



TRANSPORTATION

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	2,153.50	1,756.50	- 397.00	18	2,153.50	1,761.00	- 392.50	18	2,153.50	2,112.00	- 41.50	2
EXPENDITURES (\$1000's)	688,729	595,511	- 93,218	14	162,899	116,572	- 46,327	28	549,372	587,965	+ 38,593	7
TOTAL COSTS												
POSITIONS	2,153.50	1,756.50	- 397.00	18	2,153.50	1,761.00	- 392.50	18	2,153.50	2,112.00	- 41.50	2
EXPENDITURES (\$1000's)	688,729	595,511	- 93,218	14	162,899	116,572	- 46,327	28	549,372	587,965	+ 38,593	7
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVE TIME FROM PLANE TOUCHDOWN TO PASSNGR DEPART(AIR)	35	35	+ 0	0	35	35	+ 0	0				
2. ACCIDENTS PER 100,000 PASS MOVEMENTS (AIR)	1	1	+ 0	0	1	1	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (AIR)	1081	1081	+ 0	0	1081	1081	+ 0	0				
4. DIRECT PROGRAM COST PER TON OF CARGO (WATER)	2.29	2.13	- 0.16	7	2.18	2.77	+ 0.59	27				
5. CARGO TONS PROC PER ACRE OF CONTAINER YARD	37975	33858	- 4117	11	32923	33585	+ 662	2				
6. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	2	+ 2	0	0	0	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

PROGRAM TITLE: TRANSPORTATION FACILITIES

03

PART I - EXPENDITURES AND POSITIONS

Position variances are generally due to delays in recruitment and filling of vacancies.

Expenditure variances are generally due to delays in filling of vacancies and delays or deferrals of repair and maintenance projects.

PART II - MEASURES OF EFFECTIVENESS

Specific variances are discussed in detail in the lowest level program narratives.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	1,204.50	986.50	- 218.00	18	1,204.50	999.50	- 205.00	17	1,204.50	1,163.00	- 41.50	3
EXPENDITURES (\$1000's)	321,227	297,404	- 23,823	7	72,630	66,389	- 6,241	9	262,302	268,907	+ 6,605	3
TOTAL COSTS												
POSITIONS	1,204.50	986.50	- 218.00	18	1,204.50	999.50	- 205.00	17	1,204.50	1,163.00	- 41.50	3
EXPENDITURES (\$1000's)	321,227	297,404	- 23,823	7	72,630	66,389	- 6,241	9	262,302	268,907	+ 6,605	3
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	35	35	+ 0	0	35	35	+ 0	0				
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	150	150	+ 0	0	150	150	+ 0	0				
3. TOTAL THROUGH-PUT COST PER PASSENGER (CENTS)	1213	1213	+ 0	0	1345	1345	+ 0	0				
4. ACCIDENTS PER 100,000 PASSENGER MOVEMENTS	1	1	+ 0	0	1	1	+ 0	0				

**VARIANCE REPORT NARRATIVE
FY 2011 AND FY 2012**

PROGRAM TITLE: AIR TRANSPORTATION FACILITIES AND SVCS

03 01

PART I - EXPENDITURES AND POSITIONS

PART II - MEASURES OF EFFECTIVENESS

(See Lowest Level Programs for Explanation of the Variances)

STATE OF HAWAII

PROGRAM TITLE: HONOLULU INTERNATIONAL AIRPORT
 PROGRAM-ID: TRN-102
 PROGRAM STRUCTURE NO: 030101

VARIANCE REPORT

REPORT V61
 12/14/11

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS												
	586.00	492.50	- 93.50	16	586.50	502.50	- 84.00	14	586.50	558.00	- 28.50	5
EXPENDITURES (\$1000's)												
	105,266	112,002	+ 6,736	6	24,096	22,836	- 1,260	5	93,820	96,563	+ 2,743	3
TOTAL COSTS												
POSITIONS												
	586.00	492.50	- 93.50	16	586.50	502.50	- 84.00	14	586.50	558.00	- 28.50	5
EXPENDITURES (\$1000's)												
	105,266	112,002	+ 6,736	6	24,096	22,836	- 1,260	5	93,820	96,563	+ 2,743	3
					FISCAL YEAR 2010-11				FISCAL YEAR 2011-12			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1.	AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	35	35	+ 0	0	35	35	+ 0	0			
2.	AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	150	150	+ 0	0	150	150	+ 0	0			
3.	THROUGH PUT COST PER PASSENGER (CENTS)	610	611	+ 1	0	630	623	- 7	1			
4.	NO. OF ACCIDENTS PER 100,000 SQ. FT.	.16	.14	- 0.02	13	.16	.14	- 0.02	13			
5.	NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1.5	1.5	+ 0	0	1.5	1.5	+ 0	0			
6.	TOTAL OPERATING COST PER SQ. FT. (CENTS)	3600	3446	- 154	4	3700	3515	- 185	5			
7.	RATING OF FACILITY BY USERS	9	9	+ 0	0	9	9	+ 0	0			
8.	RATING OF FACILITY BY AIRLINES (%)	8	8	+ 0	0	8	8	+ 0	0			
9.	AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	14	14	+ 0	0	14	14	+ 0	0			
10.	% CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	50	+ 0	0	50	50	+ 0	0			
PART III: PROGRAM TARGET GROUP												
1.	PASSENGERS (THOUSANDS)	19000	18338	- 662	3	19000	18676	- 324	2			
2.	CARGO (THOUSANDS OF TONS)	349	364	+ 15	4	350	371	+ 21	6			
3.	AIR MAIL (THOUSANDS OF TONS)	94	109	+ 15	16	95	111	+ 16	17			
4.	AIRCRAFT OPERATIONS (THOUSANDS)	277	268	- 9	3	278	273	- 5	2			
5.	WIDE BODY AIRCRAFT OPERATIONS (HUNDREDS)	431	402	- 29	7	431	410	- 21	5			
6.	CUSTODIAL SERVICES	231	231	+ 0	0	231	231	+ 0	0			
7.	CAPITAL IMPROVEMENT PROGRAM	175000	175000	+ 0	0	175000	175000	+ 0	0			
PART IV: PROGRAM ACTIVITY												
1.	RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	92	92	+ 0	0	92	92	+ 0	0			
2.	CARGO HANDLING AREA (1,000 SQ FT)	2700	2700	+ 0	0	2700	2700	+ 0	0			
3.	VEHICULAR CAPACITY IN PARKING STALLS	7850	7850	+ 0	0	7850	7850	+ 0	0			
4.	TERMINAL FACILITIES (1,000 SQ FT)	3250	3250	+ 0	0	3250	3250	+ 0	0			
5.	WIDE BODY AIRCRAFT GATES	29	29	+ 0	0	29	29	+ 0	0			
6.	RESTROOM FACILITY STANDARDS	227	227	+ 0	0	227	227	+ 0	0			
7.	CIP IMPLEMENTATION	175000	175000	+ 0	0	175000	175000	+ 0	0			

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 01
TRN 102

PROGRAM TITLE: HONOLULU INTERNATIONAL AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variance is due to transfer in of funds to cover increased expenses for routine maintenance, utilities and security.

B. FY 2012: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to payroll (labor savings) restrictions, savings from vacancies, and delays in repair and maintenance projects.

PART II - MEASURES OF EFFECTIVENESS

4. The variance is due to lower actual numbers of accidents reported.

PART III - PROGRAM TARGET GROUPS

3. The variance is due to an underestimation of mail volume.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	30.00	26.00	- 4.00	13	30.00	24.00	- 6.00	20	30.00	30.00	+ 0.00	0
EXPENDITURES (\$1000's)	5,750	5,181	- 569	10	1,106	1,067	- 39	4	5,171	5,110	- 61	1
TOTAL COSTS												
POSITIONS	30.00	26.00	- 4.00	13	30.00	24.00	- 6.00	20	30.00	30.00	+ 0.00	0
EXPENDITURES (\$1000's)	5,750	5,181	- 569	10	1,106	1,067	- 39	4	5,171	5,110	- 61	1
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0
2. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	1	1	+ 0	0	1	1	+ 0	0	1	1	+ 0	0
3. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0
PART III: PROGRAM TARGET GROUP												
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)	169	165	- 4	2	171	166	- 5	3				
2. CUSTODIAL SERVICES	0	0	+ 0	0	0	0	+ 0	0				
3. CAPITAL IMPROVEMENT PROGRAM	0	0	+ 0	0	0	0	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	38	38	+ 0	0	38	38	+ 0	0				
2. RESTROOM FACILITY STANDARDS	2	2	+ 0	0	2	2	+ 0	0				
3. CIP IMPLEMENTATION	0	0	+ 0	0	0	0	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 02
TRN 104

PROGRAM TITLE: GENERAL AVIATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance is due to delays in recruiting and hiring of vacant positions. The expenditure variance was due to the deferral of repair and maintenance projects, and deferral of equipment purchases.

B. FY 2011: The position variance is due to delays in recruiting and hiring of vacant positions.

PART II - MEASURES OF EFFECTIVENESS

No significant variances.

PART III - PROGRAM TARGET GROUPS

No significant variances.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	82.00	69.00	-	13.00	16	82.00	69.00	-	13.00	16	82.00	82.00	+	0.00	0
EXPENDITURES (\$1000's)	13,972	12,415	-	1,557	11	2,805	2,581	-	224	8	13,006	13,056	+	50	0
TOTAL COSTS															
POSITIONS	82.00	69.00	-	13.00	16	82.00	69.00	-	13.00	16	82.00	82.00	+	0.00	0
EXPENDITURES (\$1000's)	13,972	12,415	-	1,557	11	2,805	2,581	-	224	8	13,006	13,056	+	50	0
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	19	19	+	0	0	19	19	+	0	0					
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	90	90	+	0	0	90	90	+	0	0					
3. THROUGH-PUT COST PER PASSENGER (CENTS)	850	988	+	138	16	880	1008	+	128	15					
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	NO DATA	0	+	0	0	NO DATA	0	+	0	0					
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	NO DATA	0	+	0	0	NO DATA	0	+	0	0					
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	5300	4966	-	334	6	5400	5065	-	335	6					
7. RATING OF FACILITY BY USERS	8	8	+	0	0	8	8	+	0	0					
8. RATING OF FACILITY BY AIRLINES (%)	7	7	+	0	0	7	7	+	0	0					
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	8	8	+	0	0	8	8	+	0	0					
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	50	+	0	0	50	50	+	0	0					
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)	1413	1257	-	156	11	1415	1282	-	133	9					
2. CARGO (THOUSANDS OF TONS)	22	26	+	4	18	23	26	+	3	13					
3. AIR MAIL (TONS)	1727	3120	+	1393	81	1728	3120	+	1392	81					
4. AIRCRAFT OPERATIONS (THOUSANDS)	82	82	+	0	0	80	80	+	0	0					
5. CUSTODIAL SERVICES	17	17	+	0	0	17	17	+	0	0					
6. CAPITAL IMPROVEMENT PROGRAM	6265	6265	+	0	0	6265	6265	+	0	0					
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	65	65	+	0	0	65	65	+	0	0					
2. CARGO HANDLING AREA (1,000 SQ FT)	1020	1020	+	0	0	1020	1020	+	0	0					
3. VEHICULAR CAPACITY IN PARKING STALLS	705	705	+	0	0	705	705	+	0	0					
4. TERMINAL FACILITIES (1,000 SQ FT)	250	250	+	0	0	250	250	+	0	0					
5. RESTROOM FACILITY STANDARDS	17	17	+	0	0	17	17	+	0	0					
6. CIP IMPLEMENTATION	6265	6265	+	0	0	6265	6265	+	0	0					

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 03
TRN 111

PROGRAM TITLE: HILO INTERNATIONAL AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance is due to delays in filling vacant positions. The expenditure variance was due to savings from vacancies, deferral of equipment purchases, and delays in repair and maintenance projects.

