



TRANSPORTATION

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	2,786.00	2,254.00	- 532.00	19	2,794.00	2,256.00	- 538.00	19	2,794.00	2,763.00	- 31.00	1
EXPENDITURES (\$1000's)	1,270,405	896,351	- 374,054	29	259,450	189,428	- 70,022	27	1,113,031	1,183,039	+ 70,008	6
TOTAL COSTS												
POSITIONS	2,786.00	2,254.00	- 532.00	19	2,794.00	2,256.00	- 538.00	19	2,794.00	2,763.00	- 31.00	1
EXPENDITURES (\$1000's)	1,270,405	896,351	- 374,054	29	259,450	189,428	- 70,022	27	1,113,031	1,183,039	+ 70,008	6
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. AVE TIME FROM PLANE TOUCHDOWN TO PASSNGR DEPRD(AIR)					19	NO DATA	- 19	100	19	NO DATA	- 19	100
2. NO. ACCIDENTS PER 100,000 SQUARE FEET (AIR)					0	NO DATA	- 0	0	0	NO DATA	- 0	0
3. THROUGH-PUT COST PER PASSENGER (AIR)					2116	NO DATA	- 2116	100	2116	NO DATA	- 2116	100
4. NUMBER OF CONTAINERS EXPRESSED IN TEU'S					1615977	1208332	- 407645	25	1615977	1232499	- 383478	24
5. TOTAL BAR. OF LIQ. CARGO PRCSRD PER YR (THOUSANDS)					31421	36048	+ 4627	15	31421	36048	+ 4627	15
6. NO. OF INCIDENCES/ACCIDENTS REPORTED					0	0	+ 0	0	0	0	+ 0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

PROGRAM TITLE: TRANSPORTATION FACILITIES

03

PART I - EXPENDITURES AND POSITIONS

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

PART II - MEASURES OF EFFECTIVENESS

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

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	1,388.00	1,193.00	- 195.00	14	1,396.00	1,193.00	- 203.00	15	1,396.00	1,264.00	- 132.00	9
EXPENDITURES (\$1000's)	770,577	519,931	- 250,646	33	156,875	129,043	- 27,832	18	690,425	718,257	+ 27,832	4
TOTAL COSTS												
POSITIONS	1,388.00	1,193.00	- 195.00	14	1,396.00	1,193.00	- 203.00	15	1,396.00	1,264.00	- 132.00	9
EXPENDITURES (\$1000's)	770,577	519,931	- 250,646	33	156,875	129,043	- 27,832	18	690,425	718,257	+ 27,832	4
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE					19	NO DATA	- 19	100	19	NO DATA	- 19	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF					61	NO DATA	- 61	100	61	NO DATA	- 61	100
3. TOTAL THROUGH-PUT COST PER PASSENGER (CENTS)					2116	NO DATA	- 2116	100	2116	NO DATA	- 2116	100
4. ACCIDENTS PER 100,000 PASSENGER MOVEMENTS					0.32	NO DATA	- 0.32	100	0.32	NO DATA	- 0.32	100

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

PROGRAM TITLE: AIR TRANSPORTATION FACILITIES AND SVCS

03 01

PART I - EXPENDITURES AND POSITIONS

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

PART II - MEASURES OF EFFECTIVENESS

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

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	684.00	580.00	- 104.00	15	692.00	580.00	- 112.00	16	692.00	622.00	- 70.00	10
EXPENDITURES (\$1000's)	189,380	175,347	- 14,033	7	51,409	41,265	- 10,144	20	185,017	195,161	+ 10,144	5
TOTAL COSTS												
POSITIONS	684.00	580.00	- 104.00	15	692.00	580.00	- 112.00	16	692.00	622.00	- 70.00	10
EXPENDITURES (\$1000's)	189,380	175,347	- 14,033	7	51,409	41,265	- 10,144	20	185,017	195,161	+ 10,144	5
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE					35	NO DATA	- 35	100	35	NO DATA	- 35	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF					150	NO DATA	- 150	100	150	NO DATA	- 150	100
3. THROUGH PUT COST PER PASSENGER (CENTS)					650	NO DATA	- 650	100	650	NO DATA	- 650	100
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.					.16	NO DATA	- 0.16	100	.16	NO DATA	- 0.16	100
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTs					1.5	NO DATA	- 1.5	100	1.5	NO DATA	- 1.5	100
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)					3700	NO DATA	- 3700	100	3700	NO DATA	- 3700	100
7. RATING OF FACILITY BY USERS					9	NO DATA	- 9	100	9	NO DATA	- 9	100
8. RATING OF FACILITY BY AIRLINES (%)					8	NO DATA	- 8	100	8	NO DATA	- 8	100
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY					14	NO DATA	- 14	100	14	NO DATA	- 14	100
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE					50	17	- 33	66	50	74	+ 24	48
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)					19574	16002	- 3572	18	19770	16162	- 3608	18
2. CARGO (THOUSANDS OF TONS)					364	504	+ 140	38	367	513	+ 146	40
3. AIR MAIL (THOUSANDS OF TONS)					100	79	- 21	21	101	80	- 21	21
4. AIRCRAFT OPERATIONS (THOUSANDS)					289	268	- 21	7	292	270	- 22	8
5. WIDE BODY AIRCRAFT OPERATIONS (HUNDREDS)					447	342	- 105	23	452	345	- 107	24
6. CUSTODIAL SERVICES					231	247	+ 16	7	231	247	+ 16	7
7. CAPITAL IMPROVEMENT PROGRAM					175000	359653	+ 184653	106	175000	257769	+ 82769	47
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS					92	NO DATA	- 92	100	92	NO DATA	- 92	100
2. CARGO HANDLING AREA (1,000 SQ FT)					2700	2700	+ 0	0	2700	2700	+ 0	0
3. VEHICULAR CAPACITY IN PARKING STALLS					4850	4740	- 110	2	7850	4740	- 3110	40
4. TERMINAL FACILITIES (1,000 SQ FT)					3250	NO DATA	- 3250	100	3250	NO DATA	- 3250	100
5. WIDE BODY AIRCRAFT GATES					29	35	+ 6	21	59	35	- 24	41
6. RESTROOM FACILITY STANDARDS					8	NO DATA	- 8	100	8	NO DATA	- 8	100
7. CIP IMPLEMENTATION					175000	359653	+ 184653	106	175000	257769	+ 82769	47

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 01
TRN 102

PROGRAM TITLE: DANIEL K. INOUE INTERNATIONAL AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The position variance was due to delays in recruiting and filling vacant positions; the expenditure variance was due to vacancy savings, lower than anticipated fringe costs, and restrictions on hiring and purchases of equipment and vehicles.

FY 21: The position variance is due to delays in establishing, recruiting and filling vacant positions; the expenditure variance is due to delayed expenditures and purchases in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

As noted by the Airports Division, to date, most of the updated measures and data collection are not available.

10. The variance is due to not updating the planned amounts for the capital improvement program (CIP).

PART III - PROGRAM TARGET GROUPS

The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport.

7. The variance is due to underestimating the planned amounts of CIP.

PART IV - PROGRAM ACTIVITIES

5. The variance is due to incorrect planned amounts.

7. The variance is due to underestimating the planned amounts of the CIP implementation.

PROGRAM TITLE:

GENERAL AVIATION

PROGRAM-ID:

TRN-104

PROGRAM STRUCTURE NO:

030102

12/5/20

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	31.00	29.00	- 2.00	6	31.00	29.00	- 2.00	6	31.00	29.00	- 2.00	6
EXPENDITURES (\$1000's)	10,035	9,131	- 904	9	2,034	2,023	- 11	1	8,108	8,119	+ 11	0
TOTAL COSTS												
POSITIONS	31.00	29.00	- 2.00	6	31.00	29.00	- 2.00	6	31.00	29.00	- 2.00	6
EXPENDITURES (\$1000's)	10,035	9,131	- 904	9	2,034	2,023	- 11	1	8,108	8,119	+ 11	0
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS					0	1	+ 1	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	50	+ 50	0	0	100	+ 100	0
PART III: PROGRAM TARGET GROUP												
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)					175	305	+ 130	74	175	308	+ 133	76
2. CUSTODIAL SERVICES					1 NO DATA		- 1	100	1 NO DATA		- 1	100
3. CAPITAL IMPROVEMENT PROGRAM					0	3855	+ 3855	0	0	731	+ 731	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 NO DATA		- 2	100	2 NO DATA		- 2	100
3. CIP IMPLEMENTATION					0	3855	+ 3855	0	0	731	+ 731	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 02
TRN 104

PROGRAM TITLE: GENERAL AVIATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: No significant position variance. The expenditure variance was due to the deferral of purchases.

FY 21: No significant variances.

PART II - MEASURES OF EFFECTIVENESS

3. The variance is due to underestimating the planned amounts for the capital improvement program (CIP).

PART III - PROGRAM TARGET GROUPS

1. The increase in private aircraft operations was reported by the air traffic control tower.

2. No data available.

3. The variance is due to incorrect planned amounts for CIP.

PART IV - PROGRAM ACTIVITIES

2. No data available.

3. The variance is due to incorrect planned amounts for CIP.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	86.00	77.00	- 9.00	10	86.00	77.00	- 9.00	10	86.00	77.00	- 9.00	10
EXPENDITURES (\$1000's)	24,034	17,337	- 6,697	28	5,471	4,176	- 1,295	24	18,529	19,824	+ 1,295	7
TOTAL COSTS												
POSITIONS	86.00	77.00	- 9.00	10	86.00	77.00	- 9.00	10	86.00	77.00	- 9.00	10
EXPENDITURES (\$1000's)	24,034	17,337	- 6,697	28	5,471	4,176	- 1,295	24	18,529	19,824	+ 1,295	7

	FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	19 NO DATA	- 19	100	19 NO DATA	- 19	100		
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	90 NO DATA	- 90	100	90 NO DATA	- 90	100		
3. THROUGH-PUT COST PER PASSENGER (CENTS)	910 NO DATA	- 910	100	910 NO DATA	- 910	100		
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.01 NO DATA	- 0.01	100	.01 NO DATA	- 0.01	100		
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTs	.10 NO DATA	- 0.1	100	.10 NO DATA	- 0.1	100		
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	5500 NO DATA	- 5500	100	5500 NO DATA	- 5500	100		
7. RATING OF FACILITY BY USERS	8 NO DATA	- 8	100	8 NO DATA	- 8	100		
8. RATING OF FACILITY BY AIRLINES (%)	7 NO DATA	- 7	100	7 NO DATA	- 7	100		
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	8 NO DATA	- 8	100	8 NO DATA	- 8	100		
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	40	- 10	20	50	60	+ 10	20

PART III: PROGRAM TARGET GROUP								
1. PASSENGERS (THOUSANDS)	1444	957	- 487	34	1459	966	- 493	34
2. CARGO (THOUSANDS OF TONS)	25	29	+ 4	16	25	29	+ 4	16
3. AIR MAIL (TONS)	1747	7640	+ 5893	337	1765	7770	+ 6005	340
4. AIRCRAFT OPERATIONS (THOUSANDS)	86	44	- 42	49	87	45	- 42	48
5. CUSTODIAL SERVICES	17 NO DATA	- 17	100	17 NO DATA	- 17	100		
6. CAPITAL IMPROVEMENT PROGRAM	6256	7497	+ 1241	20	6256	16904	+ 10648	170

PART IV: PROGRAM ACTIVITY								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	65 NO DATA	- 65	100	65 NO DATA	- 65	100		
2. CARGO HANDLING AREA (1,000 SQ FT)	1020 NO DATA	- 1020	100	1020 NO DATA	- 1020	100		
3. VEHICULAR CAPACITY IN PARKING STALLS	705 NO DATA	- 705	100	705 NO DATA	- 705	100		
4. TERMINAL FACILITIES (1,000 SQ FT)	250 NO DATA	- 250	100	250 NO DATA	- 250	100		
5. RESTROOM FACILITY STANDARDS	7 NO DATA	- 7	100	7 NO DATA	- 7	100		
6. CIP IMPLEMENTATION	6256	7497	+ 1241	20	6256	16904	+ 10648	170

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

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)

FY 20: The position variance was due to delays in recruiting and filling vacant positions. Due to the COVID-19 pandemic, a hiring freeze and restrictions on spending were enacted.

FY 21: The position variance is due to delays in establishing, recruiting and filling vacant positions; the expenditure and estimated variances are due to delayed expenditures and purchases in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

10. The actual and estimated variances are due to the impact of the COVID-19 pandemic on the projects' timetables.

PART III - PROGRAM TARGET GROUPS

The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport.

