



## **TRANSPORTATION**

## VARIANCE REPORT

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	2,794.00	2,198.25	- 595.75	21	2,794.50	2,253.25	- 541.25	19	2,794.50	2,685.50	- 109.00	4
<b>EXPENDITURES (\$1000's)</b>	1,372,481	845,682	- 526,799	38	260,341	180,677	- 79,664	31	816,290	895,940	+ 79,650	10
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	2,794.00	2,198.25	- 595.75	21	2,794.50	2,253.25	- 541.25	19	2,794.50	2,685.50	- 109.00	4
<b>EXPENDITURES (\$1000's)</b>	1,372,481	845,682	- 526,799	38	260,341	180,677	- 79,664	31	816,290	895,940	+ 79,650	10
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					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	1521553	- 94424	6	1615977	1551647	- 64330	4
5. TOTAL BAR. OF LIQ. CARGO PRCESD PER YR (THOUSANDS)					31421	21657	- 9764	31	31421	22090	- 9331	30
6. NO. OF INCIDENCES/ACCIDENTS REPORTED					0	0	+ 0	0	0	0	+ 0	0

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

**PROGRAM TITLE: TRANSPORTATION FACILITIES**

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**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 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	1,396.00	1,123.25	- 272.75	20	1,396.00	1,189.75	- 206.25	15	1,396.00	1,337.00	- 59.00	4
<b>EXPENDITURES (\$1000's)</b>	847,300	461,196	- 386,104	46	158,120	130,705	- 27,415	17	448,300	475,714	+ 27,414	6
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	1,396.00	1,123.25	- 272.75	20	1,396.00	1,189.75	- 206.25	15	1,396.00	1,337.00	- 59.00	4
<b>EXPENDITURES (\$1000's)</b>	847,300	461,196	- 386,104	46	158,120	130,705	- 27,415	17	448,300	475,714	+ 27,414	6
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					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 2021 AND FY 2022

**PROGRAM TITLE: AIR TRANSPORTATION FACILITIES AND SVCS**

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**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 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	692.00	537.25	- 154.75	22	689.00	582.75	- 106.25	15	689.00	660.00	- 29.00	4
<b>EXPENDITURES (\$1000's)</b>	236,426	174,505	- 61,921	26	56,162	43,520	- 12,642	23	180,698	193,340	+ 12,642	7
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	692.00	537.25	- 154.75	22	689.00	582.75	- 106.25	15	689.00	660.00	- 29.00	4
<b>EXPENDITURES (\$1000's)</b>	236,426	174,505	- 61,921	26	56,162	43,520	- 12,642	23	180,698	193,340	+ 12,642	7

	FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>								
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. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	14	NO DATA	- 14	100	14	NO DATA	- 14	100
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	50	+ 0	0	74	50	- 24	32

<b>PART III: PROGRAM TARGET GROUP</b>								
1. PASSENGERS (THOUSANDS)	19770	6352	- 13418	68	16485	15586	- 899	5
2. CARGO (THOUSANDS OF TONS)	367	443	+ 76	21	513	450	- 63	12
3. AIR MAIL (THOUSANDS OF TONS)	101	74	- 27	27	80	76	- 4	5
4. AIRCRAFT OPERATIONS (THOUSANDS)	292	206	- 86	29	275	206	- 69	25
5. WIDE BODY AIRCRAFT OPERATIONS (HUNDREDS)	452	108	- 344	76	345	189	- 156	45
6. CUSTODIAL SERVICES	231	207	- 24	10	247	257	+ 10	4
7. CAPITAL IMPROVEMENT PROGRAM	175000	269030	+ 94030	54	257769	264921	+ 7152	3

<b>PART IV: PROGRAM ACTIVITY</b>								
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	7850	4740	- 3110	40	4740	4740	+ 0	0
4. TERMINAL FACILITIES (1,000 SQ FT)	3250	3250	+ 0	0	3250	3250	+ 0	0
5. WIDE BODY AIRCRAFT GATES	59	35	- 24	41	35	35	+ 0	0
6. RESTROOM FACILITY STANDARDS	8	NO DATA	- 8	100	8	NO DATA	- 8	100
7. CIP IMPLEMENTATION	175000	269030	+ 94030	54	257769	264921	+ 7152	3

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 01  
TRN 102

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**PROGRAM TITLE: DANIEL K. INOUE INTERNATIONAL AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The position variance is due to delays in recruiting and filling vacant positions; the expenditure variance is due to vacancy savings, lower than anticipated fringe costs, deferral of repair and maintenance projects, and the impact of the COVID-19 pandemic on the operations and activity at the airport.