B. FY 2012: The position variance is due to delays in recruiting and hiring of vacant positions. Expenditure variances are due to payroll (labor savings) restrictions, savings from vacancies, and delays in repair and maintenance projects.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to an underestimation of the through-put cost per passenger.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to the poor global economy making air travel an expense that is difficult for many people.
2. The variance is due to an underestimation of air cargo volume.
3. The variance is due to an underestimation of air mail volume.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	83.00	67.00	-	16.00	19	85.00	68.00	-	17.00	20	85.00	85.00	+	0.00	0
EXPENDITURES (\$1000's)	13,777	14,821	+	1,044	8	3,312	3,001	-	311	9	12,670	12,807	+	137	1
TOTAL COSTS															
POSITIONS	83.00	67.00	-	16.00	19	85.00	68.00	-	17.00	20	85.00	85.00	+	0.00	0
EXPENDITURES (\$1000's)	13,777	14,821	+	1,044	8	3,312	3,001	-	311	9	12,670	12,807	+	137	1
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	18	18	+	0	0	25	18	-	7	28					
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	94	94	+	0	0	94	94	+	0	0					
3. THROUGH-PUT COST PER PASSENGER (CENTS)	600	549	-	51	9	620	560	-	60	10					
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.01	0	-	0.01	100	.01	0	-	0.01	100					
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.16	0	-	0.16	100	.16	0	-	0.16	100					
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	8700	7411	-	1289	15	7000	7559	+	559	8					
7. RATING OF FACILITY BY USERS	9	9	+	0	0	9	9	+	0	0					
8. RATING OF FACILITY BY AIRLINES (%)	8	8	+	0	0	8	8	+	0	0					
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	8	8	+	0	0	8	8	+	0	0					
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	50	+	0	0	50	50	+	0	0					
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)	2821	2702	-	119	4	2822	2756	-	66	2					
2. CARGO (THOUSAND OF TONS)	20	18	-	2	10	20	19	-	1	5					
3. AIR MAIL (TONS)	7748	8386	+	638	8	7749	8554	+	805	10					
4. AIRCRAFT OPERATIONS (THOUSANDS)	127	114	-	13	10	128	116	-	12	9					
5. CUSTODIAL SERVICES	19	19	+	0	0	19	19	+	0	0					
6. CAPITAL IMPROVEMENT PROGRAM	3000	3000	+	0	0	3000	3000	+	0	0					
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	60	60	+	0	0	60	60	+	0	0					
2. CARGO HANDLING AREA (SQ. FT.)	161000	161000	+	0	0	161000	161000	+	0	0					
3. VEHICULAR CAPACITY IN PARKING STALLS	500	500	+	0	0	500	500	+	0	0					
4. TERMINAL FACILITIES (1,000 SQ FT)	200	200	+	0	0	200	200	+	0	0					
5. RESTROOM FACILITY STANDARDS	17	17	+	0	0	17	17	+	0	0					
6. CIP IMPLEMENTATION	3000	3000	+	0	0	3000	3000	+	0	0					

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 04
TRN 114

PROGRAM TITLE: KONA INTERNAT'L AIRPORT AT KE'AHOLE

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance is due to delays in filling vacant positions. Expenditure variance is due to transfer in of funds to cover increased expenses for routine maintenance, utilities and security.

B. FY 2012: The position variance is due to delays in filling vacant positions. Expenditure variance is due to vacancy savings and delays in repairs and maintenance projects.

PART II - MEASURES OF EFFECTIVENESS

4. The variance is due to no accidents reported.
5. The variance is due to no accidents reported.
6. The variance is due to an underestimation of the total operating cost per sq. ft.

PART III - PROGRAM TARGET GROUPS

2. The variance is due to lower actual cargo volume.
4. The variance is due to lower actual aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	8.00	3.00	-	5.00	63	6.00	1.00	-	5.00	83	6.00	6.00	+	0.00	0
EXPENDITURES (\$1000's)	1,022	411	-	611	60	161	120	-	41	25	996	1,030	+	34	3
TOTAL COSTS															
POSITIONS	8.00	3.00	-	5.00	63	6.00	1.00	-	5.00	83	6.00	6.00	+	0.00	0
EXPENDITURES (\$1000's)	1,022	411	-	611	60	161	120	-	41	25	996	1,030	+	34	3
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	7	7	+	0	0	7	7	+	0	0	7	7	+	0	0
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	15	15	+	0	0	15	15	+	0	0	15	15	+	0	0
3. THROUGH-PUT COST PER PASSENGER (CENTS)	5900	697	-	5203	88	6000	711	-	5289	88	6000	711	-	5289	88
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	536	367	-	169	32	550	374	-	176	32	550	374	-	176	32
7. RATING OF FACILITY BY USERS	9	9	+	0	0	9	9	+	0	0	9	9	+	0	0
8. RATING OF FACILITY BY AIRLINES (%)	8	8	+	0	0	8	8	+	0	0	8	8	+	0	0
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	1	1	+	0	0	1	1	+	0	0	1	1	+	0	0
10. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)	6	59	+	53	883	3	59	+	56	1867	3	59	+	56	1867
2. CARGO (TONS)	0.18	0	-	0.18	100	0.2	0	-	0.2	100	0.2	0	-	0.2	100
3. AIR MAIL (TONS)	1252	0	-	1252	100	1255	0	-	1255	100	1255	0	-	1255	100
4. AIRCRAFT OPERATIONS (THOUSANDS)	2	1	-	1	50	2	1	-	1	50	2	1	-	1	50
5. CUSTODIAL SERVICES	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
6. CAPITAL IMPROVEMENT PROGRAM	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	55	55	+	0	0	55	55	+	0	0	55	55	+	0	0
2. CARGO HANDLING AREA (SQ FT)	5128	5128	+	0	0	5128	5128	+	0	0	5128	5128	+	0	0
3. VEHICULAR CAPACITY IN PARKING STALLS	81	81	+	0	0	81	81	+	0	0	81	81	+	0	0
4. TERMINAL FACILITIES (100 SQ FT)	112	112	+	0	0	112	112	+	0	0	112	112	+	0	0
5. RESTROOM FACILITY STANDARDS	2	2	+	0	0	2	2	+	0	0	2	2	+	0	0
6. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 05
TRN 116

PROGRAM TITLE: WAIMEA-KOHALA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance was due to delays in recruiting and hiring of vacant positions. The expenditure variance was due to payroll (furlough) restrictions, savings from vacancies, and the deferral of repair and maintenance projects.

B. FY 2012: The position variance is due to delays in recruiting and hiring of vacant positions. The expenditure variances are due to payroll (labor savings) restrictions, savings from vacancies, and delays in repair and maintenance projects.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to an overestimation of the through-put cost.
6. The variance is due to an overestimation of the operating cost.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to an overestimation of passengers.
2. The variance is due to an overestimation of cargo volume.
3. The variance is due to an overestimation of mail volume.
4. The variance is due to an overestimation of aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
EXPENDITURES (\$1000's)	385	8	-	377	98	15	2	-	13	87	474	487	+	13	3
TOTAL COSTS															
POSITIONS	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
EXPENDITURES (\$1000's)	385	8	-	377	98	15	2	-	13	87	474	487	+	13	3
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	7	7	+	0	0	7	7	+	0	0	7	7	+	0	0
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	10	10	+	0	0	10	10	+	0	0	10	10	+	0	0
3. THROUGH-PUT COST PER PASSENGER (CENTS)	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2500	2500	+	0	0	2400	2400	+	0	0	2400	2400	+	0	0
7. RATING OF FACILITY BY USERS	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
8. RATING OF FACILITY BY AIRLINES (%)	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	0	1	+	1	0	0	1	+	1	0	0	1	+	1	0
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
2. CUSTODIAL SERVICES	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
3. CAPITAL IMPROVEMENT PROGRAM	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	26	26	+	0	0	26	26	+	0	0	26	26	+	0	0
2. RESTROOM FACILITY STANDARDS	1	1	+	0	0	1	1	+	0	0	1	1	+	0	0
3. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 06
TRN 118

PROGRAM TITLE: UPOLU AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The expenditure variance was due to deferral and savings in repair and maintenance projects.

B. FY 2012: The expenditure variance is due to delays in repair and maintenance projects.

PART II - MEASURES OF EFFECTIVENESS

No significant variances.

PART III - PROGRAM TARGET GROUPS

No significant variances.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	151.00	131.00	-	20.00	13	151.00	135.00	-	16.00	11	151.00	151.00	+	0.00	0
EXPENDITURES (\$1000's)	23,105	20,822	-	2,283	10	5,612	5,734	+	122	2	19,024	18,820	-	204	1
TOTAL COSTS															
POSITIONS	151.00	131.00	-	20.00	13	151.00	135.00	-	16.00	11	151.00	151.00	+	0.00	0
EXPENDITURES (\$1000's)	23,105	20,822	-	2,283	10	5,612	5,734	+	122	2	19,024	18,820	-	204	1
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	+	0	0	20	20	+	0	0	20	20	+	0	0
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	97	97	+	0	0	97	97	+	0	0	97	97	+	0	0
3. THROUGH-PUT COST PER PASSENGER (CENTS)	500	319	-	181	36	500	387	-	113	23	500	387	-	113	23
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.07	0	-	0.07	100	.07	0	-	0.07	100	.07	0	-	0.07	100
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.7	0	-	0.7	100	.7	1	+	0.3	43	.7	1	+	0.3	43
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	5900	5582	-	318	5	6000	5694	-	306	5	6000	5694	-	306	5
7. RATING OF FACILITY BY USERS	9	9	+	0	0	9	9	+	0	0	9	9	+	0	0
8. RATING OF FACILITY BY AIRLINES (%)	8	8	+	0	0	8	8	+	0	0	8	8	+	0	0
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	10	10	+	0	0	10	10	+	0	0	10	10	+	0	0
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	50	+	0	0	50	50	+	0	0	50	50	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)	5602	5499	-	103	2	5603	5609	+	6	0	5603	5609	+	6	0
2. CARGO (THOUSANDS OF TONS)	27	25	-	2	7	28	25	-	3	11	28	25	-	3	11
3. AIR MAIL (TONS)	12908	13744	+	836	6	13000	13748	+	748	6	13000	13748	+	748	6
4. AIRCRAFT OPERATIONS (THOUSANDS)	129	123	-	6	5	129	125	-	4	3	129	125	-	4	3
5. CUSTODIAL SERVICES	58	58	+	0	0	58	58	+	0	0	58	58	+	0	0
6. CAPITAL IMPROVEMENT PROGRAM	16576	16576	+	0	0	16576	16576	+	0	0	16576	16576	+	0	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	71	71	+	0	0	71	71	+	0	0	71	71	+	0	0
2. CARGO HANDLING AREA (1,000 SQ FT)	104	104	+	0	0	104	104	+	0	0	104	104	+	0	0
3. VEHICULAR CAPACITY IN PARKING STALLS	1917	1917	+	0	0	1917	1917	+	0	0	1917	1917	+	0	0
4. TERMINAL FACILITIES (1,000 SQ FT)	373	373	+	0	0	373	373	+	0	0	373	373	+	0	0
5. RESTROOM FACILITY STANDARDS	125	125	+	0	0	125	125	+	0	0	125	125	+	0	0
6. CIP IMPLEMENTATION	16576	16576	+	0	0	16576	16576	+	0	0	16576	16576	+	0	0

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 07
TRN 131

PROGRAM TITLE: KAHULUI AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

A. FY 2011: The position variance is due to delays in recruiting and filling of positions. The expenditure variance was due to federal funds expended less than appropriated, deferral of repairs and maintenance projects, and deferral of equipment purchases.

B. FY 2012: The position variance is due to delays in recruiting and filling of positions. The expenditure variance is due to expenditure of non-appropriated federal funds. The estimated expenditure variance is due to payroll labor savings restrictions and delays in operating expenses.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to an overestimation of the through-put cost.

