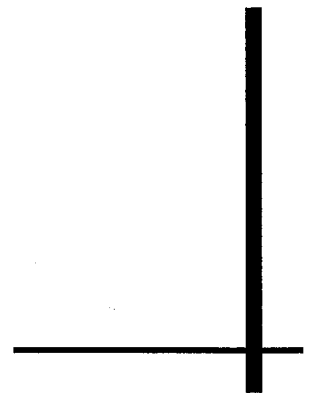




TRANSPORTATION



VARIANCE REPORT

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	1,811.50	- 342.00	16	2,164.50	1,822.50	- 342.00	16	2,164.50	2,164.50	+ 0.00	0
EXPENDITURES (\$1000's)	712,271	630,455	- 81,816	11	203,768	127,012	- 76,756	38	642,804	719,634	+ 76,830	12
TOTAL COSTS												
POSITIONS	2,153.50	1,811.50	- 342.00	16	2,164.50	1,822.50	- 342.00	16	2,164.50	2,164.50	+ 0.00	0
EXPENDITURES (\$1000's)	712,271	630,455	- 81,816	11	203,768	127,012	- 76,756	38	642,804	719,634	+ 76,830	12
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVE TIME FROM PLANE TOUCHDOWN TO PASSNGR DEPART(AIR)	35	29	- 6	17	35	29	- 6	17				
2. NO. ACCIDENTS PER 100,000 SQUARE FEET (AIR)	1	1	+ 0	0	1	1	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (AIR)	605	582	- 23	4	658	677	+ 19	3				
4. DIRECT PROGRAM COST PER TON OF CARGO (WATER)	2.18	1.59	- 0.59	27	2.18	1.70	- 0.48	22				
5. TOTAL CARGO TONS PROC PER ACRE EXCL WATER AREAS	32293	48206	+ 15913	49	33581	48206	+ 14625	44				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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

PROGRAM TITLE:

AIR TRANSPORTATION FACILITIES AND SVCS

12/14/12

PROGRAM-ID:

PROGRAM STRUCTURE NO: 0301

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	1,026.50	- 178.00	15	1,215.50	1,039.50	- 176.00	14	1,215.50	1,215.50	+ 0.00	0
EXPENDITURES (\$1000's)	334,932	310,941	- 23,991	7	93,600	68,507	- 25,093	27	328,766	356,183	+ 27,417	8
TOTAL COSTS												
POSITIONS	1,204.50	1,026.50	- 178.00	15	1,215.50	1,039.50	- 176.00	14	1,215.50	1,215.50	+ 0.00	0
EXPENDITURES (\$1000's)	334,932	310,941	- 23,991	7	93,600	68,507	- 25,093	27	328,766	356,183	+ 27,417	8
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	35	29	- 6	17	35	29	- 6	17				
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	127	127	+ 0	0	127	127	+ 0	0				
3. TOTAL THROUGH-PUT COST PER PASSENGER (CENTS)	605	582	- 23	4	658	677	+ 19	3				
4. ACCIDENTS PER 100,000 PASSENGER MOVEMENTS	1	1.1	+ 0.1	10	1	1.0	+ 0	0				

Intermediate Level Program
No Narrative
(See Lowest Level Programs for Explanation of Variances)

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

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	586.50	503.50	- 83.00	14	586.50	513.50	- 73.00	12	586.50	586.50	+ 0.00	0
EXPENDITURES (\$1000's)	117,916	114,065	- 3,851	3	30,792	22,595	- 8,197	27	102,578	111,965	+ 9,387	9
TOTAL COSTS												
POSITIONS	586.50	503.50	- 83.00	14	586.50	513.50	- 73.00	12	586.50	586.50	+ 0.00	0
EXPENDITURES (\$1000's)	117,916	114,065	- 3,851	3	30,792	22,595	- 8,197	27	102,578	111,965	+ 9,387	9
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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)	630	615	- 15	2	630	726	+ 96	15				
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.16	.14	- 0.02	13	.16	.17	+ 0.01	6				
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1.5	1.46	- 0.04	3	1.5	1.81	+ 0.31	21				
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	3700	3510	- 190	5	3700	4140	+ 440	12				
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	18539	- 461	2	19000	18539	- 461	2				
2. CARGO (THOUSANDS OF TONS)	350	362	+ 12	3	350	350	+ 0	0				
3. AIR MAIL (THOUSANDS OF TONS)	95	69	- 26	27	95	71	- 24	25				
4. AIRCRAFT OPERATIONS (THOUSANDS)	278	266	- 12	4	278	272	- 6	2				
5. WIDE BODY AIRCRAFT OPERATIONS (HUNDREDS)	431	436	+ 5	1	431	431	+ 0	0				
6. CUSTODIAL SERVICES	231	231	+ 0	0	231	231	+ 0	0				
7. CAPITAL IMPROVEMENT PROGRAM	175000	449723	+ 274723	157	175000	449723	+ 274723	157				
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	10204	+ 2354	30	7850	10204	+ 2354	30				
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	449723	+ 274723	157	175000	449723	+ 274723	157				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 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.

B. FY 2013: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to savings from vacancies, delays in repair and maintenance projects, and deferral of equipment and other purchases. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH 2012, for BU01 and Act 110, SLH 2012, for HGEA) and implementation of the delayed projects and purchases.

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 overestimation of mail volume.

7. The variance is due to underestimate of the planned amounts.

PART IV - PROGRAM ACTIVITIES

3. The variance is due to the completion of the new international parking structure.

7. The variance is due to underestimate of the planned amounts.

VARIANCE REPORT

PROGRAM TITLE: GENERAL AVIATION
PROGRAM-ID: TRN-104
PROGRAM STRUCTURE NO: 030102

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	23.00	- 7.00	23	30.00	24.00	- 6.00	20	30.00	30.00	+ 0.00	0
EXPENDITURES (\$1000's)	6,277	5,110	- 1,167	19	1,087	964	- 123	11	4,754	5,044	+ 290	6
TOTAL COSTS												
POSITIONS	30.00	23.00	- 7.00	23	30.00	24.00	- 6.00	20	30.00	30.00	+ 0.00	0
EXPENDITURES (\$1000's)	6,277	5,110	- 1,167	19	1,087	964	- 123	11	4,754	5,044	+ 290	6
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS	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				
3. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	+ 0	0	0	0	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)	171	136	- 35	20	175	140	- 35	20				
2. CUSTODIAL SERVICES	0	0	+ 0	0	0	0	+ 0	0				
3. CAPITAL IMPROVEMENT PROGRAM	0	9450	+ 9450	0	0	9450	+ 9450	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	9450	+ 9450	0	0	9450	+ 9450	0				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 2012: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to savings from vacancies, and delays in repair and maintenance projects.

B. FY 2013: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to savings from vacancies, delays in repair and maintenance projects, and deferral of purchases. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH 2012, for BU01 and Act 110, SLH 2012, for HGEA) and implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

No significant variances.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to an overestimation of private aircraft operations.
3. The variance is due to under estimate of the planned amounts.

PART IV - PROGRAM ACTIVITIES

3. The variance is due to under estimate of the planned amounts.

VARIANCE REPORT

STATE OF HAWAII
 PROGRAM TITLE: HILO INTERNATIONAL AIRPORT
 PROGRAM-ID: TRN-111
 PROGRAM STRUCTURE NO: 030103

REPORT V61
 12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	76.00	- 6.00	7	82.00	76.00	- 6.00	7	82.00	82.00	+ 0.00	0
EXPENDITURES (\$1000's)	15,811	12,426	- 3,385	21	2,901	2,749	- 152	5	11,345	11,571	+ 226	2
TOTAL COSTS												
POSITIONS	82.00	76.00	- 6.00	7	82.00	76.00	- 6.00	7	82.00	82.00	+ 0.00	0
EXPENDITURES (\$1000's)	15,811	12,426	- 3,385	21	2,901	2,749	- 152	5	11,345	11,571	+ 226	2
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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)	880	948	+ 68	8	900	1061	+ 161	18				
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	.11	.08	- 0.03	27	.11	.08	- 0.03	27				
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	5400	4970	- 430	8	5400	5728	+ 328	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)	1415	1310	- 105	7	1420	1349	- 71	5				
2. CARGO (THOUSANDS OF TONS)	23	22	- 1	4	23	23	+ 0	0				
3. AIR MAIL (TONS)	1728	3234	+ 1506	87	1729	3230	+ 1501	87				
4. AIRCRAFT OPERATIONS (THOUSANDS)	80	75	- 5	6	80	75	- 5	6				
5. CUSTODIAL SERVICES	17	17	+ 0	0	17	17	+ 0	0				
6. CAPITAL IMPROVEMENT PROGRAM	6265	9450	+ 3185	51	6265	9450	+ 3185	51				
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	9450	+ 3185	51	6265	9450	+ 3185	51				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 2012: The expenditure variance was due to savings from vacancies, deferral of equipment purchases, and delays in repair and maintenance projects.

B. FY 2013: Expenditure variances are due to savings from vacancies, delays in repair and maintenance projects, and deferral of purchases. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH 2012, for BU01 and Act 110, SLH 2012, for HGEA) and implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

4. The variance is due to lower actual numbers of accidents reported.
5. 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 the planned mail volume.
6. The variance is due to underestimate of the planned amounts.