FY 22: 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**

Items 1-7. To date, most of the updated measures and data collection are not available.

Item 8. The variance in FY 22 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.

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

**PART IV - PROGRAM ACTIVITIES**

Items 1 and 6. No data available.

Item 3. The variance of stalls is due to construction projects reducing the number available.

Item 5. The variance is due to incorrect planned amounts.

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

## VARIANCE REPORT

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	31.00	25.00	- 6.00	19	31.00	28.00	- 3.00	10	31.00	31.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	10,142	7,372	- 2,770	27	2,370	1,892	- 478	20	6,394	6,872	+ 478	7
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	31.00	25.00	- 6.00	19	31.00	28.00	- 3.00	10	31.00	31.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	10,142	7,372	- 2,770	27	2,370	1,892	- 478	20	6,394	6,872	+ 478	7
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
1. NUMBER OF ACCIDENTS					0	0	+ 0	0	0	0	+ 0	0
2. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY					1	1	+ 0	0	1	1	+ 0	0
3. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME					0	50	+ 50	0	0	0	+ 0	0
<b>PART III: PROGRAM TARGET GROUP</b>												
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)					175	313	+ 138	79	175	314	+ 139	79
2. CUSTODIAL SERVICES					1	1	+ 0	0	1	1	+ 0	0
3. CAPITAL IMPROVEMENT PROGRAM					0	478	+ 478	0	0	7100	+ 7100	0
<b>PART IV: PROGRAM ACTIVITY</b>												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS					38	NO DATA	- 38	100	38	NO DATA	- 38	100
2. RESTROOM FACILITY STANDARDS					2	NO DATA	- 2	100	2	NO DATA	- 2	100
3. CIP IMPLEMENTATION					0	478	+ 478	0	0	7100	+ 7100	0



# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 02  
TRN 104

## **PROGRAM TITLE: GENERAL AVIATION**

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### **PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The position variance is due to delays in recruiting and filling vacant positions; the expenditure variance is due to vacancy savings, lower than anticipated fringe costs, deferral of repair and maintenance projects, and the impact of the COVID-19 pandemic on the operations and activity at the airport.

FY 22: The position variance is due to delays in filling vacancies, although the small number of positions makes any variance significant on a percentage basis. The actual expenditure variance is due to delayed or deferred projects and expenses.

### **PART II - MEASURES OF EFFECTIVENESS**

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

### **PART III - PROGRAM TARGET GROUPS**

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

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

### **PART IV - PROGRAM ACTIVITIES**

Items 1-2. No data available.

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

## VARIANCE REPORT

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	86.00	75.00	- 11.00	13	86.00	73.00	- 13.00	15	86.00	82.00	- 4.00	5
<b>EXPENDITURES (\$1000's)</b>	24,000	16,467	- 7,533	31	5,797	4,668	- 1,129	19	15,710	16,839	+ 1,129	7
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	86.00	75.00	- 11.00	13	86.00	73.00	- 13.00	15	86.00	82.00	- 4.00	5
<b>EXPENDITURES (\$1000's)</b>	24,000	16,467	- 7,533	31	5,797	4,668	- 1,129	19	15,710	16,839	+ 1,129	7
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
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. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY					8	NO DATA	- 8	100	8	NO DATA	- 8	100
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE					50	0	- 50	100	60	50	- 10	17
<b>PART III: PROGRAM TARGET GROUP</b>												
1. PASSENGERS (THOUSANDS)					1459	424	- 1035	71	966	880	- 86	9
2. CARGO (THOUSANDS OF TONS)					25	24	- 1	4	29	25	- 4	14
3. AIR MAIL (TONS)					1765	7607	+ 5842	331	7770	7719	- 51	1
4. AIRCRAFT OPERATIONS (THOUSANDS)					87	26	- 61	70	45	26	- 19	42
5. CUSTODIAL SERVICES					17	17	+ 0	0	17	17	+ 0	0
6. CAPITAL IMPROVEMENT PROGRAM					6256	10851	+ 4595	73	16904	7573	- 9331	55
<b>PART IV: PROGRAM ACTIVITY</b>												
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	10851	+ 4595	73	16904	7573	- 9331	55

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 03  
TRN 111

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**PROGRAM TITLE: HILO INTERNATIONAL AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The position variance is due to delays in recruiting and filling vacant positions. The expenditure variance is due to vacancy savings, lower than anticipated fringe costs, deferral of repair and maintenance projects, and the overall impact of the COVID-19 pandemic on the operations and activity at the airport.