4. The variance is due to no accidents reported.

5. The variance is due to no accidents reported.

PART III - PROGRAM TARGET GROUPS

No significant variances.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	9.00	2.00	-	7.00	78	9.00	4.00	-	5.00	56	9.00	6.00	-	3.00	33
EXPENDITURES (\$1000's)	695	151	-	544	78	246	53	-	193	78	824	1,015	+	191	23
TOTAL COSTS															
POSITIONS	9.00	2.00	-	7.00	78	9.00	4.00	-	5.00	56	9.00	6.00	-	3.00	33
EXPENDITURES (\$1000's)	695	151	-	544	78	246	53	-	193	78	824	1,015	+	191	23
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	12	12	+	0	0	12	12	+	0	0					
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	30	30	+	0	0	30	30	+	0	0					
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1800	151	-	1649	92	9000	154	-	8846	98					
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	+	0	0	0	0	+	0	0					
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	+	0	0	0	0	+	0	0					
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2900	7	-	2893	100	9100	7	-	9093	100					
7. RATING OF FACILITY BY USERS	8	8	+	0	0	8	8	+	0	0					
8. RATING OF FACILITY BY AIRLINES (%)	7	7	+	0	0	7	7	+	0	0					
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	1	1	+	0	0	1	1	+	0	0					
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+	0	0	0	0	+	0	0					
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)	4	1	-	3	75	3	1	-	2	67					
2. CARGO (TONS)	5	27	+	22	440	4	4	+	0	0					
3. AIR MAIL (TONS)	0	0	+	0	0	0	0	+	0	0					
4. AIRCRAFT OPERATIONS (THOUSANDS)	3	2	-	1	33	3	2	-	1	33					
5. CUSTODIAL SERVICES	0	0	+	0	0	0	0	+	0	0					
6. CAPITAL IMPROVEMENT PROGRAM	0	0	+	0	0	0	0	+	0	0					
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	36	36	+	0	0	36	36	+	0	0					
2. CARGO HANDLING AREA (SQ FT)	532	532	+	0	0	532	532	+	0	0					
3. VEHICULAR CAPACITY IN PARKING STALLS	22	22	+	0	0	22	22	+	0	0					
4. TERMINAL FACILITIES (SQ FT)	2208	2208	+	0	0	2208	2208	+	0	0					
5. RESTROOM FACILITY STANDARDS	2	2	+	0	0	2	2	+	0	0					
6. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0					

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 08
TRN 133

PROGRAM TITLE: HANA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance was due to delays in recruiting and hiring for vacant positions. The expenditure variance is due to payroll (furlough) restrictions, savings from vacancies, and the delay of repair and maintenance projects.

B. FY 2012: The position variance is due to delays in recruiting and hiring of vacant positions. Expenditure variances are due to payroll (labor savings) restrictions, savings from vacancies, and delays in repair and maintenance projects. Estimated expenditure variance due to executing delayed maintenance.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to an overestimation of the through-put cost.
6. The variance is due to an overestimation of the operating cost.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to the poor global economy making air travel difficult for many people.
2. The variance is due to an underestimation of air cargo volume.
4. The variance is due to an overestimation of aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	11.00	6.00	-	5.00	45	11.00	6.00	-	5.00	45	11.00	11.00	+	0.00	0
EXPENDITURES (\$1000's)	1,818	1,648	-	170	9	312	261	-	51	16	1,535	1,560	+	25	2
TOTAL COSTS															
POSITIONS	11.00	6.00	-	5.00	45	11.00	6.00	-	5.00	45	11.00	11.00	+	0.00	0
EXPENDITURES (\$1000's)	1,818	1,648	-	170	9	312	261	-	51	16	1,535	1,560	+	25	2
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	10	10	+	0	0	20	20	+	0	0					
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	40	40	+	0	0	40	40	+	0	0					
3. THROUGH-PUT COST PER PASSENGER (CENTS)	2300	1939	-	361	16	1200	1978	+	778	65					
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.04	0	-	0.04	100	.04	0	-	0.04	100					
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0.9	0	-	0.9	100	0.9	0	-	0.9	100					
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	17000	11	-	16989	100	8000	11	-	7989	100					
7. RATING OF FACILITY BY USERS	9	9	+	0	0	9	9	+	0	0					
8. RATING OF FACILITY BY AIRLINES (%)	8	8	+	0	0	8	8	+	0	0					
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	2	2	+	0	0	2	2	+	0	0					
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+	0	0	0	0	+	0	0					
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)	110	85	-	25	23	111	85	-	26	23					
2. CARGO (TONS)	901	845	-	56	6	905	845	-	60	7					
3. AIR MAIL (TONS)	2.5	0	-	2.5	100	2	0	-	2	100					
4. AIRCRAFT OPERATIONS (THOUSANDS)	11	6	-	5	45	10	6	-	4	40					
5. CUSTODIAL SERVICES	2	2	+	0	0	2	2	+	0	0					
6. CAPITAL IMPROVEMENT PROGRAM	0	0	+	0	0	0	0	+	0	0					
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	37	37	+	0	0	37	37	+	0	0					
2. CARGO HANDLING AREA (SQ FT)	3000	3000	+	0	0	3000	3000	+	0	0					
3. VEHICULAR CAPACITY IN PARKING STALLS	60	60	+	0	0	60	60	+	0	0					
4. TERMINAL FACILITIES (SQUARE FEET)	15000	15000	+	0	0	15000	15000	+	0	0					
5. RESTROOM FACILITY STANDARDS	2	2	+	0	0	2	2	+	0	0					
6. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0					

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 09
TRN 135

PROGRAM TITLE: KAPALUA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance is due to the delay in hiring of vacant positions. The expenditure variance was due to payroll (furlough) restrictions, savings from vacancies, and the deferral of equipment purchases and repair and maintenance projects.

B. FY 2012: The position variance is due to the delay in hiring of vacant positions. Expenditure variances are due to payroll (labor savings) restrictions, savings from vacancies, and delays in repair and maintenance projects.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to an overestimation of the through-put cost.
4. The variance is due to no accidents reported.
5. The variance is due to no accidents reported.
6. The variance is due to an overestimation of the operating cost.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to a decline in passengers.
3. The variance is due to a decline in air mail volume.
4. The variance is due to a decline in the number of aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

STATE OF HAWAII
PROGRAM TITLE: MOLOKAI AIRPORT
PROGRAM-ID: TRN-141
PROGRAM STRUCTURE NO: 030110

VARIANCE REPORT

REPORT V61
12/14/11

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	13.50	10.00	-	3.50	26	13.00	10.00	-	3.00	23	13.00	13.00	+	0.00	0
EXPENDITURES (\$1000's)	2,481	1,714	-	767	31	433	372	-	61	14	5,154	5,182	+	28	1
TOTAL COSTS															
POSITIONS	13.50	10.00	-	3.50	26	13.00	10.00	-	3.00	23	13.00	13.00	+	0.00	0
EXPENDITURES (\$1000's)	2,481	1,714	-	767	31	433	372	-	61	14	5,154	5,182	+	28	1

	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12					
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%		
PART II: MEASURES OF EFFECTIVENESS										
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	11	11	+	0	0	20	20	+	0	0
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	35	35	+	0	0	30	30	+	0	0
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1050	985	-	65	6	1070	1005	-	65	6
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.03	0	-	0.03	100	.03	0	-	0.03	100
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1.2	0	-	1.2	100	1.0	0	-	1	100
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2300	1572	-	728	32	2300	1603	-	697	30
7. RATING OF FACILITY BY USERS	8	8	+	0	0	8	8	+	0	0
8. RATING OF FACILITY BY AIRLINES (%)	7	7	+	0	0	7	7	+	0	0
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	2	2	+	0	0	2	2	+	0	0
10. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	+	0	0	0	0	+	0	0

PART III: PROGRAM TARGET GROUP										
1. PASSENGERS(THOUSANDS)	211	174	-	37	18	210	174	-	36	17
2. CARGO (TONS)	1000	765	-	235	24	1000	765	-	235	24
3. AIR MAIL (TONS)	351	0	-	351	100	350	0	-	350	100
4. AIRCRAFT OPERATIONS (THOUSANDS)	36	28	-	8	22	30	28	-	2	7
5. CUSTODIAL SERVICES	2	2	+	0	0	2	2	+	0	0
6. CAPITAL IMPROVEMENT PROGRAM	0	0	+	0	0	0	0	+	0	0

PART IV: PROGRAM ACTIVITY										
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	75	75	+	0	0	75	75	+	0	0
2. CARGO HANDLING AREA (SQ FT)	11000	11000	+	0	0	11000	11000	+	0	0
3. VEHICULAR CAPACITY IN PARKING STALLS	300	300	+	0	0	300	300	+	0	0
4. TERMINAL FACILITIES (100 SQ FT)	109	109	+	0	0	109	109	+	0	0
5. RESTROOM FACILITY STANDARDS	2	2	+	0	0	2	2	+	0	0
6. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 10
TRN 141

PROGRAM TITLE: MOLOKAI AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance was due to delays in recruiting and hiring of vacant positions. The expenditure variance was due to savings in payroll, the delay of repair and maintenance projects, and savings in other operational costs.

B. FY 2012: The position variance is due to delays in recruiting and hiring of vacant positions. Expenditure variances are due to payroll (labor savings) restrictions, savings from vacancies, and delays in repair and maintenance projects.

PART II - MEASURES OF EFFECTIVENESS

4. The variance is due to no accidents reported.
5. The variance is due to no accidents reported.
6. The variance is due an overestimation of the operating cost.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to a decline in passengers.
2. The variance is due to a decline in cargo volume.
3. The variance is due to a decline in mail volume.
4. The variance is due to a decline in aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

STATE OF HAWAII
PROGRAM TITLE: KALAUPAPA AIRPORT
PROGRAM-ID: TRN-143
PROGRAM STRUCTURE NO: 030111

VARIANCE REPORT

REPORT V61
12/14/11

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	9.00	4.00	-	5.00	56	9.00	4.00	-	5.00	56	9.00	9.00	+	0.00	0
EXPENDITURES (\$1000's)	663	132	-	531	80	217	128	-	89	41	914	1,000	+	86	9
TOTAL COSTS															
POSITIONS	9.00	4.00	-	5.00	56	9.00	4.00	-	5.00	56	9.00	9.00	+	0.00	0
EXPENDITURES (\$1000's)	663	132	-	531	80	217	128	-	89	41	914	1,000	+	86	9
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. NUMBER OF ACCIDENTS	0	0	+	0	0	0	+	0	0	0	+	0	0	0	
2. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	0	2	+	2	0	2	+	2	0	2	+	2	0	0	
3. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+	0	0	0	+	0	0	0	+	0	0	0	
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)	6	1	-	5	83	5	1	-	4	80					
2. AIRCRAFT OPERATIONS (THOUSANDS)	2	3	+	1	50	2	3	+	1	50					
3. CUSTODIAL SERVICES	0	0	+	0	0	0	+	0	0	0	+	0	0	0	
4. CAPITAL IMPROVEMENT PROGRAM	0	0	+	0	0	0	+	0	0	0	+	0	0	0	
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	75	75	+	0	0	75	75	+	0	0					
2. TERMINAL FACILITIES (SQ FT)	1080	1080	+	0	0	1080	1080	+	0	0					
3. RESTROOM FACILITY STANDARDS	2	2	+	0	0	2	2	+	0	0					
4. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0					

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 11
TRN 143

PROGRAM TITLE: KALAUPAPA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance was due to delays in recruiting and hiring of vacant positions. The expenditure variance was due to savings in payroll and the deferral of repair and maintenance projects and savings in other operational costs.

B. FY 2012: The position variance is due to delays in recruiting and hiring of vacant positions. The remoteness of the program results in the difficulty in hiring. Expenditure variances are due to payroll (labor savings) restrictions, savings from vacancies, delays in repair and maintenance projects, and lower than anticipated expenses.