PART IV - PROGRAM ACTIVITIES

6. The variance is due to under estimate of the planned amounts.

PROGRAM TITLE: KONA INTERNAT'L AIRPORT AT KE'AHOLE
 PROGRAM-ID: TRN-114
 PROGRAM STRUCTURE NO: 030104

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	85.00	73.00	- 12.00	14	85.00	73.00	- 12.00	14	85.00	85.00	+ 0.00	0
EXPENDITURES (\$1000's)	15,982	15,285	- 697	4	3,590	3,498	- 92	3	12,738	12,948	+ 210	2
TOTAL COSTS												
POSITIONS	85.00	73.00	- 12.00	14	85.00	73.00	- 12.00	14	85.00	85.00	+ 0.00	0
EXPENDITURES (\$1000's)	15,982	15,285	- 697	4	3,590	3,498	- 92	3	12,738	12,948	+ 210	2
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	25	25	+ 0	0	25	25	+ 0	0				
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	94	94	+ 0	0	94	94	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (CENTS)	620	561	- 59	10	630	603	- 27	4				
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.01	.01	+ 0	0	.01	.01	+ 0	0				
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.16	.38	+ 0.22	138	.16	.72	+ 0.56	350				
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	7000	7643	+ 643	9	7000	8223	+ 1223	17				
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)	2822	2727	- 95	3	2823	2727	- 96	3				
2. CARGO (THOUSAND OF TONS)	20	18	- 2	10	20	19	- 1	5				
3. AIR MAIL (TONS)	7749	8103	+ 354	5	7750	8100	+ 350	5				
4. AIRCRAFT OPERATIONS (THOUSANDS)	128	110	- 18	14	128	110	- 18	14				
5. CUSTODIAL SERVICES	19	19	+ 0	0	19	19	+ 0	0				
6. CAPITAL IMPROVEMENT PROGRAM	3000	10400	+ 7400	247	3000	10400	+ 7400	247				
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	598	+ 98	20	500	598	+ 98	20				
4. TERMINAL FACILITES (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	10400	+ 7400	247	3000	10400	+ 7400	247				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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

**03 01 04
TRN 114**

PART I - EXPENDITURES AND POSITIONS

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

A. FY 2012: The position variance is due to delays in filling vacant positions.

B. FY 2013: 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. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH 2012, for BU01 and Act 110, SLH 2012, for HGEA) and implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

3. Variance is due to decrease in expenditures.
5. The variance is due to underestimation of accidents reported.

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.
6. The variance is due to underestimate of the planned amounts.

PART IV - PROGRAM ACTIVITIES

3. The variance is due to a recently completed parking lot expansion project (project no. AH2043-22).
6. The variance is due to underestimate of the planned amounts.

PROGRAM TITLE: WAIMEA-KOHALA AIRPORT
PROGRAM-ID: TRN-116
PROGRAM STRUCTURE NO: 030105

12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	6.00	3.00	- 3.00	50	6.00	4.00	- 2.00	33	6.00	6.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,157	829	- 328	28	155	115	- 40	26	1,205	1,252	+ 47	4
TOTAL COSTS												
POSITIONS	6.00	3.00	- 3.00	50	6.00	4.00	- 2.00	33	6.00	6.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,157	829	- 328	28	155	115	- 40	26	1,205	1,252	+ 47	4
				FISCAL YEAR 2011-12				FISCAL YEAR 2012-13				
				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)	6000	3768182	+ 3762182	62703	6200	5468000	+ 5461800	88094	6200	5468000	+ 5461800	88094
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	+ 0	0	0	.03	+ 0.03	0	0	.03	+ 0.03	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)	550	7402	+ 6852	1246	560	12205	+ 11645	2079	560	12205	+ 11645	2079
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)	3	0.022	- 2.978	99	3	0.025	- 2.975	99	3	0.025	- 2.975	99
2. CARGO (TONS)	0.2	0	- 0.2	100	0.2	0	- 0.2	100	0.2	0	- 0.2	100
3. AIR MAIL (TONS)	1255	0	- 1255	100	1257	0	- 1257	100	1257	0	- 1257	100
4. AIRCRAFT OPERATIONS (THOUSANDS)	2	0	- 2	100	2	0	- 2	100	2	0	- 2	100
5. CUSTODIAL SERVICES	0	1	+ 1	0	0	1	+ 1	0	0	1	+ 1	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 2012 AND FY 2013**

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 2012: The position variance was due to delays in recruiting and hiring of vacant positions. The expenditure variance was due to savings from vacancies, and the deferral of repair and maintenance projects.

B. FY 2013: The position variance is due to delays in recruiting and hiring of vacant positions. Expenditure variances are due to savings from vacancies, delays in repair and maintenance projects, and deferral of equipment and other purchases. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH12 for BU01 and ACT110, SLH12 for HGEA) and implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

3. Variance due to less passengers arrivals than expected.
6. The variance is due to an underestimation of the total operating cost per sq. ft.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to lower actual data, 22 passengers, reported by the airlines.
2. The variance is due to lower actual data, 0 tons, reported by the airlines.
3. The variance is due to lower actual data, 0 pounds, reported by the airlines.
4. The variance is due to lower actual data, 60 aircraft operations,

reported by the airlines.

PART IV - PROGRAM ACTIVITIES

No significant variances.

PROGRAM TITLE: UPOLU AIRPORT
PROGRAM-ID: TRN-118
PROGRAM STRUCTURE NO: 030106

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13						
	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)	489	18	-	471	96	19	9	-	10	53	721	731	+	10	1
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)	489	18	-	471	96	19	9	-	10	53	721	731	+	10	1
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13										
	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					
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	10	10	+	0	0	10	10	+	0	0					
3. THROUGH-PUT COST PER PASSENGER (CENTS)	0	0	+	0	0	0	0	+	0	0					
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	NO DATA	-	0	0	0	NO DATA	-	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)	2400	1714	-	686	29	2450	70476	+	68026	2777					
7. RATING OF FACILITY BY USERS	0	0	+	0	0	0	0	+	0	0					
8. RATING OF FACILITY BY AIRLINES (%)	0	0	+	0	0	0	0	+	0	0					
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	0	0	+	0	0	0	0	+	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)	0	0	+	0	0	0	0	+	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	26	26	+	0	0	26	26	+	0	0					
2. RESTROOM FACILITY STANDARDS	1	1	+	0	0	1	1	+	0	0					
3. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0					

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

PROGRAM TITLE: UPOLU AIRPORT

**03 01 06
TRN 118**

PART I - EXPENDITURES AND POSITIONS

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

A. FY 2012: The expenditure variance was due to deferral and savings in repair and maintenance projects.

B. FY 2013: Expenditure variances are due to delays in repair and maintenance projects, and deferral of other purchases. Estimated variance is due to the implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

6. The variance is due to due to lower actual data of FY12 Expenditures.

PART III - PROGRAM TARGET GROUPS

No significant variances.

PART IV - PROGRAM ACTIVITIES

No significant variances.

PROGRAM TITLE: KAHULUI AIRPORT
 PROGRAM-ID: TRN-131
 PROGRAM STRUCTURE NO: 030107

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	136.00	- 15.00	10	162.00	137.00	- 25.00	15	162.00	162.00	+ 0.00	0
EXPENDITURES (\$1000's)	24,636	23,393	- 1,243	5	5,879	5,705	- 174	3	18,967	19,310	+ 343	2
TOTAL COSTS												
POSITIONS	151.00	136.00	- 15.00	10	162.00	137.00	- 25.00	15	162.00	162.00	+ 0.00	0
EXPENDITURES (\$1000's)	24,636	23,393	- 1,243	5	5,879	5,705	- 174	3	18,967	19,310	+ 343	2

	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13			
	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
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	97	97	+ 0	0	97	97	+ 0	0
3. THROUGH-PUT COST PER PASSENGER (CENTS)	500	418	- 82	16	500	447	- 53	11
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.07	.04	- 0.03	43	.07	.04	- 0.03	43
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.7	.43	- 0.27	39	.7	.45	- 0.25	36
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	6000	6272	+ 272	5	6050	6706	+ 656	11
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	10	10	+ 0	0	10	10	+ 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)	5603	5602	- 1	0	5605	5602	- 3	0
2. CARGO (THOUSANDS OF TONS)	28	24	- 4	14	28	24	- 4	14
3. AIR MAIL (TONS)	13000	9826	- 3174	24	13500	9826	- 3674	27
4. AIRCRAFT OPERATIONS (THOUSANDS)	129	125	- 4	3	129	125	- 4	3
5. CUSTODIAL SERVICES	58	58	+ 0	0	58	58	+ 0	0
6. CAPITAL IMPROVEMENT PROGRAM	16576	264465	+ 247889	1495	16576	264465	+ 247889	1495

PART IV: PROGRAM ACTIVITY								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	71	71	+ 0	0	71	71	+ 0	0
2. CARGO HANDLING AREA (1,000 SQ FT)	104	104	+ 0	0	104	104	+ 0	0
3. VEHICULAR CAPACITY IN PARKING STALLS	1917	1917	+ 0	0	1917	1917	+ 0	0
4. TERMINAL FACILITIES (1,000 SQ FT)	373	373	+ 0	0	373	373	+ 0	0
5. RESTROOM FACILITY STANDARDS	125	125	+ 0	0	125	125	+ 0	0
6. CIP IMPLEMENTATION	16576	264465	+ 247889	1495	16576	264465	+ 247889	1495

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 2012: The position variance is due to delays in recruiting and filling of positions. The expenditure variance was due to vacancy savings, federal funds expended less than appropriated, and deferral of repairs and maintenance projects.

B. FY 2013: The position variance is due to delays in establishing, recruiting and filling of positions. Expenditure variances are due to savings from vacancies, delays in repair and maintenance projects, and deferral of equipment and other purchases. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH12 for BU01 and ACT110, SLH12 for HGEA), implementation of the delayed projects and purchases, and expenditure of non-appropriated federal funds.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to lower actual expenditures in FY12.
4. The variance is due to decrease in accidents reported.
5. The variance is due to decrease in accidents reported.

PART III - PROGRAM TARGET GROUPS

2. The variance is due to an overestimation of cargo volume.
3. The variance is due to an overestimation of mail volume.
6. The variance is due to underestimate of the planned amounts.

PART IV - PROGRAM ACTIVITIES

6. The variance is due to underestimate of the planned amounts.

STATE OF HAWAII

PROGRAM TITLE: HANA AIRPORT
 PROGRAM-ID: TRN-133
 PROGRAM STRUCTURE NO: 030108

VARIANCE REPORT

REPORT V61
 12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13						
	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	5.00	-	4.00	44	9.00	5.00	-	4.00	44	9.00	9.00	+	0.00	0
EXPENDITURES (\$1000's)	1,070	1,412	+	342	32	151	92	-	59	39	543	602	+	59	11
TOTAL COSTS															
POSITIONS	9.00	5.00	-	4.00	44	9.00	5.00	-	4.00	44	9.00	9.00	+	0.00	0
EXPENDITURES (\$1000's)	1,070	1,412	+	342	32	151	92	-	59	39	543	602	+	59	11
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13										
	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)	9000	NO DATA	-	9000	100	9000	NO DATA	-	9000	100					
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)	9100	63949	+	54849	603	9100	31431	+	22331	245					
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)	3	0.404	-	2.596	87	3.5	0.5	-	3	86					
2. CARGO (TONS)	4	0	-	4	100	4	0	-	4	100					
3. AIR MAIL (TONS)	0	0	+	0	0	0	0	+	0	0					
4. AIRCRAFT OPERATIONS (THOUSANDS)	3	0	-	3	100	3	0	-	3	100					
5. CUSTODIAL SERVICES	0	1	+	1	0	0	1	+	1	0					
6. CAPITAL IMPROVEMENT PROGRAM	0	18001	+	18001	0	0	18001	+	18001	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	18001	+	18001	0	0	18001	+	18001	0					

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 2012: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to utilizing non-appropriated Federal funds for repair and maintenance projects.