FY 22: 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**

Items 1-7. The updated measures and data collection are not available.

Item 8. The actual and estimated variances are due to the impact of the COVID-19 pandemic on projects' timetables.

**PART III - PROGRAM TARGET GROUPS**

Items 1,3 and 4. The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport.

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

**PART IV - PROGRAM ACTIVITIES**

Refer to Part II.

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

## VARIANCE REPORT

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	107.00	73.00	- 34.00	32	107.00	86.00	- 21.00	20	107.00	99.00	- 8.00	7
<b>EXPENDITURES (\$1000's)</b>	27,830	21,229	- 6,601	24	7,063	6,358	- 705	10	19,027	19,732	+ 705	4
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	107.00	73.00	- 34.00	32	107.00	86.00	- 21.00	20	107.00	99.00	- 8.00	7
<b>EXPENDITURES (\$1000's)</b>	27,830	21,229	- 6,601	24	7,063	6,358	- 705	10	19,027	19,732	+ 705	4

  

	FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>								
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. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY	8	NO DATA	- 8	100	8	NO DATA	- 8	100
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	0	- 50	100	75	50	- 25	33

  

<b>PART III: PROGRAM TARGET GROUP</b>								
1. PASSENGERS (THOUSANDS)	2882	1488	- 1394	48	2911	3810	+ 899	31
2. CARGO (THOUSAND OF TONS)	20	32	+ 12	60	35	32	- 3	9
3. AIR MAIL (TONS)	7926	5372	- 2554	32	8005	5451	- 2554	32
4. AIRCRAFT OPERATIONS (THOUSANDS)	120	90	- 30	25	120	90	- 30	25
5. CUSTODIAL SERVICES	25	25	+ 0	0	25	25	+ 0	0
6. CAPITAL IMPROVEMENT PROGRAM	3000	57836	+ 54836	1828	3000	48249	+ 45249	1508

  

<b>PART IV: PROGRAM ACTIVITY</b>								
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 FACILITES (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	57836	+ 54836	1828	3000	48249	+ 45249	1508

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 04  
TRN 114

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

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## **PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The position variance is due to delays in recruiting and filling vacant positions. The expenditure variance is due to vacancy savings, lower than anticipated fringe costs, deferral of repair and maintenance projects, and the overall impact of the COVID-19 pandemic on the operations and activity at the airport.

FY 22: 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**

Items 1-7. The updated measures and data collection are not available.

Item 8. The variance is due to not updating the planned amounts for the capital improvement program (CIP).

## **PART III - PROGRAM TARGET GROUPS**

Items 1-4. The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport.

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

## **PART IV - PROGRAM ACTIVITIES**

Refer to Part II.

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

## VARIANCE REPORT

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22				
	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)	1,946	787	-	1,159	60	286	249	-	37	13	686	723	+	37	5
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)	1,946	787	-	1,159	60	286	249	-	37	13	686	723	+	37	5
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22				
						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. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY						1	NO DATA	-	1	100	1	NO DATA	-	1	100
8. % 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	5	9	+	4	80
2. CARGO (TONS)						.2	0	-	0.2	100	1	0	-	1	100
3. AIR MAIL (TONS)						1260	0	-	1260	100	1273	0	-	1273	100
4. AIRCRAFT OPERATIONS (THOUSANDS)						2	2	+	0	0	2	2	+	0	0
5. 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 2021 AND FY 2022

03 01 05  
TRN 116

**PROGRAM TITLE: WAIMEA-KOHALA AIRPORT**

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## **PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The expenditure variance is due to deferral of repair and maintenance projects and the overall impact of the COVID-19 pandemic on the operations and activity at the airport.

FY 22: The actual and estimated variances are due to delayed expenditures and purchases in the first quarter.

## **PART II - MEASURES OF EFFECTIVENESS**

Items 1-7. The updated measures and data collection are not available.

## **PART III - PROGRAM TARGET GROUPS**

Items 1-3. The variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport.

## **PART IV - PROGRAM ACTIVITIES**

Items 1-5. Refer to Part II.