PART II - MEASURES OF EFFECTIVENESS

2. The variance is due to an underestimation of the number of times the restrooms were cleaned per day.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to a decline in passengers.
2. The variance is due to increased aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	10.00	10.00	+ 0.00	0	10.00	10.00	+ 0.00	0	10.00	10.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,730	1,365	- 365	21	389	353	- 36	9	2,543	2,554	+ 11	0
TOTAL COSTS												
POSITIONS	10.00	10.00	+ 0.00	0	10.00	10.00	+ 0.00	0	10.00	10.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,730	1,365	- 365	21	389	353	- 36	9	2,543	2,554	+ 11	0
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	12	12	+ 0	0	20	20	+ 0	0				
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	40	40	+ 0	0	30	30	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1350	1452	+ 102	8	1430	1481	+ 51	4				
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.004	0	- 0.004	100	.004	0	- 0.004	100				
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.7	0	- 0.7	100	.7	0	- 0.7	100				
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	15	10	- 5	33	15	10	- 5	33				
7. RATING OF FACILITY BY USERS	9	9	+ 0	0	9	9	+ 0	0				
8. RATING OF FACILITY BY AIRLINES (%)	8	8	+ 0	0	8	8	+ 0	0				
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	2	2	+ 0	0	2	2	+ 0	0				
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+ 0	0	0	0	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	110	94	- 16	15	100	94	- 6	6				
2. CARGO (TONS)	800	588	- 212	27	700	588	- 112	16				
3. AIR MAIL (TONS)	140	0	- 140	100	120	0	- 120	100				
4. AIRCRAFT OPERATIONS (THOUSANDS)	8	9	+ 1	13	9	9	+ 0	0				
5. CUSTODIAL SERVICES	3	3	+ 0	0	3	3	+ 0	0				
6. CAPITAL IMPROVEMENT PROGRAM	0	0	+ 0	0	0	0	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	56	56	+ 0	0	56	56	+ 0	0				
2. CARGO HANDLING AREA (SQ FT)	1368	1368	+ 0	0	1368	1368	+ 0	0				
3. VEHICULAR CAPACITY IN PARKING STALLS	120	120	+ 0	0	120	120	+ 0	0				
4. TERMINAL FACILITIES (SQ FT)	13661	13661	+ 0	0	13661	13661	+ 0	0				
5. RESTROOM FACILITY STANDARDS	2	2	+ 0	0	2	2	+ 0	0				
6. CIP IMPLEMENTATION	0	0	+ 0	0	0	0	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 12
TRN 151

PROGRAM TITLE: LANAI AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The expenditure variance is due to lower than budgeted expenditures and deferral of maintenance.

B. FY 2012: The expenditure variance is due to payroll (labor savings)restrictions and delays in expenditures and encumbrance of funds.

PART II - MEASURES OF EFFECTIVENESS

4. The variance is due to no accidents reported.
5. The variance is due to no accidents reported.
6. The variance is due to an overestimation of the operating cost.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to a decline in the number of passengers.
2. The variance is due to a decline in cargo volume.
3. The variance is due to a decline in mail volume.
4. The variance is due to an increase in aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	101.00	77.00	- 24.00	24	101.00	77.00	- 24.00	24	101.00	96.00	- 5.00	5
EXPENDITURES (\$1000's)	13,949	13,817	- 132	1	4,103	3,687	- 416	10	11,124	11,322	+ 198	2
TOTAL COSTS												
POSITIONS	101.00	77.00	- 24.00	24	101.00	77.00	- 24.00	24	101.00	96.00	- 5.00	5
EXPENDITURES (\$1000's)	13,949	13,817	- 132	1	4,103	3,687	- 416	10	11,124	11,322	+ 198	2
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	16	16	+ 0	0	20	20	+ 0	0				
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	85	85	+ 0	0	85	85	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1350	567	- 783	58	700	578	- 122	17				
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0.10	0	- 0.1	100	0.10	0	- 0.1	100				
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0.13	0	- 0.13	100	0.25	0	- 0.25	100				
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2000	691	- 1309	65	2200	705	- 1495	68				
7. RATING OF FACILITY BY USERS	9	9	+ 0	0	9	9	+ 0	0				
8. RATING OF FACILITY BY AIRLINES (%)	8	8	+ 0	0	8	8	+ 0	0				
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	12	12	+ 0	0	12	12	+ 0	0				
10. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	50	50	+ 0	0	50	50	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	2701	2438	- 263	10	2500	2439	- 61	2				
2. CARGO (TONS)	13500	13927	+ 427	3	13500	14206	+ 706	5				
3. AIR MAIL (TONS)	1401	2	- 1399	100	1100	2	- 1098	100				
4. AIRCRAFT OPERATIONS (THOUSANDS)	111	106	- 5	5	112	108	- 4	4				
5. CUSTODIAL SERVICES	22	22	+ 0	0	22	22	+ 0	0				
6. CAPITAL IMPROVEMENT PROGRAM	6874	6874	+ 0	0	6874	6874	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	110	110	+ 0	0	110	110	+ 0	0				
2. CARGO HANDLING AREA (SQ FT)	757000	757000	+ 0	0	757000	757000	+ 0	0				
3. VEHICULAR CAPACITY IN PARKING STALLS	400	400	+ 0	0	400	400	+ 0	0				
4. TERMINAL FACILITIES (1,000 SQ FT)	88	88	+ 0	0	88	88	+ 0	0				
5. RESTROOM FACILITY STANDARDS	18	18	+ 0	0	18	18	+ 0	0				
6. CIP IMPLEMENTATION	6874	6874	+ 0	0	6874	6874	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 13
TRN 161

PROGRAM TITLE: LIHUE AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance is due to delays in recruiting and hiring of vacant positions. The expenditure variance is due to savings in payroll, and deferral of repair and maintenance projects and operating expenses.

B. FY 2012: The position variance is due to delays in recruiting and hiring of vacant positions. Expenditure variances are due to payroll (labor savings) restrictions, savings from vacancies, and delays in repair and maintenance projects and other operating expenses.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to an overestimation of the through-put cost.
4. The variance is due to no accidents reported.
5. The variance is due to no accidents reported.
6. The variance is due to an overestimation of the operating cost.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to an overestimation of passengers.
3. The variance is due to an overestimation of mail volume.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
EXPENDITURES (\$1000's)	2	0	-	2	100	10	0	-	10	100	350	360	+	10	3
TOTAL COSTS															
POSITIONS	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
EXPENDITURES (\$1000's)	2	0	-	2	100	10	0	-	10	100	350	360	+	10	3
					FISCAL YEAR 2010-11				FISCAL YEAR 2011-12						
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. NUMBER OF ACCIDENTS	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
2. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	1	1	+	0	0	1	1	+	0	0	1	1	+	0	0
3. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)					5	3	-	2	40	3	3	+	0	0	
2. CUSTODIAL SERVICES					0	0	+	0	0	0	0	+	0	0	
3. CAPITAL IMPROVEMENT PROGRAM					0	0	+	0	0	0	0	+	0	0	
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS					30	30	+	0	0	30	30	+	0	0	
2. RESTROOM FACILITY STANDARDS					2	2	+	0	0	2	2	+	0	0	
3. CIP IMPLEMENTATION					0	0	+	0	0	0	0	+	0	0	

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 14
TRN 163

PROGRAM TITLE: PORT ALLEN AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The expenditure variance is due to savings in routine maintenance and supply expenses.

B. FY 2012: The expenditure variance is due to lower than budgeted expenditures and deferral of expenses.

PART II - MEASURES OF EFFECTIVENESS

No significant variances.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to a decline in private aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	111.00	89.00	- 22.00	20	111.00	89.00	- 22.00	20	111.00	106.00	- 5.00	5
EXPENDITURES (\$1000's)	136,612	112,917	- 23,695	17	29,813	26,194	- 3,619	12	94,697	98,041	+ 3,344	4
TOTAL COSTS												
POSITIONS	111.00	89.00	- 22.00	20	111.00	89.00	- 22.00	20	111.00	106.00	- 5.00	5
EXPENDITURES (\$1000's)	136,612	112,917	- 23,695	17	29,813	26,194	- 3,619	12	94,697	98,041	+ 3,344	4
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. ADMIN COSTS REL. TO TOTAL PROG COSTS (%)	38	38	+ 0	0	34	37	+ 3	9				
PART IV: PROGRAM ACTIVITY												
1. ADMIN PERSONNEL (NO. OF PERSONS)	133	142	+ 9	7	133	140	+ 7	5				
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	1205	986.50	- 218.5	18	1205	1163	- 42	3				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 01 15
TRN 195

PROGRAM TITLE: AIRPORTS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000)

A. FY 2011: The position variance is due to delays in filling vacant positions. The expenditure variance was due to a transfer-out of funds to cover increases at various airports for routine maintenance expenses, less than anticipated debt service, payroll (furlough) restrictions, savings from vacancies, and savings in other operational costs.

B. FY 2012: The position variance is due to delays in recruiting and hiring of vacant positions. Expenditure variances are due to payroll (labor savings) restrictions, savings from vacancies, and deferral of operating expenses.

PART II - MEASURES OF EFFECTIVENESS

No significant variances.

PART III - PROGRAM TARGET GROUPS

No program target groups.

PART IV - PROGRAM ACTIVITIES

1. Variance due to under-reporting the number of admin personnel.
2. Variances are due to the delays in recruitment and filling of positions.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	241.00	191.00	- 50.00	21	241.00	184.00	- 57.00	24	241.00	241.00	+ 0.00	0
EXPENDITURES (\$1000's)	88,663	69,331	- 19,332	22	22,643	14,855	- 7,788	34	67,948	75,206	+ 7,258	11
TOTAL COSTS												
POSITIONS	241.00	191.00	- 50.00	21	241.00	184.00	- 57.00	24	241.00	241.00	+ 0.00	0
EXPENDITURES (\$1000's)	88,663	69,331	- 19,332	22	22,643	14,855	- 7,788	34	67,948	75,206	+ 7,258	11
					FISCAL YEAR 2010-11				FISCAL YEAR 2011-12			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS/INCIDENTS	0	2	+ 2	0	0	0	+ 0	0	0	+ 0	0	
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	37975	33858	- 4117	11	32923	33858	+ 935	3				

**VARIANCE REPORT NARRATIVE
FY 2011 AND FY 2012**

PROGRAM TITLE: WATER TRANSPORTATION FACILITIES AND SERVICES

03 02

PART I - EXPENDITURES AND POSITIONS

PART II - MEASURES OF EFFECTIVENESS

(See Lowest Level Programs for Explanation of the Variances)

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	116.00	95.00	- 21.00	18	116.00	91.00	- 25.00	22	116.00	116.00	+ 0.00	0
EXPENDITURES (\$1000's)	23,094	18,626	- 4,468	19	6,028	2,975	- 3,053	51	18,088	20,894	+ 2,806	16
TOTAL COSTS												
POSITIONS	116.00	95.00	- 21.00	18	116.00	91.00	- 25.00	22	116.00	116.00	+ 0.00	0
EXPENDITURES (\$1000's)	23,094	18,626	- 4,468	19	6,028	2,975	- 3,053	51	18,088	20,894	+ 2,806	16
					FISCAL YEAR 2010-11				FISCAL YEAR 2011-12			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	2.65	2.13	- 0.52	20	2.26	2.73	+ 0.47	21				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	36781	37106	+ 325	1	34998	37106	+ 2108	6				
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	2	+ 2	0	0	0	+ 0	0				
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS	0	0	+ 0	0	0	0	+ 0	0				
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	3804	3847	+ 43	1	3804	3847	+ 43	1				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	667368	672373	+ 5005	1	673356	672373	- 983	0				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	6052231	5167529	- 884702	15	5285173	5167529	- 117644	2				
3. TONS OF CARGO - INTERISLAND	2001627	2918674	+ 917047	46	2339897	2918674	+ 578777	25				
4. NO. OF PASSENGERS	441000	450080	+ 9080	2	445410	450080	+ 4670	1				
5. NO. OF CRUISE SHIP CALLS	116	117	+ 1	1	117	117	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	29872	29872	+ 0	0	29872	29872	+ 0	0				
2. SHED AREA (ACRES)	29.78	27.71	- 2.07	7	29.78	27.71	- 2.07	7				
3. YARD AREA (ACRES)	207.33	208.33	+ 1	0	207.33	208.33	+ 1	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 01
TRN 301

PROGRAM TITLE: HONOLULU HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.
2. Operating Costs (\$000)

FY 2011: The position variance is due to delays in filling vacant positions. The operating cost variance is due to delays in hiring and filling vacant positions, savings in special repair and maintenance expenditures and the overall reduction or deferral of operating expenditures.