5. Refer to Part II.

6. The variance is due to incorrect planned amounts for the capital improvement program (CIP).

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

6. The variance is due to incorrect planned amounts for CIP.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	107.00	82.00	- 25.00	23	107.00	81.00	- 26.00	24	107.00	97.00	- 10.00	9
EXPENDITURES (\$1000's)	30,570	28,092	- 2,478	8	6,080	5,826	- 254	4	21,750	22,004	+ 254	1
TOTAL COSTS												
POSITIONS	107.00	82.00	- 25.00	23	107.00	81.00	- 26.00	24	107.00	97.00	- 10.00	9
EXPENDITURES (\$1000's)	30,570	28,092	- 2,478	8	6,080	5,826	- 254	4	21,750	22,004	+ 254	1

	FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	25	NO DATA	- 25	100	25	NO DATA	- 25	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	94	NO DATA	- 94	100	94	NO DATA	- 94	100
3. THROUGH-PUT COST PER PASSENGER (CENTS)	670	NO DATA	- 670	100	670	NO DATA	- 670	100
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.01	NO DATA	- 0.01	100	.01	NO DATA	- 0.01	100
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTs	.16	NO DATA	- 0.16	100	.16	NO DATA	- 0.16	100
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	7000	NO DATA	- 7000	100	7000	NO DATA	- 7000	100
7. RATING OF FACILITY BY USERS	9	NO DATA	- 9	100	9	NO DATA	- 9	100
8. RATING OF FACILITY BY AIRLINES (%)	8	NO DATA	- 8	100	8	NO DATA	- 8	100
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	8	NO DATA	- 8	100	8	NO DATA	- 8	100
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	20	- 30	60	50	75	+ 25	50

PART III: PROGRAM TARGET GROUP								
1. PASSENGERS (THOUSANDS)	2853	3078	+ 225	8	2882	3109	+ 227	8
2. CARGO (THOUSAND OF TONS)	20	38	+ 18	90	20	39	+ 19	95
3. AIR MAIL (TONS)	7848	5510	- 2338	30	7926	5610	- 2316	29
4. AIRCRAFT OPERATIONS (THOUSANDS)	120	114	- 6	5	120	115	- 5	4
5. CUSTODIAL SERVICES	19	NO DATA	- 19	100	25	NO DATA	- 25	100
6. CAPITAL IMPROVEMENT PROGRAM	3000	30372	+ 27372	912	3000	82530	+ 79530	2651

PART IV: PROGRAM ACTIVITY								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	60	NO DATA	- 60	100	60	NO DATA	- 60	100
2. CARGO HANDLING AREA (SQ. FT.)	161000	NO DATA	- 161000	100	161000	NO DATA	- 161000	100
3. VEHICULAR CAPACITY IN PARKING STALLS	1475	NO DATA	- 1475	100	1475	NO DATA	- 1475	100
4. TERMINAL FACILITIES (1,000 SQ FT)	200	NO DATA	- 200	100	200	NO DATA	- 200	100
5. RESTROOM FACILITY STANDARDS	8	NO DATA	- 8	100	8	NO DATA	- 8	100
6. CIP IMPLEMENTATION	3000	30372	+ 27372	912	3000	82530	+ 79530	2651

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 04
TRN 114

PROGRAM TITLE: ELLISON ONIZUKA KONA INTL. AIRPT AT KE'AHOLE

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The position variance was due to delays in recruitment and filling of vacancies; the expenditure variance was due to vacancy savings, lower than anticipated fringe costs, restrictions on hiring and purchases of equipment and vehicles, and deferral of repair and maintenance projects.

FY 21: The position variance is due to a delay in establishing, recruiting and filling vacant positions.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

10. The variance is due to not updating the planned amounts for the capital improvement program (CIP).

PART III - PROGRAM TARGET GROUPS

2. The increase in cargo tonnage was reported by the airlines.

3. The variance is due to incorrect planned amounts.

5. No data available.

6. The variance is due to underestimating the planned amounts of CIP.

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

6. The variance is due to underestimating the planned amounts of CIP.

VARIANCE REPORT

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20					NINE MONTHS ENDING 06-30-21				
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	4.00	4.00	+	0.00	0	4.00	4.00	+	0.00	0	4.00	4.00	+	0.00	0
EXPENDITURES (\$1000's)	1,718	1,554	-	164	10	181	145	-	36	20	1,765	1,801	+	36	2
TOTAL COSTS															
POSITIONS	4.00	4.00	+	0.00	0	4.00	4.00	+	0.00	0	4.00	4.00	+	0.00	0
EXPENDITURES (\$1000's)	1,718	1,554	-	164	10	181	145	-	36	20	1,765	1,801	+	36	2

	FISCAL YEAR 2019-20					FISCAL YEAR 2020-21				
	PLANNED	ACTUAL	± CHANGE	%		PLANNED	ESTIMATED	± CHANGE	%	
PART II: MEASURES OF EFFECTIVENESS										
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	7	NO DATA	-	7	100	7	NO DATA	-	7	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	15	NO DATA	-	15	100	15	NO DATA	-	15	100
3. THROUGH-PUT COST PER PASSENGER (CENTS)	6500	NO DATA	-	6500	100	6500	NO DATA	-	6500	100
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	NO DATA	-	0	0	0	NO DATA	-	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	600	NO DATA	-	600	100	600	NO DATA	-	600	100
7. RATING OF FACILITY BY USERS	9	NO DATA	-	9	100	9	NO DATA	-	9	100
8. RATING OF FACILITY BY AIRLINES (%)	8	NO DATA	-	8	100	8	NO DATA	-	8	100
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	1	NO DATA	-	1	100	1	NO DATA	-	1	100
10. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	+	0	0	0	0	+	0	0

PART III: PROGRAM TARGET GROUP										
1. PASSENGERS (THOUSANDS)	3	7	+	4	133	3	7	+	4	133
2. CARGO (TONS)	.2	0	-	0.2	100	.2	0	-	0.2	100
3. AIR MAIL (TONS)	1260	700	-	560	44	1260	710	-	550	44
4. AIRCRAFT OPERATIONS (THOUSANDS)	2	1	-	1	50	2	1	-	1	50
5. CUSTODIAL SERVICES	0	NO DATA	-	0	0	0	NO DATA	-	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	55	NO DATA	-	55	100	55	NO DATA	-	55	100
2. CARGO HANDLING AREA (SQ FT)	5128	NO DATA	-	5128	100	5128	NO DATA	-	5128	100
3. VEHICULAR CAPACITY IN PARKING STALLS	81	NO DATA	-	81	100	81	NO DATA	-	81	100
4. TERMINAL FACILITIES (100 SQ FT)	112	NO DATA	-	112	100	112	NO DATA	-	112	100
5. RESTROOM FACILITY STANDARDS	5	NO DATA	-	5	100	5	NO DATA	-	5	100
6. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

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)

FY 20: The expenditure variance was due to savings from the deferral of purchases.

FY 21: The expenditure variance is due to savings from delayed purchases in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

PART III - PROGRAM TARGET GROUPS

The variances are due to incorrect estimating the planned amounts.

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

PROGRAM TITLE:

UPOLU AIRPORT

PROGRAM-ID:

TRN-118

PROGRAM STRUCTURE NO:

030106

12/5/20

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20					NINE MONTHS ENDING 06-30-21						
	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)	720	31	-	689	96	13	3	-	10	77	507	517	+	10	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)	720	31	-	689	96	13	3	-	10	77	507	517	+	10	2		
						FISCAL YEAR 2019-20					FISCAL YEAR 2020-21						
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%		
PART II: MEASURES OF EFFECTIVENESS						7		NO DATA	-	7	100	7		NO DATA	-	7	100
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE						10		NO DATA	-	10	100	10		NO DATA	-	10	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF						0		NO DATA	-	0	0	0		NO DATA	-	0	0
3. THROUGH-PUT COST PER PASSENGER (CENTS)						0		NO DATA	-	0	0	0		NO DATA	-	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		NO DATA	-	0	0	0		NO DATA	-	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)						2600		NO DATA	-	2600	100	2600		NO DATA	-	2600	100
7. RATING OF FACILITY BY USERS						0		NO DATA	-	0	0	0		NO DATA	-	0	0
8. RATING OF FACILITY BY AIRLINES (%)						0		NO DATA	-	0	0	0		NO DATA	-	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						0		0	+	0	0	0		0	+	0	0
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						26		NO DATA	-	26	100	26		NO DATA	-	26	100
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						1		0	-	1	100	1		0	-	1	100
2. RESTROOM FACILITY STANDARDS						0		0	+	0	0	0		0	+	0	0
3. CIP IMPLEMENTATION																	

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 06
TRN 118

PROGRAM TITLE: UPOLU AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The actual expenditure variance was due to the deferral of special maintenance.

FY 21: The expenditure variance is due to the deferral of purchases and services in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

PART III - PROGRAM TARGET GROUPS

No significant variances.

PART IV - PROGRAM ACTIVITIES

1. No data available.

2. Restroom facilities are not available at the airport.

PROGRAM TITLE:

KAHULUI AIRPORT

PROGRAM-ID:

TRN-131

PROGRAM STRUCTURE NO:

030107

12/5/20

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	175.00	158.00	- 17.00	10	175.00	159.00	- 16.00	9	175.00	159.00	- 16.00	9
EXPENDITURES (\$1000's)	39,283	35,627	- 3,656	9	9,547	9,050	- 497	5	30,128	30,625	+ 497	2
TOTAL COSTS												
POSITIONS	175.00	158.00	- 17.00	10	175.00	159.00	- 16.00	9	175.00	159.00	- 16.00	9
EXPENDITURES (\$1000's)	39,283	35,627	- 3,656	9	9,547	9,050	- 497	5	30,128	30,625	+ 497	2

	FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	NO DATA	- 20	100	20	NO DATA	- 20	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	97	NO DATA	- 97	100	97	NO DATA	- 97	100
3. THROUGH-PUT COST PER PASSENGER (CENTS)	500	NO DATA	- 500	100	500	NO DATA	- 500	100
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.07	NO DATA	- 0.07	100	.07	NO DATA	- 0.07	100
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTs	.7	NO DATA	- 0.7	100	.7	NO DATA	- 0.7	100
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	6200	NO DATA	- 6200	100	6200	NO DATA	- 6200	100
7. RATING OF FACILITY BY USERS	9	NO DATA	- 9	100	9	NO DATA	- 9	100
8. RATING OF FACILITY BY AIRLINES (%)	8	NO DATA	- 8	100	8	NO DATA	- 8	100
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	10	NO DATA	- 10	100	10	NO DATA	- 10	100
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	60	+ 10	20	50	60	+ 10	20

PART III: PROGRAM TARGET GROUP								
1. PASSENGERS (THOUSANDS)	5676	5843	+ 167	3	5733	5901	+ 168	3
2. CARGO (THOUSANDS OF TONS)	30	52	+ 22	73	31	53	+ 22	71
3. AIR MAIL (TONS)	14700	11920	- 2780	19	14847	12130	- 2717	18
4. AIRCRAFT OPERATIONS (THOUSANDS)	131	123	- 8	6	133	124	- 9	7
5. CUSTODIAL SERVICES	58	NO DATA	- 58	100	58	NO DATA	- 58	100
6. CAPITAL IMPROVEMENT PROGRAM	16576	25403	+ 8827	53	16576	30785	+ 14209	86

PART IV: PROGRAM ACTIVITY								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	71	NO DATA	- 71	100	71	NO DATA	- 71	100
2. CARGO HANDLING AREA (1,000 SQ FT)	104	NO DATA	- 104	100	104	NO DATA	- 104	100
3. VEHICULAR CAPACITY IN PARKING STALLS	1200	NO DATA	- 1200	100	1200	NO DATA	- 1200	100
4. TERMINAL FACILITIES (1,000 SQ FT)	373	NO DATA	- 373	100	373	NO DATA	- 373	100
5. RESTROOM FACILITY STANDARDS	8	NO DATA	- 8	100	9	NO DATA	- 9	100
6. CIP IMPLEMENTATION	16576	25403	+ 8827	53	16576	30785	+ 14209	86

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 07
TRN 131

PROGRAM TITLE: KAHULUI AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The position variance was due to delays in recruiting and filling of positions; the expenditure variance was due to vacancy savings, restrictions on purchases of equipment and vehicles, and delays in executing repair and maintenance projects.

FY 21: No significant variances.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

10. The variance is due to not updating the planned amounts for the capital improvement program.

PART III - PROGRAM TARGET GROUPS

The variances are due to incorrect planned amounts.

5. Refer to Part II.

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

6. The variance is due to incorrect planned amounts.

PROGRAM TITLE:

HANA AIRPORT

PROGRAM-ID:

TRN-133

PROGRAM STRUCTURE NO:

030108

12/5/20

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20					NINE MONTHS ENDING 06-30-21				
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)															
	8.00	8.00	+	0.00	0	8.00	8.00	+	0.00	0	8.00	8.00	+	0.00	0
	1,022	695	-	327	32	217	196	-	21	10	1,468	1,489	+	21	1
	8.00	8.00	+	0.00	0	8.00	8.00	+	0.00	0	8.00	8.00	+	0.00	0
	1,022	695	-	327	32	217	196	-	21	10	1,468	1,489	+	21	1

	FISCAL YEAR 2019-20					FISCAL YEAR 2020-21				
	PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS										
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	12	NO DATA	-	12	100	12	NO DATA	-	12	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	30	NO DATA	-	30	100	30	NO DATA	-	30	100
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	NO DATA	-	0	0	0	NO DATA	-	0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	NO DATA	-	0	0	0	NO DATA	-	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	9100	NO DATA	-	9100	100	9100	NO DATA	-	9100	100
7. RATING OF FACILITY BY USERS	8	NO DATA	-	8	100	8	NO DATA	-	8	100
8. RATING OF FACILITY BY AIRLINES (%)	7	NO DATA	-	7	100	7	NO DATA	-	7	100
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	1	NO DATA	-	1	100	1	NO DATA	-	1	100
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+	0	0	0	0	+	0	0

PART III: PROGRAM TARGET GROUP										
1. PASSENGERS (THOUSANDS)	4	3	-	1	25	4	3	-	1	25
2. CARGO (TONS)	5	10	+	5	100	5	10	+	5	100
3. AIR MAIL (TONS)	0	0	+	0	0	0	0	+	0	0
4. AIRCRAFT OPERATIONS (THOUSANDS)	3	2	-	1	33	3	2	-	1	33
5. CUSTODIAL SERVICES	0	NO DATA	-	0	0	0	NO DATA	-	0	0
6. CAPITAL IMPROVEMENT PROGRAM	0	0	+	0	0	0	0	+	0	0

PART IV: PROGRAM ACTIVITY										
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	36	NO DATA	-	36	100	36	NO DATA	-	36	100
2. CARGO HANDLING AREA (SQ FT)	532	NO DATA	-	532	100	532	NO DATA	-	532	100
3. VEHICULAR CAPACITY IN PARKING STALLS	22	NO DATA	-	22	100	22	NO DATA	-	22	100
4. TERMINAL FACILITIES (SQ FT)	2208	NO DATA	-	2208	100	2208	NO DATA	-	2208	100
5. RESTROOM FACILITY STANDARDS	6	NO DATA	-	6	100	6	NO DATA	-	6	100
6. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 08
TRN 133

PROGRAM TITLE: HANA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The expenditure variance was due to payroll savings from fringes, collective bargaining, and salaries budgeted higher than the actual salary rate/step.