PROGRAM TITLE:

UPOLU AIRPORT

PROGRAM-ID:

TRN-118

PROGRAM STRUCTURE NO:

030106

11/29/21

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22				
	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)	520	17	-	503	97	7	3	-	4	57	43	47	+	4	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)	520	17	-	503	97	7	3	-	4	57	43	47	+	4	9
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22				
						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						10	NO DATA	-	10	100	10	NO DATA	-	10	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						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. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						0	0	+	0	0	0	0	+	0	0
2. CAPITAL IMPROVEMENT PROGRAM						0	0	+	0	0	0	0	+	0	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						26	NO DATA	-	26	100	26	NO DATA	-	26	100
2. CIP IMPLEMENTATION						0	0	+	0	0	0	0	+	0	0



## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 06  
TRN 118

**PROGRAM TITLE: UPOLU AIRPORT**

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### **PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The actual expenditure variance is due to the deferral of special maintenance.

FY 22: The expenditure variance is due to the deferral of purchases and services in the first quarter.

### **PART II - MEASURES OF EFFECTIVENESS**

Items 1-6. The updated measures and data collection are not available.

### **PART III - PROGRAM TARGET GROUPS**

No significant variances.

### **PART IV - PROGRAM ACTIVITIES**

Item 1. No data available.

PROGRAM TITLE:

KAHULUI AIRPORT

PROGRAM-ID:

TRN-131

11/29/21

PROGRAM STRUCTURE NO:

030107

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	175.00	153.00	- 22.00	13	175.00	155.00	- 20.00	11	175.00	167.00	- 8.00	5
<b>EXPENDITURES (\$1000's)</b>	39,675	39,624	- 51	0	10,485	9,680	- 805	8	30,154	30,959	+ 805	3
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	175.00	153.00	- 22.00	13	175.00	155.00	- 20.00	11	175.00	167.00	- 8.00	5
<b>EXPENDITURES (\$1000's)</b>	39,675	39,624	- 51	0	10,485	9,680	- 805	8	30,154	30,959	+ 805	3
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
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	1	NO DATA	- 1	100
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)					6200	NO DATA	- 6200	100	6200	NO DATA	- 6200	100
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY					10	NO DATA	- 10	100	10	NO DATA	- 10	100
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE					50	0	- 50	100	60	50	- 10	17
<b>PART III: PROGRAM TARGET GROUP</b>												
1. PASSENGERS (THOUSANDS)					5733	3050	- 2683	47	5901	8102	+ 2201	37
2. CARGO (THOUSANDS OF TONS)					31	41	+ 10	32	50	41	- 9	18
3. AIR MAIL (TONS)					14847	10038	- 4809	32	12130	10491	- 1639	14
4. AIRCRAFT OPERATIONS (THOUSANDS)					133	95	- 38	29	124	96	- 28	23
5. CUSTODIAL SERVICES					58	58	+ 0	0	58	58	+ 0	0
6. CAPITAL IMPROVEMENT PROGRAM					16576	20757	+ 4181	25	16576	46244	+ 29668	179
<b>PART IV: PROGRAM ACTIVITY</b>												
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					9	NO DATA	- 9	100	9	NO DATA	- 9	100
6. CIP IMPLEMENTATION					16576	20757	+ 4181	25	16576	46244	+ 29668	179

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 07  
TRN 131

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**PROGRAM TITLE: KAHULUI AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The position variance is due to delays in recruiting and filling vacant positions. Although not a significant percentage variance, the expenditure variance is due to vacancy savings, lower than anticipated fringe costs, deferral of repair and maintenance projects, and the overall impact of the COVID-19 pandemic on the operations and activity at the airport.

FY 22: 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**

Items 1-7. The updated measures and data collection are not available.

Item 8. The variance is due to not updating the planned amounts for the capital improvement program.

**PART III - PROGRAM TARGET GROUPS**

Items 1-4, and 6. The variances are due to incorrect planned amounts and the impact of the COVID-19 pandemic on the operations and activity at the airport.

**PART IV - PROGRAM ACTIVITIES**

Items 1-5. Refer to Part II.

Item 6. The variance is due to incorrect planned amounts.