FY 2012: The position variance is due to delays in filling vacant positions. The operating costs variance is due to the delay in filling vacant positions, labor cost savings, and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1. The variance in FY 2011 is due to a decrease in harbor operating expenditures due to delays in filling vacant positions, savings in special repair and maintenance projects and other expenditures as well as the increase in overall cargo tonnage being reported due to structural changes made in harbor tariffs in the fiscal year.

PART III - PROGRAM TARGET GROUPS

- 2 & 3. The variance in 2011 is due to changes in cargo tonnage reporting as a result of structural changes made to harbor tariffs in the fiscal year.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	3.00	3.00	+ 0.00	0	3.00	3.00	+ 0.00	0	3.00	3.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,092	1,877	- 215	10	526	190	- 336	64	1,579	1,907	+ 328	21
TOTAL COSTS												
POSITIONS	3.00	3.00	+ 0.00	0	3.00	3.00	+ 0.00	0	3.00	3.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,092	1,877	- 215	10	526	190	- 336	64	1,579	1,907	+ 328	21
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	1.3	1.63	+ 0.33	25	1.09	1.83	+ 0.74	68				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	37403	26694	- 10709	29	28597	26694	- 1903	7				
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS	0	0	+ 0	0	0	0	+ 0	0				
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	0	+ 0	0	0	0	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	1303360	994501	- 308859	24	1061751	994501	- 67250	6				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	245315	145964	- 99351	40	162722	145964	- 16758	10				
3. TONS OF CARGO - INTERISLAND	60780	8181	- 52599	87	6060	8181	+ 2121	35				
4. NO. OF PASSENGERS	0	0	+ 0	0	0	0	+ 0	0				
5. NO. OF CRUISE SHIP CALLS	0	0	+ 0	0	0	0	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	2990	2990	+ 0	0	2990	2990	+ 0	0				
2. SHED AREA (ACRES)	0.83	.83	+ 0	0	0.83	.83	+ 0	0				
3. YARD AREA (ACRES)	42.2	42.2	+ 0	0	42.2	42.2	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 02
TRN 303

PROGRAM TITLE: KALAELOA BARBERS POINT HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Costs (\$000)

FY 2011: The operating cost variance is due to the overall reduction or deferral of operating expenditures.

FY 2012: The operating cost variance is due to labor cost savings and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1 & 2. The variance in FY 2010 is due to decreases in operating costs and errors in planned data for cargo tonnage.

4 & 5. Cruiseships do not call at the harbor.

PART III - PROGRAM TARGET GROUPS

1, 2, & 3. The variance in 2011 is due to errors in planned data.

4 & 5. Cruiseships do not call at the harbor.

PART IV - PROGRAM ACTIVITIES

No significant variances.

STATE OF HAWAII
PROGRAM TITLE: KEWALO BASIN
PROGRAM-ID: TRN-305
PROGRAM STRUCTURE NO: 030203

VARIANCE REPORT

REPORT V61
12/14/11

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's)												
OPERATING COSTS POSITIONS EXPENDITURES (\$1000's)												
TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)												
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM DELETED	NO DATA	NO DATA	+	0	0	NO DATA	NO DATA	+	0	0		

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 03
TRN 305

PROGRAM TITLE: KEWALO BASIN

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No cost.

2. Operating Costs (\$000)

Kewalo Basin Harbor was transferred to the Hawaii Community Development Authority on March 1, 2009.

PART II - MEASURES OF EFFECTIVENESS

Kewalo Basin Harbor was transferred to the Hawaii Community Development Authority on March 1, 2009.

PART III - PROGRAM TARGET GROUPS

No program target groups.

PART IV - PROGRAM ACTIVITIES

No program activities.

STATE OF HAWAII
PROGRAM TITLE: HILO HARBOR
PROGRAM-ID: TRN-311
PROGRAM STRUCTURE NO: 030204

VARIANCE REPORT

REPORT V61
12/14/11

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	14.00	11.00	- 3.00	21	14.00	12.00	- 2.00	14	14.00	14.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,620	1,974	- 646	25	593	280	- 313	53	1,782	2,075	+ 293	16
TOTAL COSTS												
POSITIONS	14.00	11.00	- 3.00	21	14.00	12.00	- 2.00	14	14.00	14.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,620	1,974	- 646	25	593	280	- 313	53	1,782	2,075	+ 293	16
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	3.33	3.51	+ 0.18	5	2.86	4.19	+ 1.33	47				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	33318	23816	- 9502	29	22905	23816	+ 911	4				
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS	0	0	+ 0	0	0	0	+ 0	0				
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	2908	2846	- 62	2	2908	2846	- 62	2				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	52462	7645	- 44817	85	3671	7645	+ 3974	108				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	50887	34315	- 16572	33	41606	34315	- 7291	18				
3. TONS OF CARGO - INTERISLAND	682957	520089	- 162868	24	495285	520089	+ 24804	5				
4. NO. OF PASSENGERS	313000	315955	+ 2955	1	316130	315955	- 175	0				
5. NO. OF CRUISE SHIP CALLS	110	111	+ 1	1	111	111	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	2749	2749	+ 0	0	2749	2749	+ 0	0				
2. SHED AREA (ACRES)	2.8	2.8	+ 0	0	2.8	2.8	+ 0	0				
3. YARD AREA (ACRES)	20.8	20.8	+ 0	0	20.8	20.8	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 04
TRN 311

PROGRAM TITLE: HILO HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.
2. Operating Costs (\$000)

FY 2011: The position variance is due to delays in filling vacant positions. The operating cost variance is due to delays in hiring and filling vacant positions, savings in special repair and maintenance projects and the overall reduction or deferral of operating expenditures.

FY 2012: The position variance is due to the delay in filling vacant positions. The operating cost variance is due to delays in filling vacant positions and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

2. The variance in FY 2011 is due to errors in planned data.

PART III - PROGRAM TARGET GROUPS

- 1, 2 & 3. The variance in 2011 is due to errors in planned data.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	2.00	1.00	-	1.00	50	2.00	1.00	-	1.00	50	2.00	2.00	+	0.00	0
EXPENDITURES (\$1000's)	1,726	1,017	-	709	41	308	108	-	200	65	926	1,122	+	196	21
TOTAL COSTS															
POSITIONS	2.00	1.00	-	1.00	50	2.00	1.00	-	1.00	50	2.00	2.00	+	0.00	0
EXPENDITURES (\$1000's)	1,726	1,017	-	709	41	308	108	-	200	65	926	1,122	+	196	21
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO	2.04	1.41	-	0.63	31	2.11	1.71	-	0.4	19					
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	52337	44657	-	7680	15	42871	44657	+	1786	4					
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	+	0	0	0	0	+	0	0					
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS	0	0	+	0	0	0	0	+	0	0					
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	0	+	0	0	0	0	+	0	0					
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	2125	28175	+	26050	1226	2146	28175	+	26029	1213					
2. TONS OF CARGO - OVERSEAS - DOMESTIC	0	0	+	0	0	28457	0	-	28457	100					
3. TONS OF CARGO - INTERISLAND	842595	692584	-	150011	18	661334	692584	+	31250	5					
4. NO. OF PASSENGERS	0	0	+	0	0	0	0	+	0	0					
5. NO. OF CRUISE SHIP CALLS	0	0	+	0	0	0	0	+	0	0					
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)	1627	1627	+	0	0	1627	1627	+	0	0					
2. SHED AREAS (ACRES)	.22	.22	+	0	0	.22	.22	+	0	0					
3. YARD AREAS (ACRES)	15.92	15.92	+	0	0	15.92	15.92	+	0	0					

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 05
TRN 313

PROGRAM TITLE: KAWAIHAE HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.
2. Operating Costs (\$000)

FY 2011: The position variance is due to the delay in filling the vacant position. The operating cost variance is due to the delay in hiring and filling the vacant position, savings in special repair and maintenance projects and the overall reduction or deferral of operating expenditures.

FY 2012: The position variance is due to the delay in filling a vacant position. The operating cost variance is due to the delay in filling the vacant position and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1 & 2. The variance in FY 2011 is due to a decrease in operating expenditures and errors in planned data.

4 & 5. Cruiseships do not call at the harbor.

PART III - PROGRAM TARGET GROUPS

1 & 3. The variance in FY 2011 is due to errors in planned data.

4 & 5. Cruiseships do not call at the harbor.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	18.00	16.00	- 2.00	11	18.00	15.00	- 3.00	17	18.00	18.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,357	2,521	- 836	25	856	426	- 430	50	2,572	2,960	+ 388	15
TOTAL COSTS												
POSITIONS	18.00	16.00	- 2.00	11	18.00	15.00	- 3.00	17	18.00	18.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,357	2,521	- 836	25	856	426	- 430	50	2,572	2,960	+ 388	15
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	1.72	1.8	+ 0.08	5	1.35	2.42	+ 1.07	79				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	58905	42267	- 16638	28	43866	42267	- 1599	4				
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS	0	0	+ 0	0	0	0	+ 0	0				
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	2357	2400	+ 43	2	2357	2400	+ 43	2				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	75852	53647	- 22205	29	65792	53647	- 12145	18				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	210041	225977	+ 15936	8	163123	225977	+ 62854	39				
3. TONS OF CARGO - INTERISLAND	1667393	1121937	- 545456	33	1225670	1121937	- 103733	8				
4. NO. OF PASSENGERS	136000	134416	- 1584	1	137360	134416	- 2944	2				
5. NO. OF CRUISE SHIP CALLS	57	56	- 1	2	58	56	- 2	3				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	3319	3319	+ 0	0	3319	3319	+ 0	0				
2. SHED AREAS (ACRES)	1	1	+ 0	0	1	1	+ 0	0				
3. YARD AREAS (ACRES)	32.16	32.16	+ 0	0	32.16	32.16	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 06
TRN 331

PROGRAM TITLE: KAHULUI HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.
2. Operating Cost (\$000)

FY 2011: The position variance is due to delays in filling vacant positions. The operating cost variance is due to delays in filling vacant positions, savings in special repair and maintenance projects and the overall reduction or deferral of operating expenditures.

FY 2012: The operating cost variance is due to the delay in filling vacant positions, labor cost savings and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

2. The variance in FY 2011 is due to an error in the planned data.

PART III - PROGRAM TARGET GROUPS

- 1 & 3. The variance in FY 2011 is due to errors in the planned data.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
EXPENDITURES (\$1000's)	600	385	-	215	36	151	24	-	127	84	455	579	+	124	27
TOTAL COSTS															
POSITIONS	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
EXPENDITURES (\$1000's)	600	385	-	215	36	151	24	-	127	84	455	579	+	124	27
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO	5.72	4.29	-	1.43	25	4.78	6.72	+	1.94	41					
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	34520	29495	-	5025	15	28420	29495	+	1075	4					
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+	0	0	0	0	+	0	0					
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS	0	0	+	0	0	0	0	+	0	0					
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	0	+	0	0	0	0	+	0	0					
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	0	0	+	0	0	0	0	+	0	0					
2. TONS OF CARGO - OVERSEAS - DOMESTIC	0	0	+	0	0	0	0	+	0	0					
3. TONS OF CARGO - INTERISLAND	104941	89666	-	15275	15	86396	89666	+	3270	4					
4. NO. OF PASSENGERS	0	0	+	0	0	0	0	+	0	0					
5. NO. OF CRUISE SHIP CALLS	0	0	+	0	0	0	0	+	0	0					
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)	691	691	+	0	0	691	691	+	0	0					
2. SHED AREAS (ACRES)	0.17	.17	+	0	0	0.17	.17	+	0	0					
3. YARD AREAS (ACRES)	2.87	2.87	+	0	0	2.87	2.87	+	0	0					

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 07
TRN 341

PROGRAM TITLE: KAUNAKAKAI HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Cost (\$000)

FY 2011: The operating cost variance is due to savings in repair and maintenance projects and the overall reduction or deferral of operating expenditures.