B. FY 2013: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to savings from vacancies, delays in repair and maintenance projects, and deferral of other purchases. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH12 for BU01 and ACT110, SLH12 for HGEA) and implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

3. Variance due to less passengers arrivals than expected.
6. The variance is due to higher actual expenditures in FY12.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to lower actual data, 404 passengers, reported by the airlines.
2. The variance is due to lower actual data, 0 pounds, reported by the airlines.
4. The variance is due to lower actual data, 256 aircraft operations, reported by the airlines.
6. The variance is due to underestimate of the planned amounts.

PART IV - PROGRAM ACTIVITIES

6. The variance is due to underestimate of the planned amounts.

VARIANCE REPORT

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	10.00	- 1.00	9	11.00	10.00	- 1.00	9	11.00	11.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,847	1,688	- 159	9	336	311	- 25	7	1,483	1,527	+ 44	3
TOTAL COSTS												
POSITIONS	11.00	10.00	- 1.00	9	11.00	10.00	- 1.00	9	11.00	11.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,847	1,688	- 159	9	336	311	- 25	7	1,483	1,527	+ 44	3
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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				
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	40	40	+ 0	0	40	40	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1200	1897	+ 697	58	1250	2065	+ 815	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	.9	0	- 0.9	100	.9	0	- 0.9	100				
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	8000	11253	+ 3253	41	8000	12253	+ 4253	53				
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)	111	89	- 22	20	112	89	- 23	21				
2. CARGO (TONS)	905	759	- 146	16	905	759	- 146	16				
3. AIR MAIL (TONS)	2	0	- 2	100	2	0	- 2	100				
4. AIRCRAFT OPERATIONS (THOUSANDS)	10	6	- 4	40	10	6	- 4	40				
5. CUSTODIAL SERVICES	2	2	+ 0	0	2	2	+ 0	0				
6. CAPITAL IMPROVEMENT PROGRAM	0	113	+ 113	0	0	113	+ 113	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	113	+ 113	0	0	113	+ 113	0				

**VARIANCE REPORT NARRATIVE
FY 2012 AND FY 2013**

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 2012: No significant variance.

B. FY 2013: Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH12 for BU01 and ACT110, SLH12 for HGEA) and implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to an underestimation of the planned value (i.e., miscalculation).
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 planned value (i.e., miscalculation).

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 lower actual data, 0 pounds, reported by the airlines.
4. The variance is due to a decline in the number of aircraft operations.
6. The variance is due to underestimate of the planned amounts.

PART IV - PROGRAM ACTIVITIES

6. The variance is due to underestimate of the planned amounts.

VARIANCE REPORT

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	13.00	13.00	+ 0.00	0	13.00	13.00	+ 0.00	0	13.00	13.00	+ 0.00	0
EXPENDITURES (\$1000's)	5,587	2,156	- 3,431	61	474	456	- 18	4	2,753	2,825	+ 72	3
TOTAL COSTS												
POSITIONS	13.00	13.00	+ 0.00	0	13.00	13.00	+ 0.00	0	13.00	13.00	+ 0.00	0
EXPENDITURES (\$1000's)	5,587	2,156	- 3,431	61	474	456	- 18	4	2,753	2,825	+ 72	3
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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				
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	30	30	+ 0	0	30	30	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1070	1253	+ 183	17	1100	1907	+ 807	73				
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	1.0	0	- 1	100	1.0	0	- 1	100				
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2300	19780	+ 17480	760	2400	30101	+ 27701	1154				
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)	210	172	- 38	18	210	172	- 38	18				
2. CARGO (TONS)	1000	823	- 177	18	1000	823	- 177	18				
3. AIR MAIL (TONS)	350	0	- 350	100	350	0	- 350	100				
4. AIRCRAFT OPERATIONS (THOUSANDS)	30	34	+ 4	13	30	34	+ 4	13				
5. CUSTODIAL SERVICES	2	2	+ 0	0	2	2	+ 0	0				
6. CAPITAL IMPROVEMENT PROGRAM	0	150	+ 150	0	0	150	+ 150	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	150	+ 150	0	0	150	+ 150	0				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 2012: The expenditure variance was due to the non-expenditure of federal appropriations, and savings in other operational costs.

B. FY 2013: Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH12 for BU01 and ACT110, SLH12 for HGEA) and implementation of the 1st quarter delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to an underestimation of the planned value (i.e., miscalculation).
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 planned value (i.e., miscalculation).

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 lower actual data, 0 pounds, reported by the airlines.
4. The variance is due to an increase in aircraft operations.

6. The variance is due to underestimate of the planned amounts.

PART IV - PROGRAM ACTIVITIES

6. The variance is due to underestimate of the planned amounts.

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

VARIANCE REPORT

REPORT V61
12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	8.00	- 1.00	11	9.00	8.00	- 1.00	11	9.00	9.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,131	443	- 688	61	143	83	- 60	42	585	645	+ 60	10
TOTAL COSTS												
POSITIONS	9.00	8.00	- 1.00	11	9.00	8.00	- 1.00	11	9.00	9.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,131	443	- 688	61	143	83	- 60	42	585	645	+ 60	10
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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	0	1	+ 1	0	0	1	+ 1	0	0	1	+ 1	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. PASSENGERS (THOUSANDS)	5	0.591	- 4.409	88	5	0.6	- 4.4	88				
2. AIRCRAFT OPERATIONS (THOUSANDS)	2	4	+ 2	100	2	4	+ 2	100				
3. CUSTODIAL SERVICES	0	1	+ 1	0	0	1	+ 1	0				
4. 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. 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 2012 AND FY 2013

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 2012: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to savings from vacancies, and delays in repair and maintenance projects.

B. FY 2013: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to delays in repair and maintenance projects and deferral of other purchases. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH12 for BU01 and ACT110, SLH12 for HGEA) and implementation of the delayed projects and purchases.

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 lower actual data, 591 passengers, reported by the airlines.
2. The variance is due to increased aircraft operations.
3. The variance is due to underestimation of custodial services.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

PROGRAM TITLE: LANAI AIRPORT
PROGRAM-ID: TRN-151
PROGRAM STRUCTURE NO: 030112

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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)												
	10.00	10.00	+ 0.00	0	10.00	10.00	+ 0.00	0	10.00	10.00	+ 0.00	0
	2,932	1,889	- 1,043	36	395	392	- 3	1	3,041	3,062	+ 21	1
TOTAL COSTS												
POSITIONS												
EXPENDITURES (\$1000's)												
	10.00	10.00	+ 0.00	0	10.00	10.00	+ 0.00	0	10.00	10.00	+ 0.00	0
	2,932	1,889	- 1,043	36	395	392	- 3	1	3,041	3,062	+ 21	1
PART II: MEASURES OF EFFECTIVENESS												
FISCAL YEAR 2011-12												
FISCAL YEAR 2012-13												
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	+ 0	0	20	20	+ 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)	1430	2122	+ 692	48	1450	3881	+ 2431	168				
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	13930	+ 13915	92767	16	25470	+ 25454	159088				
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)	100	89	- 11	11	100	89	- 11	11				
2. CARGO (TONS)	700	723	+ 23	3	750	723	- 27	4				
3. AIR MAIL (TONS)	120	0	- 120	100	130	0	- 130	100				
4. AIRCRAFT OPERATIONS (THOUSANDS)	9	5	- 4	44	9	5	- 4	44				
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 2012 AND FY 2013**

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

B. FY 2013: Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH12 for BU01 and ACT110, SLH12 for HGEA) and implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to an underestimation of the planned value (i.e., miscalculation).
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 planned value (i.e., miscalculation).

PART III - PROGRAM TARGET GROUPS

1. The variance is due to a decline in the number of passengers.
3. The variance is due to lower actual data, 0 pounds, reported by the airlines.
4. The variance is due to an overestimation of aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	101.00	+ 0.00	0
EXPENDITURES (\$1000's)	15,227	13,889	- 1,338	9	3,999	3,867	- 132	3	13,570	13,856	+ 286	2
TOTAL COSTS												
POSITIONS	101.00	77.00	- 24.00	24	101.00	77.00	- 24.00	24	101.00	101.00	+ 0.00	0
EXPENDITURES (\$1000's)	15,227	13,889	- 1,338	9	3,999	3,867	- 132	3	13,570	13,856	+ 286	2
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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				
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	85	85	+ 0	0	85	85	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (CENTS)	700	541	- 159	23	750	690	- 60	8				
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0.10	.01	- 0.09	90	0.10	.01	- 0.09	90				
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0.25	.08	- 0.17	68	0.25	.17	- 0.08	32				
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2200	15783	+ 13583	617	2400	20140	+ 17740	739				
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)	2500	2567	+ 67	3	2500	2567	+ 67	3				
2. CARGO (TONS)	13500	13835	+ 335	2	13500	13835	+ 335	2				
3. AIR MAIL (TONS)	1100	3	- 1097	100	1100	3	- 1097	100				
4. AIRCRAFT OPERATIONS (THOUSANDS)	112	94	- 18	16	115	94	- 21	18				
5. CUSTODIAL SERVICES	22	22	+ 0	0	22	22	+ 0	0				
6. CAPITAL IMPROVEMENT PROGRAM	6874	29900	+ 23026	335	6874	29900	+ 23026	335				
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	29900	+ 23026	335	6874	29900	+ 23026	335				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 2012: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to savings from vacancies, non-expenditure of federal appropriation, and delays in repair and maintenance projects.

B. FY 2013: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to savings from vacancies, delays in repair and maintenance projects, and deferral of other purchases. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH12 for BU01 and ACT110, SLH12 for HGEA) and implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to lower actual expenditures (operating costs) in FY12.
4. The variance is due to a decrease in reported accidents reported.
5. The variance is due to a decrease in reported accidents reported.
6. The variance is due to an underestimation of the planned value (i.e., miscalculation).