PROGRAM TITLE: HANA AIRPORT

PROGRAM-ID: TRN-133

11/29/21

PROGRAM STRUCTURE NO: 030108

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22				
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	8.00	8.00	+	0.00	0	8.00	8.00	+	0.00	0	8.00	8.00	+	0.00	0
EXPENDITURES (\$1000's)	1,685	1,179	-	506	30	321	259	-	62	19	680	742	+	62	9
TOTAL COSTS															
POSITIONS	8.00	8.00	+	0.00	0	8.00	8.00	+	0.00	0	8.00	8.00	+	0.00	0
EXPENDITURES (\$1000's)	1,685	1,179	-	506	30	321	259	-	62	19	680	742	+	62	9
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22				
						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. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY						1	NO DATA	-	1	100	1	NO DATA	-	1	100
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						4	2	-	2	50	3	3	+	0	0
2. CARGO (TONS)						5	0	-	5	100	10	0	-	10	100
3. AIR MAIL (TONS)						0	0	+	0	0	0	0	+	0	0
4. AIRCRAFT OPERATIONS (THOUSANDS)						3	1	-	2	67	2	1	-	1	50
5. CUSTODIAL SERVICES						0	0	+	0	0	0	0	+	0	0
6. CAPITAL IMPROVEMENT PROGRAM						0	0	+	0	0	0	33	+	33	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	33	+	33	0

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 08  
TRN 133

**PROGRAM TITLE: HANA AIRPORT**

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## **PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The expenditure variance is due to the deferral of a special maintenance project.

FY 22: The actual and estimated expenditure variances are due to lower than anticipated expenses in the first quarter.

## **PART II - MEASURES OF EFFECTIVENESS**

Items 1-7. The updated measures and data collection are not available.

## **PART III - PROGRAM TARGET GROUPS**

Items 1, 2 and 4. The variances are due to incorrectly estimating the planned amounts and the impact of the COVID-19 pandemic on the operations and activity at the airport.

## **PART IV - PROGRAM ACTIVITIES**

Items 1-5. Refer to Part II.

PROGRAM TITLE:

KAPALUA AIRPORT

PROGRAM-ID:

TRN-135

PROGRAM STRUCTURE NO:

030109

11/29/21

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22				
	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)	2,361	1,937	-	424	18	635	512	-	123	19	1,774	1,897	+	123	7
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)	2,361	1,937	-	424	18	635	512	-	123	19	1,774	1,897	+	123	7
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22				
						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. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY						2	NO DATA	-	2	100	2	NO DATA	-	2	100
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						117	6	-	111	95	58	14	-	44	76
2. CARGO (TONS)						933	667	-	266	29	500	667	+	167	33
3. AIR MAIL (TONS)						3	0	-	3	100	1	0	-	1	100
4. AIRCRAFT OPERATIONS (THOUSANDS)						10	2.4	-	7.6	76	8	2.4	-	5.6	70
5. CUSTODIAL SERVICES						2	2	+	0	0	2	2	+	0	0
6. CAPITAL IMPROVEMENT PROGRAM						0	0	+	0	0	0	0	+	0	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						37	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 2021 AND FY 2022

03 01 09  
TRN 135

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**PROGRAM TITLE: KAPALUA AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The expenditure variance is due to lower than anticipated fringe costs, deferral of repair and maintenance projects, and the impact of the COVID-19 pandemic on the operations and activity at the airport.

FY 22: The actual and estimated variances are due to delayed expenditures and purchases in the first quarter carrying over into the subsequent quarters.

**PART II - MEASURES OF EFFECTIVENESS**

Items 1-7. The updated measures and data collection are not available.

**PART III - PROGRAM TARGET GROUPS**

Items 1-4. 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**

Items 1-5. Refer to Part II.

PROGRAM TITLE:

MOLOKAI AIRPORT

PROGRAM-ID:

TRN-141

PROGRAM STRUCTURE NO:

030110

11/29/21

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22				
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	14.00	11.00	-	3.00	21	14.00	12.00	-	2.00	14	14.00	14.00	+	0.00	0
EXPENDITURES (\$1000's)	4,120	3,577	-	543	13	865	747	-	118	14	2,377	2,495	+	118	5
TOTAL COSTS															
POSITIONS	14.00	11.00	-	3.00	21	14.00	12.00	-	2.00	14	14.00	14.00	+	0.00	0
EXPENDITURES (\$1000's)	4,120	3,577	-	543	13	865	747	-	118	14	2,377	2,495	+	118	5
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22				
						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	0	NO DATA	-	0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)						2500	NO DATA	-	2500	100	2500	NO DATA	-	2500	100
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY						2	NO DATA	-	2	100	2	NO DATA	-	2	100
8. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS(THOUSANDS)						224	98	-	126	56	205	164	-	41	20
2. CARGO (TONS)						1122	1907	+	785	70	1360	1935	+	575	42
3. AIR MAIL (TONS)						357	882	+	525	147	500	895	+	395	79
4. AIRCRAFT OPERATIONS (THOUSANDS)						35	24	-	11	31	37	24	-	13	35
5. CUSTODIAL SERVICES						2	2	+	0	0	2	2	+	0	0
6. CAPITAL IMPROVEMENT PROGRAM						0	50	+	50	0	0	703	+	703	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	50	+	50	0	0	703	+	703	0



# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 10  
TRN 141

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**PROGRAM TITLE: MOLOKAI AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The position variance is due to delays in recruiting and filling vacant positions; the expenditure variance is due to payroll savings and deferral of special maintenance projects.