FY 2012: The operating cost variance is due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1 & 2. The variance in FY 2011 is due to a decrease in operating expenditures and errors in the planned data for cargo tonnage.

PART III - PROGRAM TARGET GROUPS

3. The variance in FY 2011 is due to an error in the planned data.

4 & 5. Cruiseships do not call on the harbor.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	15.00	12.00	- 3.00	20	15.00	13.00	- 2.00	13	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,436	1,612	- 824	34	702	329	- 373	53	2,105	2,446	+ 341	16
TOTAL COSTS												
POSITIONS	15.00	12.00	- 3.00	20	15.00	13.00	- 2.00	13	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,436	1,612	- 824	34	702	329	- 373	53	2,105	2,446	+ 341	16
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	3.18	3.17	- 0.01	0	4.23	5.46	+ 1.23	29				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	23006	15267	- 7739	34	17495	15267	- 2228	13				
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS	0	0	+ 0	0	0	0	+ 0	0				
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	2840	2872	+ 32	1	2840	2872	+ 32	1				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	0	3813	+ 3813	0	0	3813	+ 3813	0				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	61176	1546	- 59630	97	49686	1546	- 48140	97				
3. TONS OF CARGO - INTERISLAND	704009	502436	- 201573	29	532213	502436	- 29777	6				
4. NUMBER OF PASSENGERS	263000	298641	+ 35641	14	265630	298641	+ 33011	12				
5. NO. OF CRUISE SHIP CALLS	91	104	+ 13	14	92	104	+ 12	13				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	2216	2216	+ 0	0	2216	2216	+ 0	0				
2. SHED AREAS (ACRES)	1.76	1.76	+ 0	0	1.76	1.76	+ 0	0				
3. YARD AREAS (ACRES)	31.5	31.5	+ 0	0	31.5	31.5	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 08
TRN 361

PROGRAM TITLE: NAWILIWILI HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.
2. Operating Costs (\$000)

FY 2011: The position variance is due to the delay in filling vacant positions. The operating cost variance is due to delays in hiring and filling vacant positions, savings in special maintenance and repair projects and the overall reduction or deferral of operating expenditures.

FY 2012: The position variance is due to the delay in filling vacant positions due to the RIF. The operating costs variance is due to the delay in filling vacant positions, labor cost savings and the reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

2. The variance in FY 2011 is due to an error in planned data.

PART III - PROGRAM TARGET GROUPS

- 1, 2 & 3. The variance in FY 2011 is due to errors in planned data.
- 4 & 5. The variance in FY 2011 is due to increased passengers and calls over projections.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
EXPENDITURES (\$1000's)	389	284	-	105	27	98	27	-	71	72	296	364	+	68	23
TOTAL COSTS															
POSITIONS	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
EXPENDITURES (\$1000's)	389	284	-	105	27	98	27	-	71	72	296	364	+	68	23
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO	NO DATA	0	+	0	0	NO DATA	0	+	0	0	NO DATA	0	+	0	0
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	NO DATA	0	+	0	0	NO DATA	0	+	0	0	NO DATA	0	+	0	0
3. NO. OF INCIDENTES/ACCIDENTS REPORTED	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	NO DATA	0	+	0	0	NO DATA	0	+	0	0	NO DATA	0	+	0	0
2. TONS OF CARGO - OVERSEAS - DOMESTIC	NO DATA	0	+	0	0	NO DATA	0	+	0	0	NO DATA	0	+	0	0
3. TONS OF CARGO - INTERISLAND	NO DATA	0	+	0	0	NO DATA	0	+	0	0	NO DATA	0	+	0	0
4. NO. OF PASSENGERS	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
5. NO. OF CRUISE SHIP CALLS	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)	1200	1200	+	0	0	1200	1200	+	0	0	1200	1200	+	0	0
2. SHED AREAS (ACRES)	0.8	.8	+	0	0	0.8	.8	+	0	0	0.8	.8	+	0	0
3. YARD AREAS (ACRES)	0.73	.73	+	0	0	0.73	.73	+	0	0	0.73	.73	+	0	0

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 09
TRN 363

PROGRAM TITLE: PORT ALLEN HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.
2. Operating Costs (\$000)

FY 2011: The operating costs variance is due to savings in special repair and maintenance projects and the overall reduction or deferral of other operating expenditures.

FY 2012: The operating costs variance is due to labor cost savings and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

No cargo or cruiseship activities take place at the harbor.

PART III - PROGRAM TARGET GROUPS

No cargo or cruiseship activities take place at the harbor.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	0.00	0.00	+ 0.00	0	0.00	0.00	+ 0.00	0	0.00	0.00	+ 0.00	0
EXPENDITURES (\$1000's)	260	210	- 50	19	65	54	- 11	17	195	206	+ 11	6
TOTAL COSTS												
POSITIONS	0.00	0.00	+ 0.00	0	0.00	0.00	+ 0.00	0	0.00	0.00	+ 0.00	0
EXPENDITURES (\$1000's)	260	210	- 50	19	65	54	- 11	17	195	206	+ 11	6
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	28.87	6.04	- 22.83	79	27.7	7.48	- 20.22	73				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	3913	15114	+ 11201	286	4119	15114	+ 10995	267				
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS	0	0	+ 0	0	0	0	+ 0	0				
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	0	0	+ 0	0	0	0	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	0	0	+ 0	0	0	0	+ 0	0				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	0	0	+ 0	0	0	0	+ 0	0				
3. TONS OF CARGO - INTERISLAND	9000	34763	+ 25763	286	9473	34763	+ 25290	267				
4. NUMBER OF PASSENGERS	0	0	+ 0	0	0	0	+ 0	0				
5. NUMBER OF CRUISE SHIP CALLS	0	0	+ 0	0	0	0	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	400	400	+ 0	0	400	400	+ 0	0				
2. SHED AREAS (ACRES)	0	0	+ 0	0	0	0	+ 0	0				
3. YARD AREAS (ACRES)	2.3	2.3	+ 0	0	2.3	2.3	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 10
TRN 351

PROGRAM TITLE: KAUMALAPAU HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Cost (\$000)

FY 2011: The operating cost variance is due to savings in special repair and maintenance projects and other expenditures.

FY 2012: The operating cost variance is due to deferral of operating expenditures.

PART II - MEASURES OF EFFECTIVENESS

1 & 2. Planned data was an estimate at the time as no data was available. The harbor required the reporting of cargo tonnage at the harbor as a result of tariff changes.

PART III - PROGRAM TARGET GROUPS

3. Planned data was an estimate at the time.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	71.00	51.00	- 20.00	28	71.00	47.00	- 24.00	34	71.00	71.00	+ 0.00	0
EXPENDITURES (\$1000's)	52,046	40,824	- 11,222	22	13,305	10,442	- 2,863	22	39,918	42,610	+ 2,692	7
TOTAL COSTS												
POSITIONS	71.00	51.00	- 20.00	28	71.00	47.00	- 24.00	34	71.00	71.00	+ 0.00	0
EXPENDITURES (\$1000's)	52,046	40,824	- 11,222	22	13,305	10,442	- 2,863	22	39,918	42,610	+ 2,692	7
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. COST OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	33.71	31	- 2.71	8	33.71	31	- 2.71	8				
2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION	0	2833	+ 2833	0	10000	10000	+ 0	0				
3. NO. OF VENDOR PAYMENTS FOR DIV EXCEEDING 30 DAYS	0	67	+ 67	0	260	67	- 193	74				
4. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	100	100	+ 0	0	100	100	+ 0	0				
5. % OF SPEC MAINT PROJ INITIATED COMPARED TO PLAN	100	93	- 7	7	100	100	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. FILLED PERMANENT POSITIONS IN THE DIVISION	234	191	- 43	18	234	241	+ 7	3				
PART IV: PROGRAM ACTIVITY												
1. ADMININSTRATIVE PERSONNEL (NO. OF PERM. POSITIONS)	71	71	+ 0	0	71	71	+ 0	0				
2. DIVISIONAL PERSONNEL (NO. OF PERM. POSITIONS)	246	241	- 5	2	246	241	- 5	2				
3. NO. OF CIP PROJECTS COMPLETED	2	2	+ 0	0	2	4	+ 2	100				
4. NO. OF SPECIAL MAINTENANCE PROJECTS INITIATED	75	70	- 5	7	72	67	- 5	7				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 11
TRN 395

PROGRAM TITLE: HARBORS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.
2. Operating Cost (\$000)

FY 2011: The position variance is due to the delay in filling vacant positions. The operating cost variance is due to delays in hiring and filling vacant positions, delay in issuance of revenue bonds until the 2nd quarter of the year and the overall reduction or deferral of operating expenditures.

FY 2012: The position variance is due to the delay in filling vacant positions. The operating cost variance is due to the delay in filling vacant positions, labor cost savings and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

No significant variances.

PART III - PROGRAM TARGET GROUPS

1. The FY 2011 position variance is due to delays in recruiting and filling vacant positions.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
EXPENDITURES (\$1000's)	43	1	-	42	98	11	0	-	11	100	32	43	+	11	34
TOTAL COSTS															
POSITIONS	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
EXPENDITURES (\$1000's)	43	1	-	42	98	11	0	-	11	100	32	43	+	11	34
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. % OF VESSELS W/ ACCESS TO HANA HAR DURING EMERG	NO DATA	0	+	0	0	NO DATA	0	+	0	0					
PART III: PROGRAM TARGET GROUP															
1. # OF VESSELS W/ ACCESS TO HANA HAR DURING EMERG	NO DATA	0	+	0	0	NO DATA	0	+	0	0					
2. # OF VESSELS REQ ACCESS TO HANA HAR DURING EMERG	NO DATA	NO DATA	+	0	0	NO DATA	0	+	0	0					
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)	NO DATA	0	+	0	0	NO DATA	0	+	0	0					

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 02 12
TRN 333

PROGRAM TITLE: HANA HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No cost.
2. Operating Costs (\$000)

A development plan for the harbor is being finalized to identify future uses desired by the community. The plan will guide the future improvements to be done at the harbor.

PART II - MEASURES OF EFFECTIVENESS

Hana Harbor was transferred to the jurisdiction of DOT for use as an emergency pier in the event Hana became isolated due to road closures caused by a natural disaster.

PART III - PROGRAM TARGET GROUPS

The pier is not currently usable and future improvements will be guided by the development plan.