FY 21: The actual and estimated expenditure variances are due to lower than anticipated expenses in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

PART III - PROGRAM TARGET GROUPS

The variances are due to incorrectly estimating the planned amounts.

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

PROGRAM TITLE:

KAPALUA AIRPORT

12/5/20

PROGRAM-ID:

TRN-135

PROGRAM STRUCTURE NO:

030109

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21					
	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	11.00	+	0.00	0	11.00	11.00	+	0.00	0	11.00	11.00	+	0.00	0
EXPENDITURES (\$1000's)	3,174	3,143	-	31	1	536	512	-	24	4	1,825	1,849	+	24	1
TOTAL COSTS															
POSITIONS	11.00	11.00	+	0.00	0	11.00	11.00	+	0.00	0	11.00	11.00	+	0.00	0
EXPENDITURES (\$1000's)	3,174	3,143	-	31	1	536	512	-	24	4	1,825	1,849	+	24	1

	FISCAL YEAR 2019-20				FISCAL YEAR 2020-21					
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%		
PART II: MEASURES OF EFFECTIVENESS										
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	NO DATA	-	20	100	20	NO DATA	-	20	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	40	NO DATA	-	40	100	40	NO DATA	-	40	100
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1400	NO DATA	-	1400	100	1400	NO DATA	-	1400	100
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	1	NO DATA	-	1	100	1	NO DATA	-	1	100
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	9000	NO DATA	-	9000	100	9000	NO DATA	-	9000	100
7. RATING OF FACILITY BY USERS	9	NO DATA	-	9	100	9	NO DATA	-	9	100
8. RATING OF FACILITY BY AIRLINES (%)	8	NO DATA	-	8	100	8	NO DATA	-	8	100
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	2	NO DATA	-	2	100	2	NO DATA	-	2	100
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+	0	0	0	0	+	0	0

PART III: PROGRAM TARGET GROUP											
1.	PASSENGERS (THOUSANDS)	116	56	-	60	52	117	57	-	60	51
2.	CARGO (TONS)	924	490	-	434	47	933	500	-	433	46
3.	AIR MAIL (TONS)	3	0	-	3	100	3	0	-	3	100
4.	AIRCRAFT OPERATIONS (THOUSANDS)	10	8	-	2	20	10	8	-	2	20
5.	CUSTODIAL SERVICES	2	NO DATA	-	2	100	2	NO DATA	-	2	100
6.	CAPITAL IMPROVEMENT PROGRAM	0	0	+	0	0	0	0	+	0	0

PART IV: PROGRAM ACTIVITY											
1.	RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	37	NO DATA	-	37	100	37	NO DATA	-	37	100
2.	CARGO HANDLING AREA (SQ FT)	3000	NO DATA	-	3000	100	3000	NO DATA	-	3000	100
3.	VEHICULAR CAPACITY IN PARKING STALLS	60	NO DATA	-	60	100	60	NO DATA	-	60	100
4.	TERMINAL FACILITIES (SQUARE FEET)	15000	NO DATA	-	15000	100	15000	NO DATA	-	15000	100
5.	RESTROOM FACILITY STANDARDS	8	NO DATA	-	8	100	8	NO DATA	-	8	100
6.	CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 09
TRN 135

PROGRAM TITLE: KAPALUA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: There were no significant variances in positions or expenditures.

FY 21: There are no significant variances in position, actual expenditures, and estimated expenditures.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

PART III - PROGRAM TARGET GROUPS

The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport.

5. Refer to Part II.

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

PROGRAM TITLE:

MOLOKAI AIRPORT

PROGRAM-ID:

TRN-141

PROGRAM STRUCTURE NO:

030110

12/5/20

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	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	12.00	- 2.00	14	14.00	12.00	- 2.00	14
EXPENDITURES (\$1000's)	4,211	3,213	- 998	24	763	709	- 54	7	3,357	3,411	+ 54	2
TOTAL COSTS												
POSITIONS	14.00	12.00	- 2.00	14	14.00	12.00	- 2.00	14	14.00	12.00	- 2.00	14
EXPENDITURES (\$1000's)	4,211	3,213	- 998	24	763	709	- 54	7	3,357	3,411	+ 54	2

	FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	NO DATA	- 20	100	20	NO DATA	- 20	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	30	NO DATA	- 30	100	30	NO DATA	- 30	100
3. THROUGH-PUT COST PER PASSENGER (CENTS)	1100	NO DATA	- 1100	100	1100	NO DATA	- 1100	100
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	1.0	NO DATA	- 1	100	1.0	NO DATA	- 1	100
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2500	NO DATA	- 2500	100	2500	NO DATA	- 2500	100
7. RATING OF FACILITY BY USERS	8	NO DATA	- 8	100	8	NO DATA	- 8	100
8. RATING OF FACILITY BY AIRLINES (%)	7	NO DATA	- 7	100	7	NO DATA	- 7	100
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	2	NO DATA	- 2	100	2	NO DATA	- 2	100
10. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	+ 0	0	0	100	+ 100	0

PART III: PROGRAM TARGET GROUP								
1. PASSENGERS(THOUSANDS)	222	202	- 20	9	224	204	- 20	9
2. CARGO (TONS)	1111	1340	+ 229	21	1122	1360	+ 238	21
3. AIR MAIL (TONS)	354	490	+ 136	38	357	500	+ 143	40
4. AIRCRAFT OPERATIONS (THOUSANDS)	35	37	+ 2	6	35	38	+ 3	9
5. CUSTODIAL SERVICES	2	NO DATA	- 2	100	2	NO DATA	- 2	100
6. CAPITAL IMPROVEMENT PROGRAM	0	165	+ 165	0	0	3763	+ 3763	0

PART IV: PROGRAM ACTIVITY								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	75	NO DATA	- 75	100	75	NO DATA	- 75	100
2. CARGO HANDLING AREA (SQ FT)	11000	NO DATA	- 11000	100	11000	NO DATA	- 11000	100
3. VEHICULAR CAPACITY IN PARKING STALLS	300	NO DATA	- 300	100	300	NO DATA	- 300	100
4. TERMINAL FACILITIES (100 SQ FT)	109	NO DATA	- 109	100	109	NO DATA	- 109	100
5. RESTROOM FACILITY STANDARDS	8	NO DATA	- 8	100	8	NO DATA	- 8	100
6. CIP IMPLEMENTATION	0	165	+ 165	0	0	3763	+ 3763	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 10
TRN 141

PROGRAM TITLE: MOLOKAI AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The position variance was due to delays in recruiting and filling vacant positions; the expenditure variance was due to payroll savings and deferral of purchases. Also, due to the COVID-19 pandemic, a hiring freeze and spending restrictions were enacted.

FY 21: The position variance is due to the hiring freeze delaying the recruiting and filling of vacant positions.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

PART III - PROGRAM TARGET GROUPS

The variances are due to not updating the planned amounts.

5. Refer to Part II.

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

VARIANCE REPORT

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20					NINE MONTHS ENDING 06-30-21				
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	7.00	7.00	+	0.00	0	7.00	7.00	+	0.00	0	7.00	7.00	+	0.00	0
EXPENDITURES (\$1000's)	1,030	744	-	286	28	204	202	-	2	1	830	832	+	2	0
TOTAL COSTS															
POSITIONS	7.00	7.00	+	0.00	0	7.00	7.00	+	0.00	0	7.00	7.00	+	0.00	0
EXPENDITURES (\$1000's)	1,030	744	-	286	28	204	202	-	2	1	830	832	+	2	0
						FISCAL YEAR 2019-20					FISCAL YEAR 2020-21				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. NUMBER OF ACCIDENTS						0	NO DATA	-	0	0	0	NO DATA	-	0	0
2. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY						0	NO DATA	-	0	0	0	NO DATA	-	0	0
3. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						5	10	+	5	100	5	10	+	5	100
2. AIRCRAFT OPERATIONS (THOUSANDS)						3	4	+	1	33	3	4	+	1	33
3. CUSTODIAL SERVICES						0	NO DATA	-	0	0	0	NO DATA	-	0	0
4. CAPITAL IMPROVEMENT PROGRAM						0	4	+	4	0	0	42	+	42	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						75	NO DATA	-	75	100	75	NO DATA	-	75	100
2. TERMINAL FACILITIES (SQ FT)						1080	NO DATA	-	1080	100	1080	NO DATA	-	1080	100
3. RESTROOM FACILITY STANDARDS						5	NO DATA	-	5	100	5	NO DATA	-	5	100
4. CIP IMPLEMENTATION						0	4	+	4	0	0	42	+	42	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 11
TRN 143

PROGRAM TITLE: KALAUPAPA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The expenditure variance was due to the deferral of expenses and collective bargaining.

FY 21: No significant variances.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

PART III - PROGRAM TARGET GROUPS

The variances are due to underestimating the planned amounts.

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

PROGRAM TITLE:

LANAI AIRPORT

PROGRAM-ID:

TRN-151

PROGRAM STRUCTURE NO:

030112

12/5/20

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20					NINE MONTHS ENDING 06-30-21						
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%		
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)																	
	12.00	12.00	+	0.00	0	12.00	12.00	+	0.00	0	12.00	12.00	+	0.00	0		
	3,487	3,165	-	322	9	799	701	-	98	12	3,117	3,215	+	98	3		
	12.00	12.00	+	0.00	0	12.00	12.00	+	0.00	0	12.00	12.00	+	0.00	0		
	3,487	3,165	-	322	9	799	701	-	98	12	3,117	3,215	+	98	3		
						FISCAL YEAR 2019-20					FISCAL YEAR 2020-21						
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%		
PART II: MEASURES OF EFFECTIVENESS						20 NO DATA		-	20	100	20 NO DATA		-	20	100		
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE						30 NO DATA		-	30	100	30 NO DATA		-	30	100		
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF						1650 NO DATA		-	1650	100	1650 NO DATA		-	1650	100		
3. THROUGH-PUT COST PER PASSENGER (CENTS)						0 NO DATA		-	0	0	0 NO DATA		-	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						17 NO DATA		-	17	100	17 NO DATA		-	17	100		
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)						9 NO DATA		-	9	100	9 NO DATA		-	9	100		
7. RATING OF FACILITY BY USERS						8 NO DATA		-	8	100	8 NO DATA		-	8	100		
8. RATING OF FACILITY BY AIRLINES (%)						3 NO DATA		-	3	100	3 NO DATA		-	3	100		
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY						0		+	0	0	0		+	67	0		
10. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE																	
PART III: PROGRAM TARGET GROUP						121		78	-	43	36	122		79	-	43	35
1. PASSENGERS (THOUSANDS)						808		1370	+	562	70	816		1390	+	574	70
2. CARGO (TONS)						152		280	+	128	84	153		290	+	137	90
3. AIR MAIL (TONS)						10		9	-	1	10	10		9	-	1	10
4. AIRCRAFT OPERATIONS (THOUSANDS)						3		NO DATA	-	3	100	3		NO DATA	-	3	100
5. CUSTODIAL SERVICES						0		1382	+	1382	0	0		5148	+	5148	0
6. CAPITAL IMPROVEMENT PROGRAM																	
PART IV: PROGRAM ACTIVITY						56		NO DATA	-	56	100	56		NO DATA	-	56	100
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						1368		NO DATA	-	1368	100	1368		NO DATA	-	1368	100
2. CARGO HANDLING AREA (SQ FT)						120		NO DATA	-	120	100	120		NO DATA	-	120	100
3. VEHICULAR CAPACITY IN PARKING STALLS						13661		NO DATA	-	13661	100	13661		NO DATA	-	13661	100
4. TERMINAL FACILITIES (SQ FT)						7		NO DATA	-	7	100	7		NO DATA	-	7	100
5. RESTROOM FACILITY STANDARDS						0		1382	+	1382	0	0		5148	+	5148	0
6. CIP IMPLEMENTATION																	

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 12
TRN 151

PROGRAM TITLE: LANAI AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The expenditure variance was due to the deferral of purchases and repair and maintenance projects.

FY 21: The expenditure variance is due to the deferral and delay of purchases.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

PART III - PROGRAM TARGET GROUPS

The variances are due to not updating the planned amounts.

