increase apron & vehicle parking |
| Lanai Airport Cargo Building | 4/92 | 2/93 | \$635,438 | Construct single-story, 4,000 sq. ft. steel building |
| Lanai Airport Passenger Terminal Building | 1/93 | 1/94 | \$6.5M | Construct 15,000 sq. ft. terminal building w/parking |
| Lihue Airport Apron and Lease Lot Development | 7/91 | 8/92 | \$5.5M | Extension of cargo apron |
| Lihue Airport Loading Bridges (8) | 11/91 | 9/92 | \$3.3M | New loading bridges |
| Lihue Airport Miscellaneous Improvements | 1/90 | 7/92 | \$2.1M | Improve safety, security & operational efficiency |
| Lihue Airport Terminal Building Modification | 8/92 | 5/93 | \$550,904 | Renovation for airport office & Gov. Lounge |
| Molokai Airport Terminal Modification Improvements | 11/92 | 11/93 | \$2.1M | Expand passenger terminal & support facilities |
| Honolulu Harbor, Pier 51 | 2/91 | 9/93 | \$5.6M | Additional container yard |
| 22 Honolulu Harbor, Pier 29 | 5/92 | 10/92 | \$37,000 | New women's restroom |
| Honolulu Harbor, Pier 39-40 | 11/92 | 12/93 | \$7.5M | New pier & strengthening |
| Honolulu Harbor, Pier 53 | 1/93 | 2/94 | \$4.8M | 330-foot pier extension |
| Honolulu Harbor, CY-6 & CY-9 | 10/92 | 12/93 | \$2.8M | Pave container yard |
| Honolulu Harbor, Pier 10-11 | 2/93 | 4/93 | \$100,000 | Repair fender system |
| Honolulu Harbor, Sand Island Container Yard | 8/92 | 3/93 | \$500,000 | Reconstruct pavement |
| Honolulu Harbor, Piers 1 & 2 | 4/93 | 7/93 | \$85,000 | Maintenance dredging |
| Honolulu Harbor, Pier 34 | 2/93 | 7/93 | \$75,000 | Maintenance dredging |
| Honolulu Harbor, Sand Island Container Yard | 12/92 | 2/93 | \$70,000 | Reroof office building |
| Honolulu Harbor, Pier 40 | 1/93 | 2/93 | \$47,000 | Repair roof |
| Honolulu Harbor, Fort Armstrong | 10/92 | 11/92 | \$60,000 | Repair pavement |
| Honolulu Harbor, Pier 1 | 6/93 | 9/93 | \$130,000 | Repair pier structure |
| Honolulu Harbor, Pier 8 | 8/92 | 9/92 | \$50,000 | Repair fender system |
| Honolulu Harbor, Sand Island Container Yard | 4/93 | 10/93 | \$450,000 | Repair pavement |
| Honolulu Harbor, Pier 1 | 6/93 | 7/93 | \$36,000 | Repair jetty |
| Honolulu Harbor, Pier 26 | 5/93 | 6/93 | \$51,000 | Repair bulkhead |
| Honolulu Harbor, Pier 17 | 1/93 | 7/93 | \$55,000 | Repair electrical system |
| Honolulu Harbor, Pier 51 Container Yard | 2/92 | 9/92 | \$770,000 | Reconstruct pavement |
| Honolulu Harbor, Pier 19 | 5/92 | 2/93 | \$305,000 | Repair substructure |
| Honolulu Harbor Fort Armstrong | 6/92 | 9/93 | \$155,000 | Replace floodlight system |
| Honolulu Harbor Pier 24 | 11/92 | 12/92 | \$68,000 | Replace air conditioning equipment |
| Honolulu Harbor, Piers 27-29 | 6/92 | 8/92 | \$115,000 | Repair subsidence |
| Honolulu Harbor Pier 1 | 12/92 | 1/93 | \$58,000 | Repave apron |
| Barbers Point Harbor, S-1 & S-2 | 7/92 | 10/93 | \$1.9M | Pave container yard |
| Barbers Point Harbor, Lighting | 12/92 | 11/93 | \$168,000 | Lighting improvements |
| Barbers Point Harbor, Pier | 12/92 | 12/93 | \$1.5M | Pier for service vessels |
| Barbers Point Harbor, Basin Lights | 2/93 | 9/93 | \$176,000 | Light edges of basin |
| Barbers Point Harbor | 2/93 | 8/93 | \$30,000 | Modify office building |
| Kewalo Basin | 10/92 | 7/93 | \$130,000 | Repair fender system |