PART III - PROGRAM TARGET GROUPS

3. The variance is due to lower actual data, 3 tons, reported by the airlines.
4. The variance is due to an overestimation of aircraft operations.
6. The variance is due to underestimate of the planned amounts.

PART IV - PROGRAM ACTIVITIES

6. The variance is due to underestimate of the planned amounts.

VARIANCE REPORT

PROGRAM TITLE: PORT ALLEN AIRPORT
PROGRAM-ID: TRN-163
PROGRAM STRUCTURE NO: 030114

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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)	360	0	- 360	100	0	0	+ 0	0	27	27	+ 0	0
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)	360	0	- 360	100	0	0	+ 0	0	27	27	+ 0	0
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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	0	- 1	100	1	0	- 1	100	1	0	- 1	100
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)	3	4	+ 1	33	4	4	+ 0	0	4	4	+ 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	30	30	+ 0	0	30	30	+ 0	0	30	30	+ 0	0
2. RESTROOM FACILITY STANDARDS	2	2	+ 0	0	2	2	+ 0	0	2	2	+ 0	0
3. CIP IMPLEMENTATION	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0

**VARIANCE REPORT NARRATIVE
FY 2012 AND FY 2013**

**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 2012: The expenditure variance is due to non-expenditure of federal appropriation and savings in routine maintenance and supply expenses.

B. FY 2013: No significant variances.

PART II - MEASURES OF EFFECTIVENESS

2. The variance is due to a previous input error. There is no restroom facility at the airport.

PART III - PROGRAM TARGET GROUPS

1. The variance is due to an increase in private aircraft operations.

PART IV - PROGRAM ACTIVITIES

No significant variances.

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	111.00	+ 0.00	0
EXPENDITURES (\$1000's)	124,510	118,338	- 6,172	5	43,679	27,671	- 16,008	37	154,456	170,818	+ 16,362	11
TOTAL COSTS												
POSITIONS	111.00	89.00	- 22.00	20	111.00	89.00	- 22.00	20	111.00	111.00	+ 0.00	0
EXPENDITURES (\$1000's)	124,510	118,338	- 6,172	5	43,679	27,671	- 16,008	37	154,456	170,818	+ 16,362	11
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. ADMIN COSTS REL. TO TOTAL PROG COSTS (%)	34	38	+ 4	12	34	49	+ 15	44				
PART IV: PROGRAM ACTIVITY												
1. ADMIN PERSONNEL (NO. OF PERSONS)	133	115	- 18	14	133	133	+ 0	0				
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	1205	1045	- 160	13	1205	1205	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 2012: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to savings from vacancies, and deferral and savings of other expenses.

B. FY 2013: The position variance is due to delays in recruiting and filling vacant positions. Expenditure variances are due to savings from vacancies, and deferral of other purchases. Estimated variance is due to the additional collective bargaining amounts (Act 106, SLH12 for BU01 and ACT110, SLH12 for HGEA) and implementation of the delayed projects and purchases.

PART II - MEASURES OF EFFECTIVENESS

For FY 2013, the variance is due to underestimation of the planned amounts.

PART III - PROGRAM TARGET GROUPS

No program target groups.

PART IV - PROGRAM ACTIVITIES

1. & 2. The variance is due to delays in recruitment and filling of positions.

VARIANCE REPORT

PROGRAM TITLE: WATER TRANSPORTATION FACILITIES AND SERVICES

12/14/12

PROGRAM-ID:

PROGRAM STRUCTURE NO: 0302

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	193.00	- 48.00	20	241.00	192.00	- 49.00	20	241.00	241.00	+ 0.00	0
EXPENDITURES (\$1000's)	90,591	76,024	- 14,567	16	20,818	15,193	- 5,625	27	69,241	74,865	+ 5,624	8
TOTAL COSTS												
POSITIONS	241.00	193.00	- 48.00	20	241.00	192.00	- 49.00	20	241.00	241.00	+ 0.00	0
EXPENDITURES (\$1000's)	90,591	76,024	- 14,567	16	20,818	15,193	- 5,625	27	69,241	74,865	+ 5,624	8
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS/INCIDENTS	0	0	+ 0	0	0	0	+ 0	0				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	32923	48206	+ 15283	46	33581	48206	+ 14625	44				

Intermediate Level Program
No Narrative
(See Lowest Level Programs for Explanation of Variances)

PROGRAM TITLE: HONOLULU HARBOR
 PROGRAM-ID: TRN-301
 PROGRAM STRUCTURE NO: 030201

12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	93.00	- 23.00	20	116.00	91.00	- 25.00	22	116.00	116.00	+ 0.00	0
EXPENDITURES (\$1000's)	24,116	20,958	- 3,158	13	5,799	3,062	- 2,737	47	18,054	20,791	+ 2,737	15
TOTAL COSTS												
POSITIONS	116.00	93.00	- 23.00	20	116.00	91.00	- 25.00	22	116.00	116.00	+ 0.00	0
EXPENDITURES (\$1000's)	24,116	20,958	- 3,158	13	5,799	3,062	- 2,737	47	18,054	20,791	+ 2,737	15
					FISCAL YEAR 2011-12				FISCAL YEAR 2012-13			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO					2.26	2.11	- 0.15	7	2.26	2.11	- 0.15	7
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD					34998	42128	+ 7130	20	35698	42128	+ 6430	18
3. NO. OF INCIDENCES/ACCIDENTS REPORTED					0	0	+ 0	0	0	0	+ 0	0
4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS					0	1	+ 1	0	0	0	+ 0	0
5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL					3804	3246	- 558	15	3804	3246	- 558	15
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL					673356	1280103	+ 606747	90	686823	1280103	+ 593280	86
2. TONS OF CARGO - OVERSEAS - DOMESTIC					5285173	5500955	+ 215782	4	5390877	5500955	+ 110078	2
3. TONS OF CARGO - INTERISLAND					2339897	3162842	+ 822945	35	2386695	3162842	+ 776147	33
4. NO. OF PASSENGERS					445410	425275	- 20135	5	449864	425275	- 24589	5
5. NO. OF CRUISE SHIP CALLS					117	131	+ 14	12	118	131	+ 13	11
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 2012 AND FY 2013

03 02 01
TRN 301

PROGRAM TITLE: HONOLULU HARBOR

PART I - EXPENDITURES AND POSITIONS

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

FY 2012: 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 2013: 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.

PART II - MEASURES OF EFFECTIVENESS

2. The variance in FY 2012 is due to changes in cargo tonnage reporting to include commodities passing through pipelines.
5. The variance in FY 2012 is due to more cruise ship calls with less passengers than planned estimates.

PART III - PROGRAM TARGET GROUPS

- 1 & 3. The variance in 2012 is due to changes in cargo tonnage reporting.
5. The variance in 2012 is due to more cruise ship calls than planned estimates.

PART IV - PROGRAM ACTIVITIES

No significant variances.

STATE OF HAWAII

PROGRAM TITLE: KALAELOA BARBERS POINT HARBOR
 PROGRAM-ID: TRN-303
 PROGRAM STRUCTURE NO: 030202

VARIANCE REPORT

REPORT V61
 12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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)	2,105	759	- 1,346	64	297	145	- 152	51	1,801	1,953	+ 152	8
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)	2,105	759	- 1,346	64	297	145	- 152	51	1,801	1,953	+ 152	8
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	1.09	.20	- 0.89	82	1.09	.20	- 0.89	82				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	28597	88248	+ 59651	209	29169	88248	+ 59079	203				
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	1061751	1647911	+ 586160	55	1082986	1647911	+ 564925	52				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	162722	795997	+ 633275	389	165977	795997	+ 630020	380				
3. TONS OF CARGO - INTERISLAND	6060	1353407	+ 1347347	22233	6181	1353407	+ 1347226	21796				
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	0.83	+ 0	0	0.83	0.83	+ 0	0				
3. YARD AREA (ACRES)	42.2	42.2	+ 0	0	42.2	42.2	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

PROGRAM TITLE: KALAELOA BARBERS POINT HARBOR

**03 02 02
TRN 303**

PART I - EXPENDITURES AND POSITIONS

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

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

FY 2013: 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. The variance in FY 2012 is due to decreases in operating costs and increases in cargo tonnage.
2. The variance in FY 2012 is due to increases in cargo tonnage, resulting from the change in cargo tonnage reporting to include commodities passing through pipelines.

PART III - PROGRAM TARGET GROUPS

1, 2 & 3. The variance in 2012 is due to the change in cargo tonnage reporting to include commodities passing thru pipelines.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

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

REPORT V61
 12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	12.00	- 2.00	14	14.00	13.00	- 1.00	7	14.00	14.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,375	1,789	- 586	25	404	327	- 77	19	1,950	2,027	+ 77	4
TOTAL COSTS												
POSITIONS	14.00	12.00	- 2.00	14	14.00	13.00	- 1.00	7	14.00	14.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,375	1,789	- 586	25	404	327	- 77	19	1,950	2,027	+ 77	4
				FISCAL YEAR 2011-12				FISCAL YEAR 2012-13				
				PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%	
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	2.86	1.45	- 1.41	49	2.86	1.45	- 1.41	49				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	22905	52339	+ 29434	129	23363	52339	+ 28976	124				
3. NO. OF INCIDENTS/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	2984	+ 76	3	2908	2984	+ 76	3				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	3671	11205	+ 7534	205	3745	11205	+ 7460	199				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	41606	51425	+ 9819	24	42438	51425	+ 8987	21				
3. TONS OF CARGO - INTERISLAND	495285	1172576	+ 677291	137	505191	1172576	+ 667385	132				
4. NO. OF PASSENGERS	316130	352141	+ 36011	11	319291	352141	+ 32850	10				
5. NO. OF CRUISE SHIP CALLS	111	118	+ 7	6	112	118	+ 6	5				
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 2012 AND FY 2013

03 02 04
TRN 311

PROGRAM TITLE: HILO HARBOR

PART I - EXPENDITURES AND POSITIONS

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

FY 2012: 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 2013: The operating cost variance is due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1. The variance in FY 2012 is due to a decrease in operating costs and an increase in cargo tonnage.
2. The variance in FY 2012 is due to an increase in cargo tonnage, resulting from the change in cargo tonnage reporting to include commodities passing through pipelines.

PART III - PROGRAM TARGET GROUPS

- 1, 2 & 3. The variance in 2012 is due to the change in cargo tonnage reporting.
4. The variance in FY 2012 is due to an increase in the number of passengers more than expected.