5. Refer to Part II.

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

PROGRAM TITLE:

LIHUE AIRPORT

PROGRAM-ID:

TRN-161

PROGRAM STRUCTURE NO:

030113

12/5/20

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	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	106.00	- 10.00	9	116.00	106.00	- 10.00	9	116.00	106.00	- 10.00	9
EXPENDITURES (\$1000's)	26,100	23,270	- 2,830	11	6,337	5,810	- 527	8	20,630	21,157	+ 527	3
TOTAL COSTS												
POSITIONS	116.00	106.00	- 10.00	9	116.00	106.00	- 10.00	9	116.00	106.00	- 10.00	9
EXPENDITURES (\$1000's)	26,100	23,270	- 2,830	11	6,337	5,810	- 527	8	20,630	21,157	+ 527	3

	FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	NO DATA	- 20	100	20	NO DATA	- 20	100
2. AVG TIME FROM PASSENGERS ENTERING TO PLANE TAKEOFF	85	NO DATA	- 85	100	85	NO DATA	- 85	100
3. THROUGH-PUT COST PER PASSENGER (CENTS)	900	NO DATA	- 900	100	900	NO DATA	- 900	100
4. NO. OF ACCIDENTS PER 100,000 SQ. FT.	.1	NO DATA	- 0.1	100	.1	NO DATA	- 0.1	100
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTs	.25	NO DATA	- 0.25	100	.25	NO DATA	- 0.25	100
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2700	NO DATA	- 2700	100	2700	NO DATA	- 2700	100
7. RATING OF FACILITY BY USERS	9	NO DATA	- 9	100	9	NO DATA	- 9	100
8. RATING OF FACILITY BY AIRLINES (%)	8	NO DATA	- 8	100	8	NO DATA	- 8	100
9. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	6	NO DATA	- 6	100	6	NO DATA	- 6	100
10. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	50	0	- 50	100	50	33	- 17	34

PART III: PROGRAM TARGET GROUP								
1. PASSENGERS (THOUSANDS)	2727	2483	- 244	9	2754	2508	- 246	9
2. CARGO (TONS)	13736	22290	+ 8554	62	13873	22690	+ 8817	64
3. AIR MAIL (TONS)	1111	5820	+ 4709	424	1122	5930	+ 4808	429
4. AIRCRAFT OPERATIONS (THOUSANDS)	126	89	- 37	29	128	90	- 38	30
5. CUSTODIAL SERVICES	22	NO DATA	- 22	100	22	NO DATA	- 22	100
6. CAPITAL IMPROVEMENT PROGRAM	6874	1785	- 5089	74	6874	37236	+ 30362	442

PART IV: PROGRAM ACTIVITY								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	110	NO DATA	- 110	100	110	NO DATA	- 110	100
2. CARGO HANDLING AREA (SQ FT)	757000	NO DATA	- 757000	100	757000	NO DATA	- 757000	100
3. VEHICULAR CAPACITY IN PARKING STALLS	575	NO DATA	- 575	100	575	NO DATA	- 575	100
4. TERMINAL FACILITIES (1,000 SQ FT)	88	NO DATA	- 88	100	88	NO DATA	- 88	100
5. RESTROOM FACILITY STANDARDS	8	NO DATA	- 8	100	8	NO DATA	- 8	100
6. CIP IMPLEMENTATION	6874	1785	- 5089	74	6874	37236	+ 30362	442

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 13
TRN 161

PROGRAM TITLE: LIHUE AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: No significant position variance. The expenditure variance was due to the deferral of purchases.

FY 21: No significant variances.

PART II - MEASURES OF EFFECTIVENESS

The updated measures and data collection are not available.

10. The actual and estimated variances are due to the impact of the COVID-19 pandemic on the scheduled timetable of the projects.

PART III - PROGRAM TARGET GROUPS

The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport.

5. Refer to Part II.

PART IV - PROGRAM ACTIVITIES

Refer to Part II.

6. The variance is due to incorrect planned amounts.

PROGRAM TITLE:

PORT ALLEN AIRPORT

PROGRAM-ID:

TRN-163

12/5/20

PROGRAM STRUCTURE NO:

030114

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21						
	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)	47	47	+	0	0	0	0	+	0	0	22	22	+	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)	47	47	+	0	0	0	0	+	0	0	22	22	+	0	0
						FISCAL YEAR 2019-20				FISCAL YEAR 2020-21					
						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	0	-	1	100	1	0	-	1	100
3. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)						6	2	-	4	67	6	2	-	4	67
2. CUSTODIAL SERVICES						0	0	+	0	0	0	0	+	0	0
3. CAPITAL IMPROVEMENT PROGRAM						0	0	+	0	0	0	0	+	0	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						30	NO DATA	-	30	100	30	NO DATA	-	30	100
2. RESTROOM FACILITY STANDARDS						2	0	-	2	100	2	0	-	2	100
3. CIP IMPLEMENTATION						0	0	+	0	0	0	0	+	0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

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)

No significant variances.

PART II - MEASURES OF EFFECTIVENESS

2. Incorrect measure of effectiveness (no restroom facilities at airport).

PART III - PROGRAM TARGET GROUPS

1. The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport.

PART IV - PROGRAM ACTIVITIES

1. Data is not available at this time.
2. Should be deleted as there are no restroom facilities at the airport.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	133.00	107.00	- 26.00	20	133.00	107.00	- 26.00	20	133.00	120.00	- 13.00	10
EXPENDITURES (\$1000's)	435,766	218,535	- 217,231	50	73,284	58,425	- 14,859	20	393,372	408,231	+ 14,859	4
TOTAL COSTS												
POSITIONS	133.00	107.00	- 26.00	20	133.00	107.00	- 26.00	20	133.00	120.00	- 13.00	10
EXPENDITURES (\$1000's)	435,766	218,535	- 217,231	50	73,284	58,425	- 14,859	20	393,372	408,231	+ 14,859	4
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. ADMIN COSTS REL. TO TOTAL PROG COSTS (%)					53	42	- 11	21	53	36	- 17	32
PART IV: PROGRAM ACTIVITY												
1. ADMIN PERSONNEL (NO. OF PERSONS)					133	107	- 26	20	133	120	- 13	10
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)					1402	1193	- 209	15	1410	1264	- 146	10

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 01 15
TRN 195

PROGRAM TITLE: AIRPORTS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The position variance was due to delays in recruiting and filling vacant positions; the expenditure variance was due to savings from vacancies, collective bargaining, and deferral and savings of other expenses. Due to the COVID-19 pandemic, a hiring freeze and restrictions on spending were enacted.

FY 21: The position variance is due to delays in recruiting and filling vacant positions; the expenditure variance is due to savings from vacancies and other expenses. Due to the COVID-19 pandemic, a hiring freeze and restrictions on spending were enacted.

PART II - MEASURES OF EFFECTIVENESS

1. The variance is due to actual administrative costs being lower than budgeted.

PART III - PROGRAM TARGET GROUPS

No program target groups.

PART IV - PROGRAM ACTIVITIES

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

2. The variance is due to delays in recruiting and filling vacant positions.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	250.00	214.00	- 36.00	14	250.00	223.00	- 27.00	11	250.00	412.00	+ 162.00	65
EXPENDITURES (\$1000's)	124,109	92,501	- 31,608	25	31,300	19,471	- 11,829	38	93,915	105,730	+ 11,815	13
TOTAL COSTS												
POSITIONS	250.00	214.00	- 36.00	14	250.00	223.00	- 27.00	11	250.00	412.00	+ 162.00	65
EXPENDITURES (\$1000's)	124,109	92,501	- 31,608	25	31,300	19,471	- 11,829	38	93,915	105,730	+ 11,815	13
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					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. NUMBERS OF CONTAINERS PROCESSED EXPRESSED IN TEU'S					1615977	1208332	- 407645	25	1615977	1232499	- 383478	24

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

PROGRAM TITLE: WATER TRANSPORTATION FACILITIES AND SERVICES

03 02

PART I - EXPENDITURES AND POSITIONS

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

PART II - MEASURES OF EFFECTIVENESS

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

PROGRAM TITLE:

HONOLULU HARBOR

PROGRAM-ID:

TRN-301

12/5/20

PROGRAM STRUCTURE NO:

030201

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	114.00	101.00	- 13.00	11	114.00	108.00	- 6.00	5	114.00	114.00	+ 0.00	0
EXPENDITURES (\$1000's)	20,373	17,272	- 3,101	15	5,114	4,511	- 603	12	15,343	15,946	+ 603	4
TOTAL COSTS												
POSITIONS	114.00	101.00	- 13.00	11	114.00	108.00	- 6.00	5	114.00	114.00	+ 0.00	0
EXPENDITURES (\$1000's)	20,373	17,272	- 3,101	15	5,114	4,511	- 603	12	15,343	15,946	+ 603	4
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. COST OF ADMIN. RELATIVE TO TOTAL PROG. COSTS (%)					.75	NO DATA	- 0.75	100	.75	NO DATA	- 0.75	100
2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION					10000	NO DATA	- 10000	100	10000	NO DATA	- 10000	100
3. NO. OF VENDOR PAYMENTS FOR DIV EXCEEDING 30 DAYS					175	NO DATA	- 175	100	175	NO DATA	- 175	100
4. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME					100	NO DATA	- 100	100	100	NO DATA	- 100	100
5. % OF SPEC MAINT PROJ INITIATED COMPARED TO PLAN					90	NO DATA	- 90	100	90	NO DATA	- 90	100
6. PROGRAM COST PER TEU OF CARGO					.75	16.87	+ 16.12	2149	.75	16.6	+ 15.85	2113
7. NUMBER OF CONTAINERS PROCESSED EXPRESSED IN TEU'S					1615977	1208332	- 407645	25	1615977	1232499	- 383478	24
8. NUMBER OF INCIDENTS/ACCIDENTS REPORTED					0	0	+ 0	0	0	0	+ 0	0
9. NO. OF CRUISE SHIP PASSENGERS					1068612	NO DATA	- 1068612	100	1068612	NO DATA	- 1068612	100
PART III: PROGRAM TARGET GROUP												
1. FILLED PERMANENT POSITIONS IN THE DIVISION					240	NO DATA	- 240	100	252	NO DATA	- 252	100
2. TEU'S CARGO - OVERSEAS					955800	893464	- 62336	7	955800	911334	- 44466	5
3. TEU'S CARGO - INTERISLAND					660178	314868	- 345310	52	660178	321165	- 339013	51
4. TOTAL BARRELS OF LIQUID CARGO OVERSEAS					9194093	NO DATA	- 9194093	100	9194093	NO DATA	- 9194093	100
5. TOTAL BARRELS OF LIQUID CARGO INTER-ISLAND					2139653	NO DATA	- 2139653	100	2139653	NO DATA	- 2139653	100
6. NUMBER OF PASSENGERS					1070028	203867	- 866161	81	1070028	207944	- 862084	81
PART IV: PROGRAM ACTIVITY												
1. ADMIN. PERSONNEL (NO. OF PERMANENT POSITIONS)					78	NO DATA	- 78	100	78	NO DATA	- 78	100
2. DIVISIONAL PERSONNEL (NO. OF PERMANENT POSITIONS)					174	NO DATA	- 174	100	174	NO DATA	- 174	100
3. NO. OF CIP PROJECTS COMPLETED					6	NO DATA	- 6	100	6	NO DATA	- 6	100
4. NO. OF SPECIAL MAINTENANCE PROJ. TO BE INITIATED					57	NO DATA	- 57	100	57	NO DATA	- 57	100
5. PIER LENGTH (LINEAR FEET)					46284	30490	- 15794	34	46284	30490	- 15794	34
6. CONTAINER YARD AREA (ACRES)					365.78	209.60	- 156.18	43	365.78	209.60	- 156.18	43

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 01
TRN 301

PROGRAM TITLE: HONOLULU HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Costs (\$1000's)

FY 20: The position variance was due to the delay in filling vacant positions; the expenditure variance was due to the overall reduction or deferral of operating expenditures.

FY 21: The expenditure variance is due to the overall reduction or deferral of operating expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1, 2, 3, 4, 5, and 9. These measures are not applicable to TRN 301 - Honolulu Harbor.

6. The planned amount should be 15.8, making the variance 7%.

7. The planned amount should be 1,283,216, making the variance 6%.

8. The planned amount should be 0, making the variance 0%.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target groups do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1, 4, and 5. These measures are not applicable to TRN 301 - Honolulu Harbor.

2. The planned amount should be 951,471, making the variance 6%.

3. The planned amount should be 331,746, making the variance 5%.

6. The planned amount should be 293,788, making the variance 31%. The variance is due to a lower than expected projection in the number of passengers due to the halt of cruise ship operations caused by COVID-19.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program activities do not apply to this program as reflected in Act 5, SLH 2019, as amended by Acts 7 and 9, SLH 2020.

No significant variances.

1, 2, 3, and 4. These measures are not applicable to TRN 301 - Honolulu Harbor.

5. The planned amount should reflect 30,490, making the variance 0%.

6. The planned amount should reflect 209.60, making the variance 0%.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21						
	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	6.00	+	0.00	0	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0
EXPENDITURES (\$1000's)	1,281	1,129	-	152	12	321	313	-	8	2	962	970	+	8	1
TOTAL COSTS															
POSITIONS	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0
EXPENDITURES (\$1000's)	1,281	1,129	-	152	12	321	313	-	8	2	962	970	+	8	1
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21						
					PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%	
PART II: MEASURES OF EFFECTIVENESS					0	.32	+	0.32	0	0	.32	+	0.32	0	
1. PROGRAM COST PER TON OF CARGO					0	75946	+	75946	0	0	77465	+	77465	0	
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD					0	0	+	0	0	0	0	+	0	0	
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	
PART III: PROGRAM TARGET GROUP					0	1738921	+	1738921	0	0	1773699	+	1773699	0	
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL					0	367019	+	367019	0	0	374359	+	374359	0	
2. TONS OF CARGO - OVERSEAS - DOMESTIC					0	1875935	+	1875935	0	0	1913453	+	1913453	0	
3. TONS OF CARGO - INTERISLAND															
PART IV: PROGRAM ACTIVITY					0	2990	+	2990	0	0	2990	+	2990	0	
1. PIER LENGTH (LINEAR FEET)					0	0.83	+	0.83	0	0	0.83	+	0.83	0	
2. SHED AREA (ACRES)					0	51.6	+	51.6	0	0	51.6	+	51.6	0	
3. YARD AREA (ACRES)															

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 02
TRN 303

PROGRAM TITLE: KALAELOA BARBERS POINT HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Costs (\$1000's)

FY 20: The expenditure variance was due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 0.34, making the variance 6%.