PART IV - PROGRAM ACTIVITIES

Future improvements will be guided by the development plan.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	604.00	500.00	- 104.00	17	604.00	498.50	- 105.50	17	604.00	604.00	+ 0.00	0
EXPENDITURES (\$1000's)	231,121	204,938	- 26,183	11	55,453	29,090	- 26,363	48	182,602	207,654	+ 25,052	14
TOTAL COSTS												
POSITIONS	604.00	500.00	- 104.00	17	604.00	498.50	- 105.50	17	604.00	604.00	+ 0.00	0
EXPENDITURES (\$1000's)	231,121	204,938	- 26,183	11	55,453	29,090	- 26,363	48	182,602	207,654	+ 25,052	14
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	35	29	- 6	17	35	29	- 6	17				
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	409	370	- 39	10	397	388	- 9	2				
3. FATALITIES PER BILLION VEHICLE MILES	57	48	- 9	16	56	54	- 2	4				
4. MAINTENANCE COST PER 10 LANE-MILES	1446161	846767	- 599394	41	1446161	1078190	- 367971	25				
5. VEHICLE MILES PER TRAVEL (MILLIONS OF MILES)	5660	5660	+ 0	0	5789	5789	+ 0	0				

**VARIANCE REPORT NARRATIVE
FY 2011 AND FY 2012**

PROGRAM TITLE: LAND TRANSPORTATION FACILITIES AND SERVICES

03 03

PART I - EXPENDITURES AND POSITIONS

PART II - MEASURES OF EFFECTIVENESS

(See Lowest Level Programs for Explanation of the Variances)

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	225.00	190.00	- 35.00	16	225.00	188.00	- 37.00	16	225.00	225.00	+ 0.00	0
EXPENDITURES (\$1000's)	81,794	77,281	- 4,513	6	19,601	18,627	- 974	5	65,570	66,083	+ 513	1
TOTAL COSTS												
POSITIONS	225.00	190.00	- 35.00	16	225.00	188.00	- 37.00	16	225.00	225.00	+ 0.00	0
EXPENDITURES (\$1000's)	81,794	77,281	- 4,513	6	19,601	18,627	- 974	5	65,570	66,083	+ 513	1
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	18	18	+ 0	0	18	18	+ 0	0				
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	81	81	+ 0	0	76	76	+ 0	0				
3. FATALITIES PER BILLION VEHICLE MILES	10	10	+ 0	0	9	9	+ 0	0				
4. MAINTENANCE COST PER 10 LANE-MILES	489227	454818	- 34409	7	546051	542043	- 4008	1				
5. % BRIDGES WITH SUFFICIENCY RATING 50 OR LESS	7	7	+ 0	0	7	7	+ 0	0				
6. % BRIDGES WITH SUFFICIENCY RATING 51 TO 80	47	47	+ 0	0	47	47	+ 0	0				
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	56	24	- 32	57	57	24	- 33	58				
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	3557	3510	- 47	1	3603	3554	- 49	1				
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	38340	37830	- 510	1	38830	38310	- 520	1				
3. NO. OF REGISTERED VEHICLES	737876	728426	- 9450	1	747341	737593	- 9748	1				
4. NO. OF REGISTERED VEHICLE OPERATORS	624875	623758	- 1117	0	631681	630637	- 1044	0				
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	629	224	- 405	64	616	224	- 392	64				
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)	1150	1150	+ 0	0	1150	1150	+ 0	0				
2. LANDSCAPE MAINTENANCE (ACRES)	2254	2254	+ 0	0	2254	1350	- 904	40				
3. STRUCTURE MAINTENANCE (NUMBER)	442	442	+ 0	0	442	439	- 3	1				
4. RESURFACING (LANE MILES)	4.00	10.54	+ 6.54	164	4.34	6	+ 1.66	38				
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)	3332	9673	+ 6341	190	2957	11832	+ 8875	300				
6. SPECIAL MAINTENANCE - OTHERS (\$1000)	16126	15183	- 943	6	8564	8868	+ 304	4				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 03 01
TRN 501

PROGRAM TITLE: OAHU HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

2. Operating Costs (\$000)

Position variance is due to transfers, promotions, retirements and hiring delays. Expenditure variances are due to spending restriction on routine maintenance operations, deferment of equipment and motor vehicle purchases.

PART II - MEASURES OF EFFECTIVENESS

7. Variance is due to change in methodology in conducting pavement condition survey.

PART III - PROGRAM TARGET GROUPS

5. Variance is due to change in methodology in conducting pavement condition survey.

PART IV - PROGRAM ACTIVITIES

4. Variance is due to higher priority projects added.

5. Variance is due to higher priority projects added.

6. Variance is due to project bids lower than estimate.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	124.00	101.00	- 23.00	19	124.00	99.50	- 24.50	20	124.00	124.00	+ 0.00	0
EXPENDITURES (\$1000's)	22,218	16,903	- 5,315	24	3,264	2,682	- 582	18	19,294	19,617	+ 323	2
TOTAL COSTS												
POSITIONS	124.00	101.00	- 23.00	19	124.00	99.50	- 24.50	20	124.00	124.00	+ 0.00	0
EXPENDITURES (\$1000's)	22,218	16,903	- 5,315	24	3,264	2,682	- 582	18	19,294	19,617	+ 323	2
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	4	4	+ 0	0	4	4	+ 0	0				
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	124	131	+ 7	6	121	122	+ 1	1				
3. FATALITIES PER BILLION VEHICLE MILES	17	17	+ 0	0	16	16	+ 0	0				
4. MAINTENANCE COST PER 10 LANE-MILES	137761	96293	- 41468	30	153184	149840	- 3344	2				
5. % BRIDGES WITH SUFFICIENCY RATING 50 OR LESS	3	3	+ 0	0	3	3	+ 0	0				
6. % BRIDGES WITH SUFFICIENCY RATING 51-80	48	48	+ 0	0	47	48	+ 1	2				
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	77	29	- 48	62	76	29	- 47	62				
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	994	967	- 27	3	1019	991	- 28	3				
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	7910	7700	- 210	3	8120	7890	- 230	3				
3. NO. OF REGISTERED VEHICLES	183084	176497	- 6587	4	187782	180901	- 6881	4				
4. NO. OF REGISTERED VEHICLE OPERATORS	133281	131414	- 1867	1	135884	133961	- 1923	1				
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	569	248	- 321	56	557	248	- 309	55				
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)	760	760	+ 0	0	760	817	+ 57	8				
2. LANDSCAPE MAINTENANCE (ACRES)	1512	1512	+ 0	0	1512	1416	- 96	6				
3. STRUCTURE MAINTENANCE (NUMBER)	136	136	+ 0	0	136	138	+ 2	1				
4. RESURFACING (LANE MILES)	15.58	17.46	+ 1.88	12	16.48	22.60	+ 6.12	37				
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)	8469	7881	- 588	7	3515	7723	+ 4208	120				
6. SPECIAL MAINTENANCE - OTHERS (\$1000)	900	1560	+ 660	73	1515	1776	+ 261	17				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

PROGRAM TITLE: HAWAII HIGHWAYS

**03 03 02
TRN 511**

PART I - EXPENDITURES AND POSITIONS

2. Operating Costs (\$000)

Position variance is due to transfers, promotions, retirements and hiring delays. Expenditure variance is due to less than anticipated payroll expenditures, spending restriction on routine maintenance operations, deferment of equipment and motor vehicle purchases, and less than anticipated special maintenance expenditures and encumbrances.

PART II - MEASURES OF EFFECTIVENESS

4. Variance is due to spending restriction imposed on O&M program.

7. Variance is due to change in methodology in conducting pavement condition survey.

PART III - PROGRAM TARGET GROUPS

5. Variance is due to change in methodology in conducting pavement condition survey.

PART IV - PROGRAM ACTIVITIES

4. Variance is attributed to projects added due to low bids.

5. Variance is due to project bids lower than estimate.

6. Variance is attributed to projects added due to low bids.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12						
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%			
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	65.00	50.50	-	14.50	22	81.00	60.50	-	20.50	25	81.00	81.00	+	0.00	0
EXPENDITURES (\$1000's)	18,630	16,662	-	1,968	11	2,447	1,710	-	737	30	20,141	20,722	+	581	3
TOTAL COSTS															
POSITIONS	65.00	50.50	-	14.50	22	81.00	60.50	-	20.50	25	81.00	81.00	+	0.00	0
EXPENDITURES (\$1000's)	18,630	16,662	-	1,968	11	2,447	1,710	-	737	30	20,141	20,722	+	581	3
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
PART II: MEASURES OF EFFECTIVENESS															
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	5	5	+	0	0	5	5	+	0	0	5	5	+	0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	63	66	+	3	5	101	100	-	1	1	101	100	-	1	1
3. FATALITIES PER BILLION VEHICLE MILES	12	9	-	3	25	21	20	-	1	5	21	20	-	1	5
4. MAINTENANCE COST PER 10 LANE-MILES	170317	130200	-	40117	24	176412	173622	-	2790	2	176412	173622	-	2790	2
5. % BRIDGES WITH SUFFICIENCY RATING 50 OR LESS	37	37	+	0	0	49	49	+	0	0	49	49	+	0	0
6. % BRIDGES WITH SUFFICIENCY RATING 51-80	34	34	+	0	0	75	75	+	0	0	75	75	+	0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	98	50	-	48	49	297	94	-	203	68	297	94	-	203	68
PART III: PROGRAM TARGET GROUP															
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	788	770	-	18	2	841	822	-	19	2	841	822	-	19	2
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	12790	12490	-	300	2	15530	15150	-	380	2	15530	15150	-	380	2
3. NO. OF REGISTERED VEHICLES	154036	148892	-	5144	3	166526	160343	-	6183	4	166526	160343	-	6183	4
4. NO. OF REGISTERED VEHICLE OPERATORS	100986	99946	-	1040	1	115372	114158	-	1214	1	115372	114158	-	1214	1
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	407	212	-	195	48	535	261	-	274	51	535	261	-	274	51
PART IV: PROGRAM ACTIVITY															
1. ROADWAY MAINTENANCE (LANE MILES)	413	413	+	0	0	552	529	-	23	4	552	529	-	23	4
2. LANDSCAPE MAINTENANCE (ACRES)	260	260	+	0	0	366	366	+	0	0	366	366	+	0	0
3. STRUCTURE MAINTENANCE (NUMBER)	98	98	+	0	0	117	121	+	4	3	117	121	+	4	3
4. RESURFACING (LANE MILES)	36.70	25.28	-	11.42	31	49.00	19.48	-	29.52	60	49.00	19.48	-	29.52	60
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)	7954	8541	+	587	7	10350	11234	+	884	9	10350	11234	+	884	9
6. SPECIAL MAINTENANCE - OTHERS (\$1000)	2796	2639	-	157	6	1364	766	-	598	44	1364	766	-	598	44

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 03 03
TRN 531

PROGRAM TITLE: MAUI HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

2. Operating Costs (\$000)

Position variance is due to transfers, promotions, retirements and hiring delays. Expenditure variance is due to spending restriction on routine maintenance operations, less than anticipated payroll expenditures, deferment of equipment and motor vehicle purchases.

PART II - MEASURES OF EFFECTIVENESS

3. Variance is due to the estimated rate being higher than anticipated. The number of fatal accidents on the Island of Maui decreased by 7 from 2009 to 2010. This was not expected in the trend calculation since the number of fatal accidents has never been that low since 1998.

4. Variance is due to spending restrictions imposed on the O&M program.

7. Variance is due to change in methodology in conducting pavement condition survey.

PART III - PROGRAM TARGET GROUPS

5. Variance is due to change in methodology in conducting pavement condition survey.

PART IV - PROGRAM ACTIVITIES

4. Variance is due to original project replaced by project with higher cost per lane mile.

5. Variance is due to original project replaced by higher priority project.

6. Variance is due to project bids lower than estimate.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	12.00	8.00	- 4.00	33								
EXPENDITURES (\$1000's)	3,852	3,538	- 314	8								
TOTAL COSTS												
POSITIONS	12.00	8.00	- 4.00	33								
EXPENDITURES (\$1000's)	3,852	3,538	- 314	8								
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
PART II: MEASURES OF EFFECTIVENESS	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
1. MAINTAINED FOR HISTORICAL BUDGET PURPOSES ONLY	NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 03 04
TRN 541

PROGRAM TITLE: MOLOKAI HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

2. Operating Costs (\$000)

Position variance is due to transfers, promotions, retirements, and hiring delays. Expenditure variance is due to less than anticipated payroll expenditures, deferment of equipment and motor vehicle purchases.

PART II - MEASURES OF EFFECTIVENESS

None.

PART III - PROGRAM TARGET GROUPS

None.

PART IV - PROGRAM ACTIVITIES

None.