PART IV - PROGRAM ACTIVITIES

No significant variances.

STATE OF HAWAII

VARIANCE REPORT

REPORT V61

PROGRAM TITLE: KAWAIHAE HARBOR

12/14/12

PROGRAM-ID: TRN-313

PROGRAM STRUCTURE NO: 030205

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13						
	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	0.00	-	2.00	100	2.00	0.00	-	2.00	100	2.00	2.00	+	0.00	0
EXPENDITURES (\$1000's)	1,234	846	-	388	31	168	124	-	44	26	1,062	1,105	+	43	4
TOTAL COSTS															
POSITIONS	2.00	0.00	-	2.00	100	2.00	0.00	-	2.00	100	2.00	2.00	+	0.00	0
EXPENDITURES (\$1000's)	1,234	846	-	388	31	168	124	-	44	26	1,062	1,105	+	43	4
					FISCAL YEAR 2011-12				FISCAL YEAR 2012-13						
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%			
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO					2.11	1.14	-	0.97	46	2.11	1.14	-	0.97	46	
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD					42871	46068	+	3197	7	43728	46068	+	2340	5	
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	38	+	38	0	0	38	+	38	0	
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL					2146	0	-	2146	100	2189	0	-	2189	100	
2. TONS OF CARGO - OVERSEAS - DOMESTIC					28457	3427	-	25030	88	29026	3427	-	25599	88	
3. TONS OF CARGO - INTERISLAND					661334	740104	+	78770	12	674561	740104	+	65543	10	
4. NO. OF PASSENGERS					0	751	+	751	0	0	751	+	751	0	
5. NO. OF CRUISE SHIP CALLS					0	20	+	20	0	0	20	+	20	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 2012 AND FY 2013

03 02 05
TRN 313

PROGRAM TITLE: KAWAIHAE HARBOR

PART I - EXPENDITURES AND POSITIONS

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

FY 2012: The position variance is due to the delay in filling vacant positions. The operating cost variance is due to the delay in hiring and filling vacant positions, savings in special repair and maintenance projects and the overall reduction or deferral of operating expenditures.

FY 2013: The position variance is due to the delay in filling vacant positions. The operating cost variance is due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1. The variance in FY 2012 is due to a decrease in operating expenditures and a change in cargo tonnage reporting to include commodities passing through pipelines.
5. The variance in FY 2012 is due to American Explorer Cruises initiating unstructured luxury inter-island yacht cruising among the islands utilizing 150 foot small ships.

PART III - PROGRAM TARGET GROUPS

- 1, 2 & 3. The variance in FY 2012 is due to the change in cargo tonnage reporting to include commodities passing through pipelines.
- 4 & 5. The variance in FY 2012 is due to American Explorer Cruises initiating cruises to visit the harbor.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

PROGRAM TITLE: KAHULUI HARBOR
PROGRAM-ID: TRN-331
PROGRAM STRUCTURE NO: 030206

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	15.00	- 3.00	17	18.00	13.00	- 5.00	28	18.00	18.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,428	2,838	- 590	17	520	409	- 111	21	2,864	2,975	+ 111	4
TOTAL COSTS												
POSITIONS	18.00	15.00	- 3.00	17	18.00	13.00	- 5.00	28	18.00	18.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,428	2,838	- 590	17	520	409	- 111	21	2,864	2,975	+ 111	4
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	1.35	1.25	- 0.1	7	1.35	1.25	- 0.1	7				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	43866	68274	+ 24408	56	44743	68274	+ 23531	53				
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	1978	- 379	16	2357	1978	- 379	16				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	65792	7212	- 58580	89	67108	7212	- 59896	89				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	163123	294472	+ 131349	81	166386	294472	+ 128086	77				
3. TONS OF CARGO - INTERISLAND	1225670	1962268	+ 736598	60	1250184	1962268	+ 712084	57				
4. NO. OF PASSENGERS	137360	126599	- 10761	8	138734	126599	- 12135	9				
5. NO. OF CRUISE SHIP CALLS	58	64	+ 6	10	58	64	+ 6	10				
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 2012 AND FY 2013**

03 02 06
TRN 331

PROGRAM TITLE: KAHULUI HARBOR

PART I - EXPENDITURES AND POSITIONS

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

FY 2012: 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 2013: The position variance is due to delays in filling vacant positions. The operating cost variance is due to the delay in filling vacant positions and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

2. The variance in FY 2012 is due to a change in cargo tonnage reporting to include commodities passing through pipelines.
5. The variance in FY 2012 is due to more cruise ship calls with less passengers than planned estimates.

PART III - PROGRAM TARGET GROUPS

- 1, 2 & 3. The variance in FY 2012 is due to the change in cargo tonnage reporting.
5. The variance in FY 2012 is due to more cruise ship calls than planned estimates.

PART IV - PROGRAM ACTIVITIES

No significant variances.

PROGRAM TITLE: KAUNAKAKAI HARBOR
 PROGRAM-ID: TRN-341
 PROGRAM STRUCTURE NO: 030207

12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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)	606	294	- 312	51	44	18	- 26	59	559	585	+ 26	5
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)	606	294	- 312	51	44	18	- 26	59	559	585	+ 26	5
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	4.78	3.88	- 0.9	19	4.78	3.88	- 0.9	19				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	28420	24945	- 3475	12	28988	24945	- 4043	14				
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	26	+ 26	0	0	26	+ 26	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	86396	75834	- 10562	12	88124	75834	- 12290	14				
4. NO. OF PASSENGERS	0	411	+ 411	0	0	411	+ 411	0				
5. NO. OF CRUISE SHIP CALLS	0	16	+ 16	0	0	16	+ 16	0				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	691	691	+ 0	0	691	691	+ 0	0				
2. SHED AREAS (ACRES)	0.17	0.17	+ 0	0	0.17	0.17	+ 0	0				
3. YARD AREAS (ACRES)	2.87	2.87	+ 0	0	2.87	2.87	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

03 02 07
TRN 341

PROGRAM TITLE: KAUNAKAKAI HARBOR

PART I - EXPENDITURES AND POSITIONS

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

FY 2012: The operating cost variance is due to savings in repair and maintenance projects and the overall reduction or deferral of operating expenditures.

FY 2013: The operating cost variance is due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1. The variance in FY 2012 is due to less-than-expected actual operating expenses.
2. The variance in FY 2012 is due to less-than-expected actual cargo tonnage.
5. The variance in FY 2012 is due to American Explorer Cruises initiating unstructured luxury inter-island yacht cruising among the islands utilizing 150 foot small ships.

PART III - PROGRAM TARGET GROUPS

3. The variance in FY 2012 is due to less-than-expected actual cargo tonnage (inter-island).
- 4 & 5. The variance in FY 2012 is due to American Explorer Cruises initiating cruises to visit the harbor.

PART IV - PROGRAM ACTIVITIES

No significant variances.

PROGRAM TITLE: NAWILIWILI HARBOR
PROGRAM-ID: TRN-361
PROGRAM STRUCTURE NO: 030208

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,807	2,367	- 440	16	685	412	- 273	40	2,088	2,361	+ 273	13
TOTAL COSTS												
POSITIONS	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,807	2,367	- 440	16	685	412	- 273	40	2,088	2,361	+ 273	13
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	4.23	3.71	- 0.52	12	4.23	3.71	- 0.52	12				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	17495	19189	+ 1694	10	17845	19189	+ 1344	8				
3. NO. OF INCIDENTS/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	2211	- 629	22	2840	2211	- 629	22				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	0	4867	+ 4867	0	0	4867	+ 4867	0				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	49686	181	- 49505	100	50680	181	- 50499	100				
3. TONS OF CARGO - INTERISLAND	532213	633188	+ 100975	19	542858	633188	+ 90330	17				
4. NUMBER OF PASSENGERS	265630	243214	- 22416	8	268286	243214	- 25072	9				
5. NO. OF CRUISE SHIP CALLS	92	110	+ 18	20	93	110	+ 17	18				
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 2012 AND FY 2013

03 02 08
TRN 361

PROGRAM TITLE: NAWILIWILI HARBOR

PART I - EXPENDITURES AND POSITIONS

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

FY 2012: The operating cost variance is due to savings in special maintenance and repair projects and the overall reduction or deferral of operating expenditures.

FY 2013: The operating cost variance is due to overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1. The variance in FY 2012 is due to a decrease in in harbor operating expenditures and an increase in cargo tonnage reporting.
2. The variance in FY 2012 is due to increases in cargo tonnage, resulting from the change in cargo tonnage reporting to include commodities passing through pipelines.
5. The variance in FY 2012 is due to more cruise ship calls with less passengers than planned.

PART III - PROGRAM TARGET GROUPS

- 1, 2 & 3. The variance in FY 2012 is due to a change in cargo tonnage reporting.
5. The variance in FY 2012 is due to increased cruise ship calls over projections.

PART IV - PROGRAM ACTIVITIES

No significant variances.

STATE OF HAWAII

PROGRAM TITLE: PORT ALLEN HARBOR
 PROGRAM-ID: TRN-363
 PROGRAM STRUCTURE NO: 030209

VARIANCE REPORT

REPORT V61
 12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13						
	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)	394	229	-	165	42	43	31	-	12	28	348	360	+	12	3
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)	394	229	-	165	42	43	31	-	12	28	348	360	+	12	3
					FISCAL YEAR 2011-12				FISCAL YEAR 2012-13						
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%			
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO					NO DATA	1.29	+	1.29	0	NO DATA	1.29	+	1.29	0	
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD					NO DATA	116029	+	116029	0	NO DATA	116029	+	116029	0	
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					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	
3. TONS OF CARGO - INTERISLAND					NO DATA	177525	+	177525	0	NO DATA	177525	+	177525	0	
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)					1200	1200	+	0	0	1200	1200	+	0	0	
2. SHED AREAS (ACRES)					0.8	0.8	+	0	0	0.8	0.8	+	0	0	
3. YARD AREAS (ACRES)					0.73	0.73	+	0	0	0.73	0.73	+	0	0	

**VARIANCE REPORT NARRATIVE
FY 2012 AND FY 2013**

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 2012: 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 2013: The operating costs variance is due to labor cost savings and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1 & 2. Variance in FY 2012 was due to planned data that was based on an estimate at the time as no data was available.

PART III - PROGRAM TARGET GROUPS

3. The variance in FY 2012 was due to planned data that was based on 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 IV - PROGRAM ACTIVITIES

No significant variances.