2. The planned amount should be 71,564, making the variance 6%.

3 and 4. The planned amounts should be 0, making the variances 0%.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target groups do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 1,859,305, making the variance 6%.

2. The planned amount should be 273,322, making the variance 34%.
The variance was due to an increase in capacity due to an increase in the container yard area.

3. The planned amount should be 1,619,447, making the variance 16%.
The variance was due to an increase in capacity because of an increase in the container yard area.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program activities do not apply to this program as reflected in Act 5, SLH 2019, as amended by Acts 7 and 9, SLH 2020.

No significant variances.

1. The planned amount should be 2,990, making the variance 0%.

2. The planned amount should be 0.83, making the variance 0%.

3. The planned amount should be 51.6, making the variance 0%.

PROGRAM TITLE:

HILO HARBOR

PROGRAM-ID:

TRN-311

PROGRAM STRUCTURE NO:

030204

12/5/20

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	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	13.00	- 2.00	13	15.00	14.00	- 1.00	7	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,286	2,184	- 102	4	574	492	- 82	14	1,721	1,803	+ 82	5
TOTAL COSTS												
POSITIONS	15.00	13.00	- 2.00	13	15.00	14.00	- 1.00	7	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,286	2,184	- 102	4	574	492	- 82	14	1,721	1,803	+ 82	5
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO					0	1.68	+ 1.68	0	0	1.65	+ 1.65	0
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD					0	49695	+ 49695	0	0	50689	+ 50689	0
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					0	2283	+ 2283	0	0	2283	+ 2283	0
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL					0	28351	+ 28351	0	0	28918	+ 28918	0
2. TONS OF CARGO - OVERSEAS - DOMESTIC					0	56018	+ 56018	0	0	57138	+ 57138	0
3. TONS OF CARGO - INTERISLAND					0	1278267	+ 1278267	0	0	1303832	+ 1303832	0
4. NO. OF PASSENGERS					0	182622	+ 182622	0	0	186274	+ 186274	0
5. NO. OF CRUISE SHIP CALLS					0	80	+ 80	0	0	82	+ 82	0
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)					0	3351	+ 3351	0	0	3351	+ 3351	0
2. SHED AREA (ACRES)					0	2.02	+ 2.02	0	0	2.02	+ 2.02	0
3. YARD AREA (ACRES)					0	25.04	+ 25.04	0	0	25.04	+ 25.04	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 04
TRN 311

PROGRAM TITLE: HILO HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Costs (\$1000's)

FY 20: The position variance was due to the delay in filling vacant positions. The expenditure variance was due to the overall reduction or deferral of operational expenditures.

FY 21: The expenditure variance is due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 1.61, making the variance 4%.

2. The planned amount should be 50,195, making the variance 1%.

3 and 4. The planned amounts should be 0, making the variances 0%.

5. The planned amount should be 2,261, making the variance 1%.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target groups do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 22,979, making the variance 23%. The variance was due to a higher than expected projection in international cargo.

2. The planned amount should be 65,065, making the variance 14%. The variance was due to a lower than expected projection in domestic cargo.

3. The planned amount should be 1,288,297, making the variance 0.8%.

4. The planned amount should be 235,153, making the variance 22%. The variance was due to a lower than expected projection in passengers due to a halt in cruise ships because of COVID-19.

5. The planned amount should be 137, making the variance 42%. The variance was due to a lower than expected projection in cruise ship calls due to a halt in cruise ships because of COVID-19.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the program activities do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 3,351, making the variance 0%.

2. The planned amount should be 2.02, making the variance 0%.

3. The planned amount should be 25.04, making the variance 0%.

VARIANCE REPORT

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20					NINE MONTHS ENDING 06-30-21				
	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	2.00	+	0.00	0	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0
EXPENDITURES (\$1000's)	794	643	-	151	19	199	175	-	24	12	595	619	+	24	4
TOTAL COSTS															
POSITIONS	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0
EXPENDITURES (\$1000's)	794	643	-	151	19	199	175	-	24	12	595	619	+	24	4
						FISCAL YEAR 2019-20					FISCAL YEAR 2020-21				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO						0	0.79	+	0.79	0	0	0.77	+	0.77	0
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD						0	52448	+	52448	0	0	53497	+	53497	0
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						0	35	+	35	0	0	35	+	35	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						0	1009100	+	1009100	0	0	1029282	+	1029282	0
4. NO. OF PASSENGERS						0	453	+	453	0	0	462	+	462	0
5. NO. OF CRUISE SHIP CALLS						0	13	+	13	0	0	13	+	13	0
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)						0	1627	+	1627	0	0	1627	+	1627	0
2. SHED AREAS (ACRES)						0	.22	+	0.22	0	0	.22	+	0.22	0
3. YARD AREAS (ACRES)						0	19.02	+	19.02	0	0	19.02	+	19.02	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 05
TRN 313

PROGRAM TITLE: KAWAIHAE HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Costs (\$1000's)

FY 20: The expenditure variance was due to the overall reduction or deferral of operational expenditures.

FY 21: The expenditure variance is due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 0.8, making the variance 1%.

2. The planned amount should be 50,926, making the variance 3%.

3 and 4. The planned amounts should be 0, making the variances 0%.

5. The planned amount should be 58, making the variance 40%. The variance was due to a lower than expected number of cruise ships and cruise ship passengers because of the halt of cruise ships caused by COVID-19.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target groups do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1 and 2. The planned amounts should be 0, making the variances 0%.

3. The planned amount should be 979,818, making the variance 3%.

4. The planned amount should be 701, making the variance 35%. The variance was due to a lower than expected number of passengers because of the halt of cruise ships caused by COVID-19.

5. The planned amount should be 12, making the variance 8%.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measure of effectiveness does not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 1,627, making the variance 0%.

2. The planned amount should be 0.22, making the variance 0%.

3. The planned amount should be 19.02, making the variance 0%.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	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	17.00	- 1.00	6	18.00	17.00	- 1.00	6	18.00	180.00	+ 162.00	900
EXPENDITURES (\$1000's)	3,242	2,534	- 708	22	813	677	- 136	17	2,440	2,576	+ 136	6
TOTAL COSTS												
POSITIONS	18.00	17.00	- 1.00	6	18.00	17.00	- 1.00	6	18.00	180.00	+ 162.00	900
EXPENDITURES (\$1000's)	3,242	2,534	- 708	22	813	677	- 136	17	2,440	2,576	+ 136	6
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO					0	1.36	+ 1.36	0	0	1.36	+ 1.36	0
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD					0	68102	+ 68102	0	0	69464	+ 69464	0
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					0	2348	+ 2348	0	0	2348	+ 2348	0
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL					0	40641	+ 40641	0	0	41454	+ 41454	0
2. TONS OF CARGO - OVERSEAS - DOMESTIC					0	63191	+ 63191	0	0	64455	+ 64455	0
3. TONS OF CARGO - INTERISLAND					0	2234799	+ 2234799	0	0	2279495	+ 2279495	0
4. NO. OF PASSENGERS					0	112704	+ 112704	0	0	114958	+ 114958	0
5. NO. OF CRUISE SHIP CALLS					0	48	+ 48	0	0	49	+ 49	0
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)					0	3319	+ 3319	0	0	3319	+ 3319	0
2. SHED AREAS (ACRES)					0	1	+ 1	0	0	1	+ 1	0
3. YARD AREAS (ACRES)					0	33.34	+ 33.34	0	0	33.34	+ 33.34	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 06
TRN 331

PROGRAM TITLE: KAHULUI HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Costs (\$1000's)

FY 20: The expenditure variance was due to the overall reduction or deferral of operational expenditures.

FY 21: The expenditure variance is due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 1.43, making the variance 5%.

2. The planned amount should be 64,302, making the variance 6%.

3 and 4. The planned amounts should be 0, making the variances 0%.

5. The planned amount should be 2,314, making the variance 1%.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target groups do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 18,956, making the variance 114%. The variance was due to higher than estimated tons of international cargo caused by a low FY 19 actual amount.

2. The planned amount should be 56,503, making the variance 12%. The variance was due to higher than estimated tons of domestic cargo.

3. The planned amount should be 2,132,673, making the variance 5%.

4. The planned amount should be 141,121, making the variance 20%. The variance was due to lower than expected passengers because of the halt of cruise ships caused by COVID-19.

5. The planned amount should be 61, making the variance 21%. The variance was due to lower than expected cruise ship calls because of the halt of cruise ships caused by COVID-19.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program activities do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 3,319, making the variance 0%.

2. The planned amount should be 1.00, making the variance 0%.

3. The planned amount should be 33.34, making the variance 0%.

VARIANCE REPORT

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20					NINE MONTHS ENDING 06-30-21				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
	207	130	-	77	37	52	8	-	44	85	155	199	+	44	28
	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
	207	130	-	77	37	52	8	-	44	85	155	199	+	44	28
						FISCAL YEAR 2019-20					FISCAL YEAR 2020-21				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO						0	2.76	+	2.76	0	0	2.71	+	2.71	0
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD						0	24651	+	24651	0	0	25144	+	25144	0
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	32	+	32	0	0	32	+	32	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						0	74938	+	74938	0	0	76437	+	76437	0
4. NO. OF PASSENGERS						0	537	+	537	0	0	548	+	548	0
5. NO. OF CRUISE SHIP CALLS						0	17	+	17	0	0	17	+	17	0
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)						0	691	+	691	0	0	691	+	691	0
2. SHED AREAS (ACRES)						0	0.17	+	0.17	0	0	0.17	+	0.17	0
3. YARD AREAS (ACRES)						0	2.87	+	2.87	0	0	2.87	+	2.87	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 07
TRN 341

PROGRAM TITLE: KAUNAKAKAI HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Cost (\$1000's)

FY 20: The expenditure variance was due to the overall reduction or deferral of operational expenditures.

FY 21: The expenditure variance is due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 2.65, making the variance 4%.

2. The planned amount should be 24,938, making the variance 1%.

3 and 4. The planned amounts should be 0, making the variances 0%.

5. The planned amount should be 47, making the variance 32%. The variance was due to lower than expected passengers and more than projected cruise ship calls.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target groups do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1 and 2. The planned amounts should be 0, making the variances 0%.

3. The planned amount should be 75,812, making the variance 1%.

4. The planned amount should be 699, making the variance 23%. The variance was due to lower than expected passengers.

5. The planned amount should be 15, making the variance 13%. The variance was due to more than expected cruise ship calls.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program activities do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 691, making the variance 0%.

2. The planned amount should be 0.17, making the variance 0%.

3. The planned amount should be 2.87, making the variance 0%.

VARIANCE REPORT

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20					NINE MONTHS ENDING 06-30-21						
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%		
	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0		
	2,609	2,297	-	312	12	655	541	-	114	17	1,966	2,080	+	114	6		
	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0		
2,609	2,297	-	312	12	655	541	-	114	17	1,966	2,080	+	114	6			
						FISCAL YEAR 2019-20					FISCAL YEAR 2020-21						
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%		
PART II: MEASURES OF EFFECTIVENESS																	
1. PROGRAM COST PER TON OF CARGO						0	3.19	+		3.19	0	0	3.14	+		3.14	0
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD						0	24621	+		24621	0	0	24113	+		24113	0
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	2370	+		2370	0	0	2370	+		2370	0
PART III: PROGRAM TARGET GROUP																	
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL						0	15788	+		15788	0	0	16104	+		16104	0
2. TONS OF CARGO - OVERSEAS - DOMESTIC						0	2533	+		2533	0	0	2584	+		2584	0
3. TONS OF CARGO - INTERISLAND						0	800571	+		800571	0	0	816582	+		816582	0
4. NUMBER OF PASSENGERS						0	156421	+		156421	0	0	159549	+		159549	0
5. NO. OF CRUISE SHIP CALLS						0	66	+		66	0	0	67	+		67	0
PART IV: PROGRAM ACTIVITY																	
1. PIER LENGTH (LINEAR FEET)						0	2216	+		2216	0	0	2216	+		2216	0
2. SHED AREAS (ACRES)						0	1.76	+		1.76	0	0	1.76	+		1.76	0
3. YARD AREAS (ACRES)						0	31.5	+		31.5	0	0	31.5	+		31.5	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 08
TRN 361

PROGRAM TITLE: NAWILIWILI HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Costs (\$1000's)

FY 20: The expenditure variance was due to the overall reduction or deferral of operational expenditures.

FY 21: The expenditure variance is due to the overall reduction or deferral of operational expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 2.67, making the variance 19%. The variance was due to lower than expected overall tons of cargo.

2. The planned amount should be 28,516, making the variance 14%. The variance was due to lower than expected overall tons of cargo.

3 and 4. The planned amounts should be 0, making the variances 0%.

5. The planned amount should be 2,255, making the variance 5%.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target groups do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 20,235, making the variance 22%. The variance was due to lower than expected tons of international cargo.