STATE OF HAWAII
PROGRAM TITLE: LANAI HIGHWAYS
PROGRAM-ID: TRN-551
PROGRAM STRUCTURE NO: 030305

VARIANCE REPORT

REPORT V61
12/14/11

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	4.00	2.00	-	2.00	50							
EXPENDITURES (\$1000's)	965	807	-	158	16							
TOTAL COSTS												
POSITIONS	4.00	2.00	-	2.00	50							
EXPENDITURES (\$1000's)	965	807	-	158	16							
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
PART II: MEASURES OF EFFECTIVENESS	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
1. MAINTAINED FOR HISTORICAL BUDGET PURPOSES ONLY	NO DATA	NO DATA	+	0	0	NO DATA	NO DATA	+	0	0		

**VARIANCE REPORT NARRATIVE
FY 2011 AND FY 2012**

03 03 05
TRN 551

PROGRAM TITLE: LANAI HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

2. Operating Costs (\$000)

Position variance is due to transfers, promotions, retirements and hiring delays. Expenditure variance is due to less than anticipated payroll expenditures, deferment of equipment and motor vehicle purchases.

PART II - MEASURES OF EFFECTIVENESS

None.

PART III - PROGRAM TARGET GROUPS

None.

PART IV - PROGRAM ACTIVITIES

None.

PROGRAM TITLE: KAUAI HIGHWAYS
 PROGRAM-ID: TRN-561
 PROGRAM STRUCTURE NO: 030306

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	51.00	43.50	- 7.50	15	51.00	44.50	- 6.50	13	51.00	51.00	+ 0.00	0
EXPENDITURES (\$1000's)	13,541	9,476	- 4,065	30	2,529	1,201	- 1,328	53	10,754	11,973	+ 1,219	11
TOTAL COSTS												
POSITIONS	51.00	43.50	- 7.50	15	51.00	44.50	- 6.50	13	51.00	51.00	+ 0.00	0
EXPENDITURES (\$1000's)	13,541	9,476	- 4,065	30	2,529	1,201	- 1,328	53	10,754	11,973	+ 1,219	11

	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	2	2	+ 0	0	2	2	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	89	92	+ 3	3	89	90	+ 1	1
3. FATALITIES PER BILLION VEHICLE MILES	9	12	+ 3	33	9	9	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES	196233	165456	- 30777	16	216698	212685	- 4013	2
5. % BRIDGES WITH SUFFICIENCY RATING 50 OR LESS	23	23	+ 0	0	21	21	+ 0	0
6. % BRIDGES WITH SUFFICIENCY RATING 51-80	38	38	+ 0	0	38	38	+ 0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	91	11	- 80	88	94	11	- 83	88
PART III: PROGRAM TARGET GROUP								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	423	413	- 10	2	432	422	- 10	2
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	10570	10330	- 240	2	10800	10540	- 260	2
3. NO. OF REGISTERED VEHICLES	77421	75263	- 2158	3	79084	76820	- 2264	3
4. NO. OF REGISTERED VEHICLE OPERATORS	54358	53769	- 589	1	55186	54585	- 601	1
5. MILES OF ROADS W/ PAVEMENT COND. RATING 80 OR MORE	215	26	- 189	88	222	26	- 196	88
PART IV: PROGRAM ACTIVITY								
1. ROADWAY MAINTENANCE (LANE MILES)	260	260	+ 0	0	260	260	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)	750	750	+ 0	0	750	750	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)	49	49	+ 0	0	49	58	+ 9	18
4. RESURFACING (LANE MILES)	9.00	2.35	- 6.65	74	5.40	1.64	- 3.76	70
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)	6597	2670	- 3927	60	3544	3800	+ 256	7
6. SPECIAL MAINTENANCE - OTHERS (\$1000)	408	2297	+ 1889	463	230	3200	+ 2970	1291

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 03 06
TRN 561

PROGRAM TITLE: KAUAI HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

2. Operating Costs (\$000)

Position variance is due to transfers, promotions, retirements, and hiring delays. Expenditure variance is due to less than anticipated special maintenance projects expenditures and encumbrances, and deferment of equipment and motor vehicle purchases.

PART II - MEASURES OF EFFECTIVENESS

3. Variance is due to the estimated rate being lower than anticipated. The number of fatal accidents on the Island of Kauai increased by 2 from 2009 to 2010. Since the number of fatal accidents on Kauai are very small, two accidents can easily result in more than + or - 10% variance.

4. Variance is due to spending restriction being imposed on O&M program.

7. Variance is due to change in methodology in conducting pavement condition survey.

PART III - PROGRAM TARGET GROUPS

5. Variance is due to change in methodology in conducting pavement condition survey.

PART IV - PROGRAM ACTIVITIES

4. Variance is due to projects deferred to higher priority projects.

5. Variance is due to projects deferred to higher priority projects.

6. Variance is due to higher priority projects added.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	83.00	76.00	- 7.00	8	83.00	76.00	- 7.00	8	83.00	83.00	+ 0.00	0
EXPENDITURES (\$1000's)	78,232	72,546	- 5,686	7	24,241	3,644	- 20,597	85	57,421	77,780	+ 20,359	35
TOTAL COSTS												
POSITIONS	83.00	76.00	- 7.00	8	83.00	76.00	- 7.00	8	83.00	83.00	+ 0.00	0
EXPENDITURES (\$1000's)	78,232	72,546	- 5,686	7	24,241	3,644	- 20,597	85	57,421	77,780	+ 20,359	35
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	14.10	11.75	- 2.35	17	15.70	11.81	- 3.89	25				
2. VENDOR PAYMENT EXCEEDING 30 DAYS	0	.0001	+ 0.0001	0	0	.0002	+ 0.0002	0				
3. DEBT SERVICE COST TO TOTAL O&M EXPENDITURE	.24	.24	+ 0	0	.25	.22	- 0.03	12				
4. AVG. # OF WORK DAYS TO PROCESS PERMIT APPLICATIONS	8	8	+ 0	0	8	7	- 1	13				
5. % OF GOV REFERRALS RESPONDED TO WITHIN 8 WORK DAYS	NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0				
6. % OF COMPLAINTS RESPONDED TO WITHIN 5 WORK DAYS	54	59	+ 5	9	54	59	+ 5	9				
PART IV: PROGRAM ACTIVITY												
1. ADMINISTRATIVE PERSONNEL (NO. OF PERSONS)	83	83	+ 0	0	83	83	+ 0	0				
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	604.0	604	+ 0	0	604.0	604	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 03 07
TRN 595

PROGRAM TITLE: HIGHWAYS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

2. Operating Costs (\$000)

Expenditure variance is due to less than anticipated payroll expenditures, spending restrictions on routine maintenance operations, deferment of equipment purchases, and reduction in rent and central services surcharge expenditures.

PART II - MEASURES OF EFFECTIVENESS

1. Variance is due to spending restriction imposed on Highways Administration.

5. No data available for this program measure.

PART III - PROGRAM TARGET GROUPS

No program target groups.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 03 08
TRN 597

PROGRAM TITLE: HIGHWAY SAFETY

PART I - EXPENDITURES AND POSITIONS

2. Operating Costs (\$000)

Position variance is due to transfers, promotions, retirements, and hiring delays. Expenditure variance is due to less than anticipated payroll expenditures, travel restrictions, and less than anticipated expenditures in Blood Alcohol Content, Safe Community, National Highway Traffic Safety Administration (NHTSA) programs.

PART II - MEASURES OF EFFECTIVENESS

6. Variance is due to the decrease in the percentage of DOT certified inspection stations inspected which is attributed to lack of manpower because of position vacancies, hiring freeze, furloughs, and sick leave.

7. Variance is due to the decrease in the number of DOT certified inspection stations suspended which is attributed to shortage of manpower limiting the amount of inspections that were conducted because of position vacancies, hiring freeze, furloughs, and sick leave. The inspections that were conducted did not result in any suspensions.

8. Variance is due to the decrease in the number of vehicles weighed on semi-portable scale which is attributed to the lack of manpower because of position vacancies, hiring freeze, furloughs, and sick leave.

PART III - PROGRAM TARGET GROUPS

2. Variance is due to the decrease in the number of motor carrier vehicles which is attributed to a poor economy with carriers going out of business and vehicles not being registered.

6. Variance is due to the decrease in the number of motor carriers weighed at semi-portable scales which is attributable to shortage of manpower because of position vacancies, hiring freeze, furloughs, and sick leave.

7. Variance is due to the decrease in the number of motor carriers weighed at fix commercial scales which is attributable to lack of manpower because of position vacancies, hiring freeze, furloughs, and sick leave.

PART IV - PROGRAM ACTIVITIES

1. Variance is due to decreased motor carrier vehicle inspections which is attributable to shortage of manpower because of position vacancies, hiring freeze, furloughs, and sick leave.

3. Variance is due to decreased number of DOT certified inspection stations inspected which is attributable to lack of manpower because of position vacancies, hiring freeze, furloughs, and sick leave.

4. Variance is due to decrease in the number of semi-portable scale setups which is attributed to the shortage of staff because of the hiring freeze and furlough Fridays.

5. Variance is due to decrease in the number of fixed commercial scale setups conducted which is attributed to the lack of staff because of the hiring freeze and furlough Fridays.

VARIANCE REPORT

	FISCAL YEAR 2010-11				THREE MONTHS ENDED 09-30-11				NINE MONTHS ENDING 06-30-12			
	BUDGETED	ACTUAL	+ CHANGE	%	BUDGETED	ACTUAL	+ CHANGE	%	BUDGETED	ESTIMATED	+ CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	104.00	79.00	- 25.00	24	104.00	79.00	- 25.00	24	104.00	104.00	+ 0.00	0
EXPENDITURES (\$1000's)	47,718	23,838	- 23,880	50	12,173	6,238	- 5,935	49	36,520	36,198	- 322	1
TOTAL COSTS												
POSITIONS	104.00	79.00	- 25.00	24	104.00	79.00	- 25.00	24	104.00	104.00	+ 0.00	0
EXPENDITURES (\$1000's)	47,718	23,838	- 23,880	50	12,173	6,238	- 5,935	49	36,520	36,198	- 322	1
	FISCAL YEAR 2010-11				FISCAL YEAR 2011-12							
	PLANNED	ACTUAL	+ CHANGE	%	PLANNED	ESTIMATED	+ CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	1	1	+ 0	0	1	1	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. DIRECTOR'S OFFICE	17	15	- 2	12	17	17	+ 0	0				
2. PERSONNEL OFFICE	11	8	- 3	27	11	11	+ 0	0				
3. OFFICE OF CIVIL RIGHTS	8	6	- 2	25	8	8	+ 0	0				
4. BUSINESS MANAGEMENT OFFICE	17	14	- 3	18	17	17	+ 0	0				
5. CONTRACTS OFFICE	4	2	- 2	50	4	4	+ 0	0				
6. PROPERTY MANAGEMENT	0	0	+ 0	0	0	0	+ 0	0				
7. COMPUTER SYSTEMS AND SERVICES	18	16	- 2	11	18	18	+ 0	0				
8. PPB MANAGEMENT AND ANALYTICAL	11	7	- 4	36	11	11	+ 0	0				
9. STATEWIDE TRANSPORATION PLANNING	18	11	- 7	39	18	18	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2011 AND FY 2012

03 04
TRN 995

PROGRAM TITLE: GENERAL ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.
2. Operating Costs (\$000):

A. FY 2011 Position variances are due to delays in recruiting and filling vacant positions. Expenditure variances are due to payroll (furlough) restrictions, delays in filling vacant positions, delays in spending federal grants, and restrictions or deferral on other operating expenditures.

B. FY 2012 Estimated expenditure variance due to restrictions in operating budget attributed to labor savings.

PART II - MEASURES OF EFFECTIVENESS

No significant variances.

PART III - PROGRAM TARGET GROUPS

No program target groups.

PART IV - PROGRAM ACTIVITIES

1, 2, 3, 4, 5, 8, & 9. Variances are due to delays in filling vacant positions.