STATE OF HAWAII
PROGRAM TITLE: KAUMALAPAU HARBOR
PROGRAM-ID: TRN-351
PROGRAM STRUCTURE NO: 030210

VARIANCE REPORT

REPORT V61
12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	57	- 203	78	8	4	- 4	50	252	256	+ 4	2
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	57	- 203	78	8	4	- 4	50	252	256	+ 4	2
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	27.7	1.21	- 26.49	96	27.7	1.21	- 26.49	96				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	4119	20660	+ 16541	402	4201	20660	+ 16459	392				
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	25	+ 25	0	0	25	+ 25	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	9473	47518	+ 38045	402	9662	47518	+ 37856	392				
4. NUMBER OF PASSENGERS	0	533	+ 533	0	0	533	+ 533	0				
5. NUMBER OF CRUISE SHIP CALLS	0	21	+ 21	0	0	21	+ 21	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 2012 AND FY 2013**

03 02 10
TRN 351

PROGRAM TITLE: KAUMALAPAU HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Cost (\$000)

FY 2012: The operating cost variance is due to savings in special repair and maintenance projects and other expenditures.

FY 2013: The operating cost variance is due to deferral of operating expenditures.

PART II - MEASURES OF EFFECTIVENESS

1 & 2. The variance in FY 2012 is primarily due to an increase in cargo tonnage, resulting from the change in cargo tonnage reporting.

5. The variance in FY 2012 is due to American Explorer Cruises initiating unstructured luxury inter-island yacht cruising among the islands utilizing 150 foot small ships.

PART III - PROGRAM TARGET GROUPS

3. The variance in FY 2012 is due to an increase in cargo tonnage, resulting from the change in cargo tonnage reporting.

4 & 5. The variance in FY 2012 is due to American Explorer Cruises initiating cruises to visit the harbor.

PART IV - PROGRAM ACTIVITIES

No significant variances.

PROGRAM TITLE: HARBORS ADMINISTRATION
 PROGRAM-ID: TRN-395
 PROGRAM STRUCTURE NO: 030211

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	53.00	- 18.00	25	71.00	55.00	- 16.00	23	71.00	71.00	+ 0.00	0
EXPENDITURES (\$1000's)	53,223	45,887	- 7,336	14	12,839	10,661	- 2,178	17	40,231	42,409	+ 2,178	5
TOTAL COSTS												
POSITIONS	71.00	53.00	- 18.00	25	71.00	55.00	- 16.00	23	71.00	71.00	+ 0.00	0
EXPENDITURES (\$1000's)	53,223	45,887	- 7,336	14	12,839	10,661	- 2,178	17	40,231	42,409	+ 2,178	5
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. COST OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	33.71	26.68	- 7.03	21	33.71	30.00	- 3.71	11				
2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION	10000	3136	- 6864	69	10000	10000	+ 0	0				
3. NO. OF VENDOR PAYMENTS FOR DIV EXCEEDING 30 DAYS	260	94	- 166	64	260	150	- 110	42				
4. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	100	90	- 10	10	100	90	- 10	10				
5. % OF SPEC MAINT PROJ INITIATED COMPARED TO PLAN	100	85	- 15	15	100	90	- 10	10				
PART III: PROGRAM TARGET GROUP												
1. FILLED PERMANENT POSITIONS IN THE DIVISION	234	193	- 41	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	2	+ 0	0				
4. NO. OF SPECIAL MAINTENANCE PROJECTS INITIATED	72	61	- 11	15	72	72	+ 0	0				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

03 02 11
TRN 395

PROGRAM TITLE: HARBORS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

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

FY 2012: 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 and the overall reduction or deferral of operating expenditures.

FY 2013: 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 and the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

1. The variance in FY 2012 is due to increased debt service and other operating costs.
2. The variance in FY 2012 is due to less overpayments than anticipated due to monitoring employee leave balances.
3. The variance in FY 2012 is due to less late payments than anticipated due to fiscal controls on timely payments.
4. The variance in FY 2012 is due to more projects that could not be completed within scheduled time than anticipated.
5. The variance in FY 2012 is due to less special maintenance projects (SMPs) initiated than planned.

PART III - PROGRAM TARGET GROUPS

1. The FY 2012 position variance is due to delays in recruiting and filling vacant positions.

PART IV - PROGRAM ACTIVITIES

4. The variance in FY 2012 is due to less special maintenance projects (SMPs) initiated than planned.

STATE OF HAWAII
PROGRAM TITLE: HANA HARBOR
PROGRAM-ID: TRN-333
PROGRAM STRUCTURE NO: 030212

VARIANCE REPORT

REPORT V61
12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13						
	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	0	-	43	100	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	0	-	43	100	11	0	-	11	100	32	43	+	11	34
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13										
	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	0	+	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 2012 AND FY 2013

03 02 12
TRN 333

PROGRAM TITLE: HANA HARBOR

PART I - EXPENDITURES AND POSITIONS

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

FY 2012: The variance is because 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.

FY 2013: see above.

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

PROGRAM TITLE: LAND TRANSPORTATION FACILITIES AND SERVICES

12/14/12

PROGRAM-ID:

PROGRAM STRUCTURE NO: 0303

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	509.00	- 95.00	16	604.00	509.00	- 95.00	16	604.00	604.00	+ 0.00	0
EXPENDITURES (\$1000's)	238,055	216,098	- 21,957	9	77,121	33,389	- 43,732	57	206,724	249,594	+ 42,870	21
TOTAL COSTS												
POSITIONS	604.00	509.00	- 95.00	16	604.00	509.00	- 95.00	16	604.00	604.00	+ 0.00	0
EXPENDITURES (\$1000's)	238,055	216,098	- 21,957	9	77,121	33,389	- 43,732	57	206,724	249,594	+ 42,870	21
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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	397	381	- 16	4	386	352	- 34	9				
3. FATALITIES PER BILLION VEHICLE MILES	56	46	- 10	18	56	51	- 5	9				
4. MAINTENANCE COST PER 10 LANE-MILES	1446161	992205	- 453956	31	1446161	1082002	- 364159	25				
5. VEHICLE MILES PER TRAVEL (MILLIONS OF MILES)	5789	5614	- 175	3	5790	5701	- 89	2				

Intermediate Level Program
No Narrative
(See Lowest Level Programs for Explanation of Variances)

VARIANCE REPORT

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	192.00	- 33.00	15	224.00	194.00	- 30.00	13	224.00	224.00	+ 0.00	0
EXPENDITURES (\$1000's)	85,171	82,895	- 2,276	3	27,288	10,924	- 16,364	60	75,970	92,334	+ 16,364	22
TOTAL COSTS												
POSITIONS	225.00	192.00	- 33.00	15	224.00	194.00	- 30.00	13	224.00	224.00	+ 0.00	0
EXPENDITURES (\$1000's)	85,171	82,895	- 2,276	3	27,288	10,924	- 16,364	60	75,970	92,334	+ 16,364	22
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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	76	73	- 3	4	71	68	- 3	4				
3. FATALITIES PER BILLION VEHICLE MILES	9	8	- 1	11	9	9	+ 0	0				
4. MAINTENANCE COST PER 10 LANE-MILES	546051	505564	- 40487	7	546051	537304	- 8747	2				
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	57	71	+ 14	25	58	57	- 1	2				
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	3603	3516	- 87	2	3648	3558	- 90	2				
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	38830	37480	- 1350	3	39320	37930	- 1390	4				
3. NO. OF REGISTERED VEHICLES	747341	747125	- 216	0	756806	756404	- 402	0				
4. NO. OF REGISTERED VEHICLE OPERATORS	631681	627230	- 4451	1	638486	634087	- 4399	1				
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	616	808	+ 192	31	651	762	+ 111	17				
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	442	+ 0	0				
4. RESURFACING (LANE MILES)	4.34	24.24	+ 19.9	459	4.70	18.56	+ 13.86	295				
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)	2957	12252	+ 9295	314	3707	22752	+ 19045	514				
6. SPECIAL MAINTENANCE - OTHERS (\$1000)	8564	10105	+ 1541	18	7814	13941	+ 6127	78				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 less than anticipated federal program expenditures and encumbrances.

PART II - MEASURES OF EFFECTIVENESS

3. Variance is due to actual number of fatal accidents per billion vehicle miles being slightly less than anticipated.

7. Variance is due to underestimation caused by pavement condition data and prediction model errors as well as pavement maintenance funding assumption errors. Actual data reflects mitigation of planned data errors.

PART III - PROGRAM TARGET GROUPS

5. Variance is due to underestimation caused by pavement condition data and prediction model errors as well as pavement maintenance funding assumption errors. Actual data reflects mitigation of planned data errors.

PART IV - PROGRAM ACTIVITIES

4. Variance is due to high priority resurfacing projects added.

5. Variance is due to high priority resurfacing projects added.

6. Variance is due to high priority project added.

PROGRAM TITLE: HAWAII HIGHWAYS
 PROGRAM-ID: TRN-511
 PROGRAM STRUCTURE NO: 030302

12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	96.00	- 28.00	23	124.00	95.00	- 29.00	23	124.00	124.00	+ 0.00	0
EXPENDITURES (\$1000's)	22,558	16,145	- 6,413	28	8,458	7,463	- 995	12	21,325	22,320	+ 995	5
TOTAL COSTS												
POSITIONS	124.00	96.00	- 28.00	23	124.00	95.00	- 29.00	23	124.00	124.00	+ 0.00	0
EXPENDITURES (\$1000's)	22,558	16,145	- 6,413	28	8,458	7,463	- 995	12	21,325	22,320	+ 995	5
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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	121	120	- 1	1	117	108	- 9	8				
3. FATALITIES PER BILLION VEHICLE MILES	16	15	- 1	6	16	16	+ 0	0				
4. MAINTENANCE COST PER 10 LANE-MILES	153184	123203	- 29981	20	153184	149638	- 3546	2				
5. % BRIDGES WITH SUFFICIENCY RATING 50 OR LESS	3	3	+ 0	0	3	3	+ 0	0				
6. % BRIDGES WITH SUFFICIENCY RATING 51-80	47	47	+ 0	0	47	47	+ 0	0				
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	76	89	+ 13	17	77	90	+ 13	17				
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	1019	913	- 106	10	1045	935	- 110	11				
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	8120	7290	- 830	10	8320	7470	- 850	10				
3. NO. OF REGISTERED VEHICLES	187782	181279	- 6503	3	192480	185605	- 6875	4				
4. NO. OF REGISTERED VEHICLE OPERATORS	135884	131524	- 4360	3	138488	133984	- 4504	3				
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	557	738	+ 181	32	569	746	+ 177	31				
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	126	- 10	7				
4. RESURFACING (LANE MILES)	16.48	43.16	+ 26.68	162	10.60	53.04	+ 42.44	400				
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)	3515	4179	+ 664	19	4027	9327	+ 5300	132				
6. SPECIAL MAINTENANCE - OTHERS (\$1000)	1515	1587	+ 72	5	973	7173	+ 6200	637				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

03 03 02
TRN 511

PROGRAM TITLE: HAWAII 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, special maintenance expenditures and encumbrances, travel expenses and contractual ground maintenance services encumbrances and expenditures.