2. The planned amount should be 1,116, making the variance 127%. The variance was due to higher than expected tons of domestic cargo.

3. The planned amount should be 927,094, making the variance 14%. The variance was due to lower than expected tons of interisland cargo.

4. The planned amount should be 209,693, making the variance 25%. The variance was due to lower than expected passengers because of the halt of cruise ships caused by COVID-19.

5. The planned amount should be 93, making the variance 29%. The variance was due to lower than expected cruise ship calls because of the halt of cruise ships caused by COVID-19.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program activities do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 2,216, making the variance 0%.

2. The planned amount should be 1.76, making the variance 0%.

3. The planned amount should be 31.50, making the variance 0%.

VARIANCE REPORT

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21					
	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)	189	127	-	62	33	47	27	-	20	43	142	162	+	20	14
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)	189	127	-	62	33	47	27	-	20	43	142	162	+	20	14
						FISCAL YEAR 2019-20				FISCAL YEAR 2020-21					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO						0	1.35	+	1.35	0	0	1.35	+	1.35	0
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD						0	89537	+	89537	0	0	91328	+	91328	0
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
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						0	136991	+	136991	0	0	139731	+	139731	0
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)						0	1200	+	1200	0	0	1200	+	1200	0
2. SHED AREAS (ACRES)						0	.80	+	0.8	0	0	0.8	+	0.8	0
3. YARD AREAS (ACRES)						0	.73	+	0.73	0	0	.73	+	0.73	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 09
TRN 363

PROGRAM TITLE: PORT ALLEN HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Costs (\$1000's)

FY 20: The expenditure variance was due to the overall reduction or deferral of operating expenditures.

FY 21: The expenditure variance is due to the overall reduction or deferral of operating expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 1.57, making the variance 14%. The variance was due to higher than projected tons of interisland cargo.

2. The planned amount should be 76,994, making the variance 16%. The variance was due to higher than projected tons of interisland cargo.

3 and 4. The planned amounts should be 0, making the variances 0%.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target groups do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1 and 2. The planned amounts should be 0, making the variances 0%.

3. The planned amount should be 117,801, making the variance 16%. The variance was due to higher than projected tons of interisland cargo.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program activities do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 1,200, making the variance 0%.

2. The planned amount should be 0.80, making the variance 0%.

3. The planned amount should be 0.73, making the variance 0%.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21						
	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	0.00	-	1.00	100	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
EXPENDITURES (\$1000's)	133	16	-	117	88	33	55	+	22	67	100	78	-	22	22
TOTAL COSTS															
POSITIONS	1.00	0.00	-	1.00	100	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
EXPENDITURES (\$1000's)	133	16	-	117	88	33	55	+	22	67	100	78	-	22	22
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21						
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%			
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO					0	0.62	+	0.62	0	0	.61	+	0.61	0	
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD					0	93440	+	93440	0	0	95301	+	95301	0	
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	
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					0	214912	+	214912	0	0	219210	+	219210	0	
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)					0	400	+	400	0	0	400	+	400	0	
2. SHED AREAS (ACRES)					0	0	+	0	0	0	0	+	0	0	
3. YARD AREAS (ACRES)					0	2.3	+	2.3	0	0	2.3	+	2.3	0	

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 10
TRN 351

PROGRAM TITLE: KAUMALAPAU HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Cost (\$1000's)

FY 20: The position variance was due to the delay in filling a vacant position; the expenditure variance was due to the overall reduction or deferral of operating expenditures.

FY 21: The expenditure variance is due to the overall reduction or deferral of operating expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 0.88, making the variance 30%. The variance was due to higher than projected tons of interisland cargo.

2. The planned amount should be 64,959, making the variance 44%. The variance was due to higher than projected tons of interisland cargo.

3 and 4. The planned amounts should be 0, making the variances 0%.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target groups do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1 and 2. The planned amounts should be 0, making the variances 0%.

3. The planned amount should be 149,405, making the variance 44%. The variance was due to higher than projected tons of interisland cargo.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program activities do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

No significant variances.

1. The planned amount should be 400, making the variance 0%.

2. The planned amount should be 0, making the variance 0%.

3. The planned amount should be 2.30, making the variance 0%.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	77.00	58.00	- 19.00	25	77.00	58.00	- 19.00	25	77.00	77.00	+ 0.00	0
EXPENDITURES (\$1000's)	92,981	66,169	- 26,812	29	23,492	12,672	- 10,820	46	70,477	81,297	+ 10,820	15
TOTAL COSTS												
POSITIONS	77.00	58.00	- 19.00	25	77.00	58.00	- 19.00	25	77.00	77.00	+ 0.00	0
EXPENDITURES (\$1000's)	92,981	66,169	- 26,812	29	23,492	12,672	- 10,820	46	70,477	81,297	+ 10,820	15
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. COST OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)					0	10.98	+ 10.98	0	0	10.83	+ 10.83	0
2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION					0	30709	+ 30709	0	0	10000	+ 10000	0
3. NO. OF VENDOR PAYMENTS FOR DIV EXCEEDING 30 DAYS					0	153	+ 153	0	0	175	+ 175	0
4. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME					0	0	+ 0	0	0	100	+ 100	0
5. % OF SPEC MAINT PROJ INITIATED COMPARED TO PLAN					0	70	+ 70	0	0	100	+ 100	0
PART III: PROGRAM TARGET GROUP												
1. FILLED PERMANENT POSITIONS IN THE DIVISION					0	214	+ 214	0	0	250	+ 250	0
PART IV: PROGRAM ACTIVITY												
1. ADMININSTRATIVE PERSONNEL (NO. OF PERM. POSITIONS)					0	77	+ 77	0	0	77	+ 77	0
2. DIVISIONAL PERSONNEL (NO. OF PERM. POSITIONS)					0	250	+ 250	0	0	250	+ 250	0
3. NO. OF CIP PROJECTS COMPLETED					0	0	+ 0	0	0	9	+ 9	0
4. NO. OF SPECIAL MAINTENANCE PROJECTS INITIATED					0	42	+ 42	0	0	23	+ 23	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 11
TRN 395

PROGRAM TITLE: HARBORS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Cost (\$1000's)

FY 20: The position variance was due to the delay in filling vacant positions; the expenditure variance was due to the overall reduction or deferral of operating expenditures.

FY 21: The position variance is due to the delay in filling vacant positions; the expenditure variance is due to the overall reduction or deferral of operating expenditures.

PART II - MEASURES OF EFFECTIVENESS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned measures of effectiveness do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 9.87, making the variance 11%. The variance was due to higher administrative costs and no change to other program costs.

2. The planned amount should be 10,000, making the variance 207%. The variance was due to higher than expected salary overpayments.

3. The planned amount should be 175, making the variance 13%. The variance was due to less vendor payments exceeding 30 days than projected.

4. The planned amount should be 100, making the variance 100%. The variance was due to no capital improvement program (CIP) projects being completed in FY 20.

5. The planned amount should be 100, making the variance 30%. The variance was due to the delay in initiating special maintenance projects in comparison to projected scheduled projects.

PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program target group does not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 250, making the variance 14%. The variance was due to the delay in filling vacant positions.

PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2019-21 Program Structure was not approved, the planned program activities do not apply to this program as reflected in Act 5, SLH 2019, as amended by Act 7 and Act 9, SLH 2020.

1. The planned amount should be 77, making the variance 0%.

2. The planned amount should be 250, making the variance 0%.

3. The planned amount should be 7, making the variance 100%. The variance was due to no CIP projects being completed in FY 20.

4. The planned amount should be 56, making the variance 25%. The variance was due to less special maintenance projects being initiated than planned.

PROGRAM TITLE:

HANA HARBOR

PROGRAM-ID:

TRN-333

PROGRAM STRUCTURE NO:

030212

12/5/20

	FISCAL YEAR 2019-20					THREE MONTHS ENDED 09-30-20					NINE MONTHS ENDING 06-30-21						
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%		
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)																	
	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0		
	14	0	-	14	100	0	0	+	0	0	14	0	-	14	100		
	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0		
	14	0	-	14	100	0	0	+	0	0	14	0	-	14	100		
						FISCAL YEAR 2019-20					FISCAL YEAR 2020-21						
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%		
PART II: MEASURES OF EFFECTIVENESS																	
1. % OF VESSELS W/ ACCESS TO HANA HAR DURING EMERG						NO DATA	NO DATA	+		0	0	NO DATA	NO DATA	+		0	0
PART III: PROGRAM TARGET GROUP																	
1. # OF VESSELS W/ ACCESS TO HANA HAR DURING EMERG						NO DATA	NO DATA	+		0	0	NO DATA	NO DATA	+		0	0
2. # OF VESSELS REQ ACCESS TO HANA HAR DURING EMERG						NO DATA	NO DATA	+		0	0	NO DATA	NO DATA	+		0	0
PART IV: PROGRAM ACTIVITY																	
1. PIER LENGTH (LINEAR FEET)						NO DATA	NO DATA	+		0	0	NO DATA	NO DATA	+		0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 02 12
TRN 333

PROGRAM TITLE: HANA HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research & Development: No Cost.

2. Operating Costs (\$1000's)

FYs 20-21: The variances are 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.

PART II - MEASURES OF EFFECTIVENESS

No data available.

PART III - PROGRAM TARGET GROUPS

No data available.

PART IV - PROGRAM ACTIVITIES

No data available.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	1,037.00	759.00	- 278.00	27	1,037.00	752.00	- 285.00	27	1,037.00	987.00	- 50.00	5
EXPENDITURES (\$1000's)	332,746	266,875	- 65,871	20	65,793	37,274	- 28,519	43	291,056	319,575	+ 28,519	10
TOTAL COSTS												
POSITIONS	1,037.00	759.00	- 278.00	27	1,037.00	752.00	- 285.00	27	1,037.00	987.00	- 50.00	5
EXPENDITURES (\$1000's)	332,746	266,875	- 65,871	20	65,793	37,274	- 28,519	43	291,056	319,575	+ 28,519	10
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK					29	29	+ 0	0	29	29	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES					198	74	- 124	63	188	71	- 117	62
3. FATALITIES PER BILLION VEHICLE MILES					42	10	- 32	76	42	10	- 32	76
4. MAINTENANCE COST PER 10 LANE-MILES					463977	436934	- 27043	6	466261	502143	+ 35882	8
5. VEHICLE MILES PER TRAVEL (MILLIONS OF MILES)					6162	6110	- 52	1	6252	6196	- 56	1

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

PROGRAM TITLE: LAND TRANSPORTATION FACILITIES AND SERVICES

03 03

PART I - EXPENDITURES AND POSITIONS

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

PART II - MEASURES OF EFFECTIVENESS

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

PROGRAM TITLE:

OAHU HIGHWAYS

PROGRAM-ID:

TRN-501

12/5/20

PROGRAM STRUCTURE NO:

030301

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	192.00	150.00	- 42.00	22	192.00	131.00	- 61.00	32	192.00	187.00	- 5.00	3
EXPENDITURES (\$1000's)	81,610	79,577	- 2,033	2	19,964	19,849	- 115	1	62,100	62,215	+ 115	0
TOTAL COSTS												
POSITIONS	192.00	150.00	- 42.00	22	192.00	131.00	- 61.00	32	192.00	187.00	- 5.00	3
EXPENDITURES (\$1000's)	81,610	79,577	- 2,033	2	19,964	19,849	- 115	1	62,100	62,215	+ 115	0

	FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
	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	41	81	+ 40	98	37	78	+ 41	111
3. FATALITIES PER BILLION VEHICLE MILES	8	8	+ 0	0	8	8	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES	765410	730785	- 34625	5	767847	796168	+ 28321	4
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	.94	1.06	+ 0.12	13	.88	0.88	+ 0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	1.05	1.13	+ 0.08	8	1.01	1.01	+ 0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	70	37	- 33	47	71	37	- 34	48
PART III: PROGRAM TARGET GROUP								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	3658	3658	+ 0	0	3703	3701	- 2	0
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	39430	38790	- 640	2	39920	39250	- 670	2
3. NO. OF REGISTERED VEHICLES	846676	835880	- 10796	1	857124	845755	- 11369	1
4. NO. OF REGISTERED VEHICLE OPERATORS	658185	651842	- 6343	1	663899	657218	- 6681	1
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	797	422	- 375	47	808	422	- 386	48
PART IV: PROGRAM ACTIVITY								
1. ROADWAY MAINTENANCE (LANE MILES)	1150	1150	+ 0	0	1150	1150	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)	4966	4966	+ 0	0	4966	4966	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)	442	442	+ 0	0	442	442	+ 0	0
4. RESURFACING (LANE MILES)	NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)	NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0
6. SPECIAL MAINTENANCE - OTHERS (\$1000)	NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 03 01
TRN 501

PROGRAM TITLE: OAHU HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

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

FY 20: The position variance was due to transfers, promotions, retirements and the hiring freeze due to Executive Memorandum (E.M.) Nos. 20-01 and 20-02. In addition, positions eliminated or frozen in Act 5, SLH 2019, were not filled. The expenditure variance was due to less than anticipated payroll expenditures, supply expenditures, and travel expenditures. In addition, equipment and motor vehicle purchases were deferred due to E.M. No. 20-01.

PART II - MEASURES OF EFFECTIVENESS

Item 2: The estimated rate was lower than the actual. The number of accidents for Oahu was greatly underestimated due to incomplete historical data. With the development of the State of Hawaii Advanced Crash Analysis system, we were able to get more complete counts of historical data, and the estimate for future years should be more accurate.

Item 5: The bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly. Also, several new bridges were built, which caused the overall percentage to decrease from the estimated 0.94% to the actual 1.06% of Oahu District structurally deficient bridges on the National Highway System.

Item 7: Pavements Condition Rating now incorporates the International Roughness Index (IRI) into the algorithm. This has resulted in a lower rating for the pavements being that Oahu roads have not been repaved for too long and are showing signs of raveling.

PART III - PROGRAM TARGET GROUPS

Item 5: Pavements Condition Rating now incorporates IRI into the algorithm. This has resulted in a lower rating for the pavements being that Oahu roads have not been repaved for a long time and are showing signs of raveling.

PART IV - PROGRAM ACTIVITIES

No significant variances.

PROGRAM TITLE:

HAWAII HIGHWAYS

PROGRAM-ID:

TRN-511

PROGRAM STRUCTURE NO:

030302

12/5/20

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	119.00	73.00	- 46.00	39	119.00	68.00	- 51.00	43	119.00	107.00	- 12.00	10
EXPENDITURES (\$1000's)	14,727	12,361	- 2,366	16	3,355	2,636	- 719	21	12,655	13,374	+ 719	6
TOTAL COSTS												
POSITIONS	119.00	73.00	- 46.00	39	119.00	68.00	- 51.00	43	119.00	107.00	- 12.00	10
EXPENDITURES (\$1000's)	14,727	12,361	- 2,366	16	3,355	2,636	- 719	21	12,655	13,374	+ 719	6
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					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					56	61	+ 5	9	52	55	+ 3	6
3. FATALITIES PER BILLION VEHICLE MILES					14	14	+ 0	0	14	14	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES					212434	165613	- 46821	22	214656	204441	- 10215	5
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					9.17	16.81	+ 7.64	83	9.17	9.17	+ 0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					9.17	14.25	+ 5.08	55	9.17	9.17	+ 0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE					80	55.00	- 25	31	80	55.00	- 25	31
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					1086	1021.00	- 65	6	1108	1040.00	- 68	6
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					8610	8270.00	- 340	4	8780	8430.00	- 350	4
3. NO. OF REGISTERED VEHICLES					222225	219478.	- 2747	1	226604	223711.	- 2893	1
4. NO. OF REGISTERED VEHICLE OPERATORS					146416	145583.	- 833	1	148530	147653.	- 877	1
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE					663	455.00	- 208	31	663	455.00	- 208	31
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)					817	817.00	+ 0	0	817	817.00	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					1416	1416.00	+ 0	0	1416	1416.00	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					126	126.00	+ 0	0	126	126.00	+ 0	0
4. RESURFACING (LANE MILES)					NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)					NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0
6. SPECIAL MAINTENANCE - OTHERS (\$1000)					NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 03 02
TRN 511

PROGRAM TITLE: HAWAII HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

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

FY 20: The position variance was due to transfers, promotions, retirements and the hiring freeze due to Executive Memorandum (E.M.) Nos. 20-01 and 20-02. In addition, positions eliminated or frozen in Act 5, SLH 2019, were not filled. The expenditure variance was due to less than anticipated payroll expenditures, travel expenditures, and electricity expenditures. In addition, equipment and motor vehicle purchases were deferred due to E.M. No. 20-01.

PART II - MEASURES OF EFFECTIVENESS

Item 4: The estimated rate was higher than actual due to less than anticipated payroll expenditures due to the E.M. Nos. 20-01 and 20-02 hiring freeze, travel expenditures, and electricity expenditures.

Item 5: Our bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly. Also, although only five Hawaii District bridges on the National Highway System (NHS) were structurally deficient, when one or two additional Hawaii District bridges became structurally deficient, this caused the overall percentage to increase from the estimated 9.17% to the actual 16.81% of Hawaii District structurally deficient bridges on the NHS.

Item 6: The bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly. Also, although only six Hawaii District bridges on and off the NHS were structurally deficient, when one or two additional Hawaii District bridges became structurally deficient, this caused the overall percentage to increase from the estimated 9.17% to the actual 14.25% of Hawaii District structurally deficient bridges on and off the NHS.

Item 7: Pavements Condition Rating now incorporates the International Roughness Index (IRI) into the algorithm. This has resulted in a lower rating for the pavements being that Oahu roads have not been repaved for a long time and are showing signs of raveling.

PART III - PROGRAM TARGET GROUPS

Item 5: Pavements Condition Rating now incorporates IRI into the algorithm. This has resulted in a lower rating for the pavements being that Hawaii roads have not been repaved for a long time and are showing signs of raveling.

PART IV - PROGRAM ACTIVITIES

No significant variances.

PROGRAM TITLE:

MAUI HIGHWAYS

PROGRAM-ID:

TRN-531

PROGRAM STRUCTURE NO:

030303

12/5/20

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	89.00	62.00	- 27.00	30	89.00	56.00	- 33.00	37	89.00	83.50	- 5.50	6
EXPENDITURES (\$1000's)	17,465	13,361	- 4,104	23	3,956	3,057	- 899	23	16,626	17,525	+ 899	5
TOTAL COSTS												
POSITIONS	89.00	62.00	- 27.00	30	89.00	56.00	- 33.00	37	89.00	83.50	- 5.50	6
EXPENDITURES (\$1000's)	17,465	13,361	- 4,104	23	3,956	3,057	- 899	23	16,626	17,525	+ 899	5
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK					5	5.00	+ 0	0	5	5.00	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES					43	66.00	+ 23	53	42	66.00	+ 24	57
3. FATALITIES PER BILLION VEHICLE MILES					12	14.00	+ 2	17	12	12.00	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES					298029	238432	- 59597	20	299851	351379	+ 51528	17
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					4.99	12.61	+ 7.62	153	4.99	4.99	+ 0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					6.51	6.02	- 0.49	8	6.51	6.51	+ 0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE					83	66.00	- 17	20	84	66.00	- 18	21
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					969	971	+ 2	0	985	987	+ 2	0
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					20450	19790.0	- 660	3	20800	20110	- 690	3
3. NO. OF REGISTERED VEHICLES					198051	195199.	- 2852	1	201423	198420.	- 3003	1
4. NO. OF REGISTERED VEHICLE OPERATORS					126072	125522.	- 550	0	127901	127322.	- 579	0
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE					497	391.00	- 106	21	502	391.00	- 111	22
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)					529	529.00	+ 0	0	529	529.00	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					366	366.00	+ 0	0	366	366.00	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					111	111	+ 0	0	111	111.00	+ 0	0
4. RESURFACING (LANE MILES)					NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)					NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0
6. SPECIAL MAINTENANCE - OTHERS (\$1000)					NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 03 03
TRN 531

PROGRAM TITLE: MAUI HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

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

FY 20: The position variance was due to transfers, promotions, retirements and the hiring freeze due to Executive Memorandum (E.M.) Nos. 20-01 and 20-02. In addition, positions eliminated or frozen in Act 5, SLH 2019, were not filled. The expenditure variance was due to less than anticipated payroll expenditures, supply expenditures, and travel expenditures. In addition, equipment and motor vehicle purchases were deferred due to E.M. No. 20-01.

PART II - MEASURES OF EFFECTIVENESS

Item 2: The estimated rate was lower than the actual. The number of accidents for Maui County was underestimated due to the unavailability of historical data. With the development of the State of Hawaii Advanced Crash Analysis system, we were able to get more complete counts of historical data, and the estimate for future years should be more accurate.

Item 3: The estimated rate was lower than the actual. The number of fatalities on Maui was underestimated. This number was unexpected since there were not that many fatalities in Maui since 2012. The number of fatalities increased from 17 in 2018 to 22 in 2019.

Item 4: The estimated rate was higher than actual due to less than anticipated payroll expenditures due to the E.M. Nos. 20-01 and 20-02 hiring freeze, supply expenditures, and travel expenditures.

Item 5: The bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly. Also, although only three Maui District bridges on the National Highway System (NHS) were structurally deficient, when one or two additional Maui District bridges became structurally deficient, this caused the overall percentage to increase from the estimated 4.99% to the actual 12.61% of Maui District structurally deficient bridges on the NHS.

Item 7: Pavements Condition Rating now incorporates the International Roughness Index (IRI) into the algorithm. This has resulted in a lower rating for the pavements being that Maui roads have not been repaved for a long time and are showing signs of raveling.

PART III - PROGRAM TARGET GROUPS

Item 5: Pavements Condition Rating now incorporates IRI into the algorithm. This has resulted in a lower rating for the pavements being that Maui roads have not been repaved for a long time and are showing signs of raveling.

PART IV - PROGRAM ACTIVITIES

No significant variances.

PROGRAM TITLE:

KAUAI HIGHWAYS

PROGRAM-ID:

TRN-561

PROGRAM STRUCTURE NO:

030306

12/5/20

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	54.00	42.00	- 12.00	22	54.00	25.00	- 29.00	54	54.00	54.00	+ 0.00	0
EXPENDITURES (\$1000's)	9,390	7,651	- 1,739	19	1,964	1,582	- 382	19	7,647	8,029	+ 382	5
TOTAL COSTS												
POSITIONS	54.00	42.00	- 12.00	22	54.00	25.00	- 29.00	54	54.00	54.00	+ 0.00	0
EXPENDITURES (\$1000's)	9,390	7,651	- 1,739	19	1,964	1,582	- 382	19	7,647	8,029	+ 382	5
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK					2	2.00	+ 0	0	2	2.00	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES					58	67.00	+ 9	16	57	66.00	+ 9	16
3. FATALITIES PER BILLION VEHICLE MILES					8	11.00	+ 3	38	8	8.00	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES					355372	343935.	- 11437	3	358354	376927.	+ 18573	5
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					5.14	10.50	+ 5.36	104	5.14	5.14	+ 0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					6.06	5.62	- 0.44	7	6.06	6.06	+ 0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE					86	57.00	- 29	34	86	57.00	- 29	34
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					449	460.00	+ 11	2	456	468.00	+ 12	3
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					11870	11900.0	+ 30	0	12070	12100.0	+ 30	0
3. NO. OF REGISTERED VEHICLES					92676	91317.0	- 1359	1	94248	92818.0	- 1430	2
4. NO. OF REGISTERED VEHICLE OPERATORS					58738	58452.0	- 286	0	59431	59129.0	- 302	1
5. MILES OF ROADS W/ PAVEMENT COND. RATING 80 OR MORE					184	122.00	- 62	34	184	122.00	- 62	34
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)					121	121.00	+ 0	0	121	121.00	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					2000	2000.00	+ 0	0	2000	2000.00	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					4	4.00	+ 0	0	4	4.00	+ 0	0
4. RESURFACING (LANE MILES)					NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0
5. SPECIAL MAINTENANCE - RESURFACING (\$1000)					NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0
6. SPECIAL MAINTENANCE - OTHERS (\$1000)					NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 03 06
TRN 561

PROGRAM TITLE: KAUAI HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

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

FY 20: The position variance was due to transfers, promotions, retirements and the hiring freeze due to Executive Memorandum (E.M.) Nos. 20-01 and 20-02. In addition, positions eliminated or frozen in Act 5, SLH 2019, were not filled. The expenditure variance was due to less than anticipated payroll expenditures, travel expenditures, and electricity expenditures. In addition, equipment and motor vehicle purchases were deferred due to E.M. No. 20-01.

PART II - MEASURES OF EFFECTIVENESS

Item 2: The estimated rate was lower than the actual. The number of accidents for Kauai County was underestimated due to the unavailability of historical data. With the development of the State of Hawaii Advanced Crash Analysis system, we were able to get more complete counts of historical data, and the estimate for future years should be more accurate.

Item 3: The estimated rate was lower than the actual. The number of fatalities on Kauai was underestimated. This number was unexpected since there were not that many fatalities in Kauai since 2010. The number of fatalities increased from 6 in 2018 to 10 in 2019.

Item 5: The bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly.

Item 7: Pavements Condition Rating now incorporates the International Roughness Index (IRI) into the algorithm. This has resulted in a lower rating for the pavements being that Kauai roads have not been repaved for too long and are showing signs of raveling.

PART III - PROGRAM TARGET GROUPS

Item 5: The variance was due to a FY 2019-20 estimated input error. It should have been 146 instead of 184. The actual variance is 16%, which was due to Pavements Condition Rating now incorporating IRI into the algorithm. This has resulted in a lower rating for the pavements being that Kauai roads have not been repaved for a long time and are showing signs of raveling.