PART II - MEASURES OF EFFECTIVENESS

4. Variance is due to less than anticipated payroll expenses, travel expenses, and routine maintenance contractual services encumbrances and expenditures.

7. Variance is due to underestimation caused by pavement condition data and prediction model errors as well as pavement maintenance funding assumption errors. Actual data reflects mitigation of planned data errors.

PART III - PROGRAM TARGET GROUPS

1. Variance is due to lower vehicle miles of travel (millions of miles) mainly caused by the slower recovery from the previous economic downturns. Less economic activities have resulted in less driving on the island in the fiscal year.

2. Variance is due to lower average daily traffic mainly caused by the slower recovery from previous economic downturns. Less economic activities have resulted in less driving on the island in the fiscal year.

5. Variance is due to underestimation caused by pavement maintenance funding assumption errors. Actual data reflects mitigation of planned data errors.

PART IV - PROGRAM ACTIVITIES

4. Variance is attributed to Federal-aid resurfacing projects added.

5. Variance is due to Federal-aid resurfacing projects added.

VARIANCE REPORT

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	81.00	63.00	- 18.00	22	81.00	64.00	- 17.00	21	81.00	81.00	+ 0.00	0
EXPENDITURES (\$1000's)	22,588	22,246	- 342	2	6,710	5,307	- 1,403	21	24,336	25,739	+ 1,403	6
TOTAL COSTS												
POSITIONS	81.00	63.00	- 18.00	22	81.00	64.00	- 17.00	21	81.00	81.00	+ 0.00	0
EXPENDITURES (\$1000's)	22,588	22,246	- 342	2	6,710	5,307	- 1,403	21	24,336	25,739	+ 1,403	6

	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13			
	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
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	101	104	+ 3	3	96	95	- 1	1
3. FATALITIES PER BILLION VEHICLE MILES	21	15	- 6	29	21	17	- 4	19
4. MAINTENANCE COST PER 10 LANE-MILES	176412	154326	- 22086	13	176412	173455	- 2957	2
5. % BRIDGES WITH SUFFICIENCY RATING 50 OR LESS	49	34	- 15	31	49	33	- 16	33
6. % BRIDGES WITH SUFFICIENCY RATING 51-80	75	35	- 40	53	74	34	- 40	54
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	90	89	- 1	1	90	90	+ 0	0
PART III: PROGRAM TARGET GROUP								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	841	794	- 47	6	859	809	- 50	6
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	15530	14750	- 780	5	15850	15050	- 800	5
3. NO. OF REGISTERED VEHICLES	166526	171316	+ 4790	3	170052	174655	+ 4603	3
4. NO. OF REGISTERED VEHICLE OPERATORS	115372	124943	+ 9571	8	117568	127256	+ 9688	8
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	535	532	- 3	1	527	540	+ 13	2
PART IV: PROGRAM ACTIVITY								
1. ROADWAY MAINTENANCE (LANE MILES)	552	552	+ 0	0	552	529	- 23	4
2. LANDSCAPE MAINTENANCE (ACRES)	366	366	+ 0	0	366	366	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)	117	117	+ 0	0	117	111	- 6	5
4. RESURFACING (LANE MILES)	49.00	56.71	+ 7.71	16	49.00	36.04	- 12.96	26
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)	10350	10503	+ 153	1	10350	17460	+ 7110	69
6. SPECIAL MAINTENANCE - OTHERS (\$1000)	1364	2383	+ 1019	75	1364	3039	+ 1675	123

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 less than anticipated payroll expenditures, and electricity expenditures.

PART II - MEASURES OF EFFECTIVENESS

3. Variance is due to the estimated rate being higher than anticipated. The decrease in fatal accidents may be attributed to the County of Maui motor vehicle safety program campaign and enforcement.

4. Variance is due to less than anticipated payroll expenditures and electricity expenses.

5. Variance is due to the original estimates calculated incorrectly. Actual data correctly measures the islands of Maui, Molokai, and Lanai.

6. Variance is due to the original estimates calculated incorrectly. Actual data correctly measures the islands of Maui, Molokai, and Lanai.

7. Variance is due to errors in calculating PLANNED number. Since this measure is the percentage (%), 3 percentage numbers should NOT be simply added when Molokai (former TRN541) & Lanai (former TRN551) are combined into TRN531 (Maui). PLANNED numbers for FY12-FY19 need to be corrected thru eAnalyt. Also 99% (=297/3) is likely to be overestimated due to pavement condition data and prediction model errors as well as pavement maintenance funding assumption errors. Actual data reflects mitigation of planned data errors.

PART III - PROGRAM TARGET GROUPS

PART IV - PROGRAM ACTIVITIES

4. Variance is due to Federal-aid resurfacing projects added.

6. Variance is due to high priority projects added.

VARIANCE REPORT

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	45.00	- 6.00	12	51.00	45.00	- 6.00	12	51.00	51.00	+ 0.00	0
EXPENDITURES (\$1000's)	13,283	13,486	+ 203	2	5,609	1,440	- 4,169	74	12,808	16,696	+ 3,888	30
TOTAL COSTS												
POSITIONS	51.00	45.00	- 6.00	12	51.00	45.00	- 6.00	12	51.00	51.00	+ 0.00	0
EXPENDITURES (\$1000's)	13,283	13,486	+ 203	2	5,609	1,440	- 4,169	74	12,808	16,696	+ 3,888	30
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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	84	- 5	6	90	81	- 9	10				
3. FATALITIES PER BILLION VEHICLE MILES	9	8	- 1	11	9	9	+ 0	0				
4. MAINTENANCE COST PER 10 LANE-MILES	216698	209112	- 7586	4	216698	221605	+ 4907	2				
5. % BRIDGES WITH SUFFICIENCY RATING 50 OR LESS	21	19	- 2	10	21	17	- 4	19				
6. % BRIDGES WITH SUFFICIENCY RATING 51-80	38	39	+ 1	3	38	38	+ 0	0				
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	94	85	- 9	10	98	90	- 8	8				
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	432	391	- 41	9	441	399	- 42	10				
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	10800	9760	- 1040	10	11020	9950	- 1070	10				
3. NO. OF REGISTERED VEHICLES	79084	77504	- 1580	2	80746	79040	- 1706	2				
4. NO. OF REGISTERED VEHICLE OPERATORS	55186	53877	- 1309	2	56014	54672	- 1342	2				
5. MILES OF ROADS W/ PAVEMENT COND. RATING 80 OR MORE	222	181	- 41	18	232	192	- 40	17				
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)	260	260	+ 0	0	260	121	- 139	53				
2. LANDSCAPE MAINTENANCE (ACRES)	750	750	+ 0	0	750	2000	+ 1250	167				
3. STRUCTURE MAINTENANCE (NUMBER)	49	49	+ 0	0	49	4	- 45	92				
4. RESURFACING (LANE MILES)	5.40	7.39	+ 1.99	37	5.40	11.70	+ 6.3	117				
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)	3544	5816	+ 2272	64	3354	9990	+ 6636	198				
6. SPECIAL MAINTENANCE - OTHERS (\$1000)	230	1765	+ 1535	667	420	2010	+ 1590	379				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 Kuhio Highway contraflow operations expenditures and higher than anticipated payroll expenditures.

6. Variance is due to high priority projects added.

PART II - MEASURES OF EFFECTIVENESS

3. Variance is due to actual number of fatal accidents per billion vehicle miles being slightly less than anticipated.

5. Kauai has a total of 52 bridges on the National Bridge Inventory with 12 bridges in FY2010 with SR<50. Two Bridge replacement projects were completed instead of one in FY11, resulting in 2 less bridges with SR<50. Because of the small number of bridges with SR<50, the change on one bridge resulted in a percentage difference of about -10%.

7. The variance is because actual pavement condition did not match the prediction model and pavement maintenance funding assumptions.

PART III - PROGRAM TARGET GROUPS

2. The lower average daily traffic is mainly caused by the slower recovery from previous economic downturns. Less economic activities have resulted in less driving on the island in the fiscal year.

5. Variance is due to overestimation caused by pavement condition data and prediction model errors as well as pavement maintenance funding assumption errors. Actual data reflects mitigation of planned data errors.

PART IV - PROGRAM ACTIVITIES

4. Variance is due to high priority resurfacing projects added.

5. Variance is due to high priority resurfacing projects added.

PROGRAM TITLE: HIGHWAYS ADMINISTRATION
 PROGRAM-ID: TRN-595
 PROGRAM STRUCTURE NO: 030307

12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	80.00	- 3.00	4	84.00	80.00	- 4.00	5	84.00	84.00	+ 0.00	0
EXPENDITURES (\$1000's)	81,662	73,595	- 8,067	10	25,730	6,181	- 19,549	76	62,911	81,879	+ 18,968	30
TOTAL COSTS												
POSITIONS	83.00	80.00	- 3.00	4	84.00	80.00	- 4.00	5	84.00	84.00	+ 0.00	0
EXPENDITURES (\$1000's)	81,662	73,595	- 8,067	10	25,730	6,181	- 19,549	76	62,911	81,879	+ 18,968	30
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	15.70	10.53	- 5.17	33	15.70	12.35	- 3.35	21				
2. VENDOR PAYMENT EXCEEDING 30 DAYS	0	.000168	+ 0.000168	0	0	.0002	+ 0.0002	0				
3. DEBT SERVICE COST TO TOTAL O&M EXPENDITURE	.25	.23	- 0.02	8	.24	.19	- 0.05	21				
4. AVG. # OF WORK DAYS TO PROCESS PERMIT APPLICATIONS	8	8	+ 0	0	8	8	+ 0	0				
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	55	+ 1	2	54	55	+ 1	2				
PART IV: PROGRAM ACTIVITY												
1. ADMINISTRATIVE PERSONNEL (NO. OF PERSONS)	83	80	- 3	4	83	84	+ 1	1				
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	604.0	604	+ 0	0	604.0	604	+ 0	0				

**VARIANCE REPORT NARRATIVE
FY 2012 AND FY 2013**

PROGRAM TITLE: HIGHWAYS ADMINISTRATION

**03 03 07
TRN 595**

PART I - EXPENDITURES AND POSITIONS

2. Operating Costs (\$000)

Expenditure variance is due to less than anticipated federal program expenditures and encumbrances, building rental expense, payroll expenses, equipment expenses, debt service and central services surcharge expenses.