PART IV - PROGRAM ACTIVITIES

No significant variances.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	545.00	404.00	- 141.00	26	545.00	445.00	- 100.00	18	545.00	517.50	- 27.50	5
EXPENDITURES (\$1000's)	193,783	143,770	- 50,013	26	33,031	7,789	- 25,242	76	179,780	205,022	+ 25,242	14
TOTAL COSTS												
POSITIONS	545.00	404.00	- 141.00	26	545.00	445.00	- 100.00	18	545.00	517.50	- 27.50	5
EXPENDITURES (\$1000's)	193,783	143,770	- 50,013	26	33,031	7,789	- 25,242	76	179,780	205,022	+ 25,242	14
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)					24.12	32.27	+ 8.15	34	17.58	82.83	+ 65.25	371
2. VENDOR PAYMENT EXCEEDING 30 DAYS					.02	.07	+ 0.05	250	.02	.02	+ 0	0
3. DEBT SERVICE COST TO TOTAL O&M EXPENDITURE					.15	.18	+ 0.03	20	.14	.14	+ 0	0
4. AVG. # OF WORK DAYS TO PROCESS PERMIT APPLICATIONS					8	8	+ 0	0	8	8	+ 0	0
5. % OF COMPLAINTS RESPONDED TO WITHIN 5 WORK DAYS					55	55	+ 0	0	55	55	+ 0	0
PART IV: PROGRAM ACTIVITY												
1. ADMINISTRATIVE PERSONNEL (NO. OF PERSONS)					112	404.00	+ 292	261	112	545.00	+ 433	387
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)					616	759.00	+ 143	23	616	1037.00	+ 421	68
3. RESURFACING (LANE MILES)					76.22	88.50	+ 12.28	16	103.00	190.00	+ 87	84
4. SPECIAL MAINTENANCE - RESURFACING (\$1000)					17900	16756.0	- 1144	6	31920	39476.0	+ 7556	24
5. SPECIAL MAINTENANCE - OTHERS (\$1000)					26100	15588.0	- 10512	40	26080	23524.0	- 2556	10

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 03 07
TRN 595

PROGRAM TITLE: HIGHWAYS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

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

FY 20: The position variance was due to transfers, promotions, retirements and the hiring freeze due to Executive Memorandum (E.M.) Nos. 20-01 and 20-02. In addition, positions eliminated or frozen in Act 5, SLH 2019, were not filled. The expenditure variance was due to less than anticipated payroll expenses, federal program expenditures and encumbrances, and travel expenditures. In addition, the expenditure variance was due to the transfer of special funds from TRN 595/DB to TRN 511/DD to fund Traffic Signal Maintenance.

PART II - MEASURES OF EFFECTIVENESS

Item 1: The estimated rate was lower than actual due to the following transfers and expenditures: transfer of special funds from TRN 595/DB to TRN 511/DD to fund Traffic Signal Maintenance. The estimated rate was also lower than actual due to less than anticipated special maintenance, routine maintenance, payroll expenditures due to the E.M. Nos. 20-01 and 20-02 hiring freeze, supply expenditures, and travel expenditures.

Item 2: The increase in late interest payments was due to the districts and branches sending the invoices late and high turnover in fiscal staffs.

Item 3: The estimated rate was lower than actual due to less than anticipated special maintenance, routine maintenance, payroll expenditures due to the E.M. Nos. 20-01 and 20-02 hiring freeze, supply expenditures, and travel expenditures.

PART III - PROGRAM TARGET GROUPS

No program target groups.

PART IV - PROGRAM ACTIVITIES

Items 1 and 2: The position variances were due to transfers, promotions, retirements and the hiring freeze due to E.M. Nos. 20-01 and 20-02. In addition, positions eliminated or frozen in Act 5, SLH 2019, were not filled.

Item 3: High priority projects were added.

Item 5: Projects were deferred for higher priority projects.

PROGRAM TITLE:

HIGHWAYS SAFETY

PROGRAM-ID:

TRN-597

PROGRAM STRUCTURE NO:

030308

12/5/20

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	38.00	28.00	- 10.00	26	38.00	27.00	- 11.00	29	38.00	38.00	+ 0.00	0
EXPENDITURES (\$1000's)	15,771	10,155	- 5,616	36	3,523	2,361	- 1,162	33	12,248	13,410	+ 1,162	9
TOTAL COSTS												
POSITIONS	38.00	28.00	- 10.00	26	38.00	27.00	- 11.00	29	38.00	38.00	+ 0.00	0
EXPENDITURES (\$1000's)	15,771	10,155	- 5,616	36	3,523	2,361	- 1,162	33	12,248	13,410	+ 1,162	9
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					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					70	60	- 10	14	70	70	+ 0	0
3. NO. MOTOR VEH ACCIDENTS PER 10,000 MOTOR VEHICLES					105	100	- 5	5	105	0105	+ 0	0
4. NO. MOTOR VEH PROP DAMAGE ACCDTS/10,000 MOTOR VEH					40	38	- 2	5	40	40	+ 0	0
5. NO. ACCIDENTS PER 10,000 MOTOR CARRIER VEHICLES					31	30	- 1	3	31	31	+ 0	0
6. % DOT CERTIFIED INSPECTION STATIONS INSPECTED					25	9	- 16	64	25	25	+ 0	0
7. NO. DOT CERTIFIED INSPECTION STATIONS SUSPENDED					0	0	+ 0	0	0	0	+ 0	0
8. NO. VEHICLES WEIGHED ON SEMI-PORTABLE SCALE					5000	680	- 4320	86	6000	6000	+ 0	0
9. NO. VEHICLES WEIGHED ON SEMI-PORT SCALE AND CITED					40	11	- 29	73	40	40	+ 0	0
10. NO. ACCIDENTS PER 10,000 SCHOOL BUS VEHICLES					1	1	+ 0	0	1	1	+ 0	0
PART III: PROGRAM TARGET GROUP												
1. NO. OF MOTOR CARRIERS					7000	7100.00	+ 100	1	7000	7000.00	+ 0	0
2. NO. OF MOTOR CARRIER VEHICLES					34400	33000.0	- 1400	4	34400	34400.0	+ 0	0
3. NO. OF MOTOR CARRIER DRIVERS					320003	33500.0	- 286503	90	32000	32000.0	+ 0	0
4. NO. OF MOTOR VEHICLES					1240000	1290000	+ 50000	4	1240000	1240000	+ 0	0
5. NO. OF DOT CERTIFIED VEHICLE INSPECTION STATIONS					160	190.00	+ 30	19	165	165.00	+ 0	0
6. NO. OF MOTOR CARRIERS WEIGHED SEMI-PORTABLE SCALES					5000	680.00	- 4320	86	6000	6000.00	+ 0	0
7. NO. OF MOTOR CARRIER WEIGHED FIX COMMERCIAL SCALES					25000	13000.0	- 12000	48	25000	25000.0	+ 0	0
8. NO. OF SCHOOL BUS OPERATORS					95	90.00	- 5	5	95	95.00	+ 0	0
9. NO. OF SCHOOL BUS VEHICLES					1050	1000.00	- 50	5	1050	1050.00	+ 0	0
10. NO. OF SCHOOL BUS DRIVERS					1700	1600.00	- 100	6	1700	1700.00	+ 0	0
PART IV: PROGRAM ACTIVITY												
1. NO. OF MOTOR CARRIER VEHICLES INSPECTED					3700	1289.00	- 2411	65	3800	3800.00	+ 0	0
2. NO. OF MOTOR CARRIER INVESTIGATIONS CONDUCTED					60	6.00	- 54	90	60	60.00	+ 0	0
3. NO. OF DOT CERTIFIED INSPECTION STATIONS INSPECTED					50	17.00	- 33	66	50	50.00	+ 0	0
4. NO. OF SEMI-PORTABLE SCALE SETUPS CONDUCTED					50	9.00	- 41	82	50	50.00	+ 0	0
5. NO. OF FIXED COMMERCIAL SCALE SETUPS CONDUCTED					250	200.00	- 50	20	250	250.00	+ 0	0
6. NO. OF SCHOOL BUSES INSPECTED					300	125.00	- 175	58	300	300.00	+ 0	0
7. NO. OF SCHOOL BUS INVESTIGATIONS CONDUCTED					12	2.00	- 10	83	12	12.00	+ 0	0

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 03 08
TRN 597

PROGRAM TITLE: HIGHWAYS SAFETY

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 20: The position variance was due to transfers, promotions, retirements and the hiring freeze due to Executive Memorandum (E.M.) Nos. 20-01 and 20-02. In addition, positions eliminated or frozen in Act 5, SLH 2019, were not filled. The expenditure variance was due to less than anticipated payroll and travel expenses as well as less than anticipated Blood Alcohol Content Incentive Program and Safe Community Program federal expenditures.

PART II - MEASURES OF EFFECTIVENESS

Item 2: The decrease was due to the Motor Carrier Safety Officers role in educating drivers about safe driving during roadside inspections, and reaching out and promoting safe driving to the public during public education and awareness activities.

Item 6: The decrease was due to the shortage of personnel in the office to carry out duties of the motor carrier operations and, therefore, being unable to schedule certified officers to go out to certify the Department of Transportation (DOT) inspection stations. Also, with the COVID-19 pandemic, all in-person visits since April 2020 were postponed. The DOT inspection stations that were inspected were requests for stations who either changed location/facility, new station requests or stations who were investigated due to roadside discrepancies found during an inspection.

Items 8 and 9: The decreases were due to the shortage of personnel and being unable to safely run the weight enforcement operation with minimum manpower.

PART III - PROGRAM TARGET GROUPS

Item 3: The variance was due to a typo. The estimated value should be 32,000. The actual variance is 5%.

Item 5: The increase was due to the need for more stations to accommodate the need from the Commercial Motor Vehicle Industry - due to the need, the Motor Vehicle Safety Office's role was to prioritize the processing of requests for new inspection stations.

Item 6: The decrease was due to the shortage of personnel and being unable to safely run the weight enforcement operation with minimum manpower.

Item 7: The decrease was due to the shortage of personnel and the shutdown from the COVID-19 pandemic.

PART IV - PROGRAM ACTIVITIES

Item 1: The decrease was due to the lack of personnel and the shutdown from the COVID-19 pandemic since April 2020. When conducting vehicle inspections, our officers are in close contact with the drivers and are unable to maintain the six feet social distancing.

Item 2: The decrease was due to the lack of personnel and qualified officers to conduct the investigations. In addition, with the COVID-19 pandemic, all in-person visits were suspended.

Item 3: The decrease was due to the shortage of personnel in the office to carry out duties of the motor carrier operations, therefore, being unable to schedule certified officers to go out to certify the DOT inspection stations, and the shutdown due to the COVID-19 pandemic. The DOT inspection stations that were inspected were requests for stations who either changed location/facility, new station requests or stations who were investigated due to roadside discrepancies found during an inspection before the COVID-19 pandemic.

Item 4: The decrease was due to the lack of personnel able to set-up our weight enforcement operation - a minimum of six officers are needed to safely operate our weight enforcement operation in Campbell. When officers call in for sick leave or emergency leave, many times we do not have enough to go out to run our operation.

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 03 08
TRN 597

PROGRAM TITLE: HIGHWAYS SAFETY

Item 5: The decrease was due to the lack of personnel and the COVID-19 pandemic.

Item 6: The decrease was due to the lack of personnel and the shutdown of the carriers due to the COVID-19 pandemic.

Item 7: The decrease was due to the lack of qualified personnel to conduct school bus investigations.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21			
	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	88.00	- 23.00	21	111.00	88.00	- 23.00	21	111.00	100.00	- 11.00	10
EXPENDITURES (\$1000's)	41,131	16,431	- 24,700	60	5,021	3,307	- 1,714	34	36,254	37,968	+ 1,714	5
TOTAL COSTS												
POSITIONS	111.00	88.00	- 23.00	21	111.00	88.00	- 23.00	21	111.00	100.00	- 11.00	10
EXPENDITURES (\$1000's)	41,131	16,431	- 24,700	60	5,021	3,307	- 1,714	34	36,254	37,968	+ 1,714	5
					FISCAL YEAR 2019-20				FISCAL YEAR 2020-21			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)					4	4	+ 0	0	4	4	+ 0	0
PART IV: PROGRAM ACTIVITY												
1. DIRECTOR'S OFFICE					20	17	- 3	15	20	21	+ 1	5
2. PERSONNEL OFFICE					11	9	- 2	18	11	11	+ 0	0
3. OFFICE OF CIVIL RIGHTS					8	7	- 1	13	8	7	- 1	13
4. BUSINESS MANAGEMENT OFFICE					17	17	+ 0	0	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	16	- 2	11	18	16	- 2	11
8. PPB MANAGEMENT AND ANALYTICAL					11	9	- 2	18	11	11	+ 0	0
9. STATEWIDE TRANSPORATION PLANNING					17	9	- 8	47	17	13	- 4	24

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 04
TRN 995

PROGRAM TITLE: GENERAL ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000):

FY 20: The position variance was due to delays in recruiting and filling vacant positions; the expenditure variance was due to delays in expending federal funds and in filling vacant positions. Expenditures were also lower than initially planned due to COVID-19 and the decrease in some spending, such as travel.

FY 21: The position variance is due to delays in recruiting and filling vacant positions; the expenditure variance is due to delays in expending funds and in filling vacant positions.

PART II - MEASURES OF EFFECTIVENESS

No significant variances.

PART III - PROGRAM TARGET GROUPS

No program target groups.

PART IV - PROGRAM ACTIVITIES

1. The variance was due to additional legislature-approved positions added to the director's office over the years.

2, 3, 7, 8, and 9. The variances were due to delays in recruiting and filling vacant positions as well as a hiring freeze due to the COVID-19 pandemic and economic downturn.

VARIANCE REPORT

	FISCAL YEAR 2019-20				THREE MONTHS ENDED 09-30-20				NINE MONTHS ENDING 06-30-21						
	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)	1,842	613	-	1,229	67	461	333	-	128	28	1,381	1,509	+	128	9
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)	1,842	613	-	1,229	67	461	333	-	128	28	1,381	1,509	+	128	9

VARIANCE REPORT NARRATIVE FY 2020 AND FY 2021

03 05
TRN 695

PROGRAM TITLE: ALOHA TOWER DEVELOPMENT CORPORATION

PART I - EXPENDITURES AND POSITIONS

FY 20: The expenditure was variance due to lower than anticipated expenses.

FY 21: The expenditure is variance due to lower than anticipated expenses in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

No measures have been developed for this program.

PART III - PROGRAM TARGET GROUPS

No measures have been developed for this program.

PART IV - PROGRAM ACTIVITIES

No measures have been developed for this program.