PART II - MEASURES OF EFFECTIVENESS

1. Variance is due to less than anticipated federal program expenditures, building rental expense, payroll expenses, routine maintenance contractual services encumbrances and expenses, and equipment purchases.

PART III - PROGRAM TARGET GROUPS

No program target groups.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	40.00	33.00	- 7.00	18	40.00	31.00	- 9.00	23	40.00	40.00	+ 0.00	0
EXPENDITURES (\$1000's)	12,793	7,731	- 5,062	40	3,326	2,074	- 1,252	38	9,374	10,626	+ 1,252	13
TOTAL COSTS												
POSITIONS	40.00	33.00	- 7.00	18	40.00	31.00	- 9.00	23	40.00	40.00	+ 0.00	0
EXPENDITURES (\$1000's)	12,793	7,731	- 5,062	40	3,326	2,074	- 1,252	38	9,374	10,626	+ 1,252	13
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. MOTOR VEH FATALITIES PER 10,000 MOTOR VEHICLES	1	1	+ 0	0	1	1	+ 0	0				
2. NO. MOTOR VEH INJURIES PER 10,000 MOTOR VEHICLES	75	80	+ 5	7	75	80	+ 5	7				
3. NO. MOTOR VEH ACCIDENTS PER 10,000 MOTOR VEHICLES	100	120	+ 20	20	100	118	+ 18	18				
4. NO. MOTOR VEH PROP DAMAGE ACCDTS/10,000 MOTOR VEH	48	50	+ 2	4	48	50	+ 2	4				
5. NO. ACCIDENTS PER 10,000 MOTOR CARRIER VEHICLES	34	37	+ 3	9	34	36	+ 2	6				
6. % DOT CERTIFIED INSPECTION STATIONS INSPECTED	75	30	- 45	60	75	45	- 30	40				
7. NO. DOT CERTIFIED INSPECTION STATIONS SUSPENDED	3	0	- 3	100	3	0	- 3	100				
8. NO. VEHICLES WEIGHED ON SEMI-PORTABLE SCALE	13000	14200	+ 1200	9	13000	14500	+ 1500	12				
9. NO. VEHICLES WEIGHED ON SEMI-PORT SCALE AND CITED	100	105	+ 5	5	100	105	+ 5	5				
10. NO. ACCIDENTS PER 10,000 SCHOOL BUS VEHICLES	3	3	+ 0	0	3	1	- 2	67				
PART III: PROGRAM TARGET GROUP												
1. NO. OF MOTOR CARRIERS	7650	7874	+ 224	3	7650	7800	+ 150	2				
2. NO. OF MOTOR CARRIER VEHICLES	45750	37000	- 8750	19	45750	37000	- 8750	19				
3. NO. OF MOTOR CARRIER DRIVERS	36550	35000	- 1550	4	36550	35000	- 1550	4				
4. NO. OF MOTOR VEHICLES	1167250	1260630	+ 93380	8	1167250	1260630	+ 93380	8				
5. NO. OF DOT CERTIFIED VEHICLE INSPECTION STATIONS	150	145	- 5	3	150	145	- 5	3				
6. NO. OF MOTOR CARRIERS WEIGHED SEMI-PORTABLE SCALES	13000	14200	+ 1200	9	13000	14200	+ 1200	9				
7. NO. OF MOTOR CARRIER WEIGHED FIX COMMERCIAL SCALES	34000	31500	- 2500	7	34000	31500	- 2500	7				
8. NO. OF SCHOOL BUS OPERATORS	130	120	- 10	8	130	120	- 10	8				
9. NO. OF SCHOOL BUS VEHICLES	1000	975	- 25	3	1000	975	- 25	3				
10. NO. OF SCHOOL BUS DRIVERS	1840	1700	- 140	8	1840	1700	- 140	8				
PART IV: PROGRAM ACTIVITY												
1. NO. OF MOTOR CARRIER VEHICLES INSPECTED	5450	3850	- 1600	29	5450	4000	- 1450	27				
2. NO. OF MOTOR CARRIER INVESTIGATIONS CONDUCTED	205	75	- 130	63	205	75	- 130	63				
3. NO. OF DOT CERTIFIED INSPECTION STATIONS INSPECTED	150	30	- 120	80	150	30	- 120	80				
4. NO. OF SEMI-PORTABLE SCALE SETUPS CONDUCTED	80	58	- 22	28	80	58	- 22	28				
5. NO. OF FIXED COMMERCIAL SCALE SETUPS CONDUCTED	225	250	+ 25	11	225	250	+ 25	11				
6. NO. OF SCHOOL BUSES INSPECTED	465	405	- 60	13	465	405	- 60	13				
7. NO. OF SCHOOL BUS INVESTIGATIONS CONDUCTED	12	13	+ 1	8	12	13	+ 1	8				

VARIANCE REPORT NARRATIVE FY 2012 AND FY 2013

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 Periodic Motor Vehicle Inspection and Commercial Drivers License Program state expenditures, and less than anticipated Blood Alcohol Content, Safe Community, National Highway Traffic Safety Administration program federal expenditures.

PART II - MEASURES OF EFFECTIVENESS

3. Variance is due to an increase in the number of accidents, in particular, related to motorcycle riders.

6. Variance is due to a decrease in the percentage of DOT certified inspection stations inspected which is attributed to the lack of manpower and qualified personnel to conduct the inspections.

7. Variance is due to shortage of manpower limiting the amount of inspections, resulting in none of inspection stations been suspended.

PART III - PROGRAM TARGET GROUPS

2. Variance is due to stagnant economic conditions and carriers going out of business with vehicles not being registered.

PART IV - PROGRAM ACTIVITIES

1. Variance is due to decreased motor carrier vehicle inspections which is attributed to shortage of manpower - senior officers being used to train and certify new hires.

2. Variance is due to decreased number of motor barrier investigations conducted due to lack of manpower - senior officers being used to train and certify new hires.

3. Variance is due to decreased number of DOT certified inspection stations inspected which is attributed to lack of manpower - senior officers being used to train and certify new hires.

4. Variance is due to decrease in the number of semi-portable scale setups which is attributed to lack of manpower - senior officers being used to train and certify new hires.

5. Variance is due to increase in the number of fixed commercial scale setups conducted which is attributed to the addition of new hires.

6. Variance is due to decrease in number of school buses inspected attributed to lack of manpower.

STATE OF HAWAII
PROGRAM TITLE: GENERAL ADMINISTRATION
PROGRAM-ID: TRN-995
PROGRAM STRUCTURE NO: 0304

VARIANCE REPORT

REPORT V61
12/14/12

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13			
	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	83.00	- 21.00	20	104.00	82.00	- 22.00	21	104.00	104.00	+ 0.00	0
EXPENDITURES (\$1000's)	48,693	27,392	- 21,301	44	12,229	9,923	- 2,306	19	36,348	38,992	+ 2,644	7
TOTAL COSTS												
POSITIONS	104.00	83.00	- 21.00	20	104.00	82.00	- 22.00	21	104.00	104.00	+ 0.00	0
EXPENDITURES (\$1000's)	48,693	27,392	- 21,301	44	12,229	9,923	- 2,306	19	36,348	38,992	+ 2,644	7
	FISCAL YEAR 2011-12				FISCAL YEAR 2012-13							
	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	16	- 1	6	17	18	+ 1	6				
2. PERSONNEL OFFICE	11	7	- 4	36	11	11	+ 0	0				
3. OFFICE OF CIVIL RIGHTS	8	5	- 3	38	8	8	+ 0	0				
4. BUSINESS MANAGEMENT OFFICE	17	16	- 1	6	17	17	+ 0	0				
5. CONTRACTS OFFICE	4	4	+ 0	0	4	4	+ 0	0				
6. PROPERTY MANAGEMENT	0	0	+ 0	0	0	0	+ 0	0				
7. COMPUTER SYSTEMS AND SERVICES	18	15	- 3	17	18	18	+ 0	0				
8. PPB MANAGEMENT AND ANALYTICAL	11	7	- 4	36	11	11	+ 0	0				
9. STATEWIDE TRANSPORTATION PLANNING	18	13	- 5	28	18	17	- 1	6				

**VARIANCE REPORT NARRATIVE
FY 2012 AND FY 2013**

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

2, 3, 7, 8, & 9. Variances are due to delays in filling vacant positions.

STATE OF HAWAII

VARIANCE REPORT

REPORT V61
12/14/12

PROGRAM TITLE: ALOHA TOWER DEVELOPMENT CORPORATION
PROGRAM-ID: TRN-695
PROGRAM STRUCTURE NO: 0305

	FISCAL YEAR 2011-12				THREE MONTHS ENDED 09-30-12				NINE MONTHS ENDING 06-30-13						
	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)	0	0	+	0	0	0	+	0	0	1,725	0	-	1,725	100	
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)	0	0	+	0	0	0	+	0	0	1,725	0	-	1,725	100	
					FISCAL YEAR 2011-12				FISCAL YEAR 2012-13						
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%			
PART II: MEASURES OF EFFECTIVENESS															
1. NO MEASURES HAVE BEEN DEVELOPED FOR THIS PROGRAM.					NO DATA	NO DATA	+	0	0	NO DATA	NO DATA	+	0	0	

**VARIANCE REPORT NARRATIVE
FY 2012 AND FY 2013**

PROGRAM TITLE: ALOHA TOWER DEVELOPMENT CORPORATION

**03 05
TRN 695**

PART I - EXPENDITURES AND POSITIONS

No narrative provided.

PART II - MEASURES OF EFFECTIVENESS

No narrative provided.

PART III - PROGRAM TARGET GROUPS

No narrative provided.

PART IV - PROGRAM ACTIVITIES

No narrative provided.