FY 22: The position variance is due to delays in the recruiting and filling of vacant positions. Also, the small amount of positions makes any variance significant on a percentage basis. The actual and estimated expenditure variances are due to delayed expenditures and purchases in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

Items 1-7. The updated measures and data collection are not available.

**PART III - PROGRAM TARGET GROUPS**

Items 1-4. The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activities at the airport. The variances are also due to not updating the planned amounts.

**PART IV - PROGRAM ACTIVITIES**

Items 1-5. Refer to Part II.

Item 6. The actual and estimated variances are due to the impact of the COVID-19 pandemic on capital improvement program projects at the airport. The variances are also due to not updating the planned amounts.

## VARIANCE REPORT

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22				
	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	6.00	-	1.00	14	7.00	7.00	+	0.00	0
EXPENDITURES (\$1000's)	1,034	821	-	213	21	231	244	+	13	6	695	682	-	13	2
TOTAL COSTS															
POSITIONS	7.00	7.00	+	0.00	0	7.00	6.00	-	1.00	14	7.00	7.00	+	0.00	0
EXPENDITURES (\$1000's)	1,034	821	-	213	21	231	244	+	13	6	695	682	-	13	2
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22				
						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	2	-	3	60	9	8	-	1	11
2. AIRCRAFT OPERATIONS (THOUSANDS)						3	2	-	1	33	4	2	-	2	50
3. CUSTODIAL SERVICES						0	0	+	0	0	0	0	+	0	0
4. CAPITAL IMPROVEMENT PROGRAM						0	0	+	0	0	0	0	+	0	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						75	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	0	+	0	0	0	0	+	0	0

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 11  
TRN 143

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### **PROGRAM TITLE: KALAUPAPA AIRPORT**

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#### **PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The expenditure variance is due to the deferral of expenses, mainly special maintenance projects, and lower than anticipated fringe benefits costs.

FY 22: The small number of positions makes any variance significant on a percentage basis.

#### **PART II - MEASURES OF EFFECTIVENESS**

Items 1 and 2. The updated measures and data collection are not available.

#### **PART III - PROGRAM TARGET GROUPS**

Items 1 and 2. The variances are due to the impact of the COVID-19 pandemic on the operations and activities at the airport.

#### **PART IV - PROGRAM ACTIVITIES**

Items 1-3. Refer to Part II.

PROGRAM TITLE: LANAI AIRPORT

PROGRAM-ID: TRN-151

11/29/21

PROGRAM STRUCTURE NO: 030112

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	12.00	11.00	- 1.00	8	12.00	11.00	- 1.00	8	12.00	12.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	3,916	2,528	- 1,388	35	956	878	- 78	8	2,525	2,603	+ 78	3
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	12.00	11.00	- 1.00	8	12.00	11.00	- 1.00	8	12.00	12.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	3,916	2,528	- 1,388	35	956	878	- 78	8	2,525	2,603	+ 78	3
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
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)					1650	NO DATA	- 1650	100	1650	NO DATA	- 1650	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)					17	NO DATA	- 17	100	17	NO DATA	- 17	100
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY					3	NO DATA	- 3	100	3	NO DATA	- 3	100
8. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE					0	100	+ 100	0	0	50	+ 50	0
<b>PART III: PROGRAM TARGET GROUP</b>												
1. PASSENGERS (THOUSANDS)					122	55	- 67	55	80	85	+ 5	6
2. CARGO (TONS)					816	1331	+ 515	63	1390	1350	- 40	3
3. AIR MAIL (TONS)					153	463	+ 310	203	290	470	+ 180	62
4. AIRCRAFT OPERATIONS (THOUSANDS)					10	16	+ 6	60	9	16	+ 7	78
5. CUSTODIAL SERVICES					3	3	+ 0	0	3	3	+ 0	0
6. CAPITAL IMPROVEMENT PROGRAM					0	980	+ 980	0	0	14904	+ 14904	0
<b>PART IV: PROGRAM ACTIVITY</b>												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS					56	NO DATA	- 56	100	56	NO DATA	- 56	100
2. CARGO HANDLING AREA (SQ FT)					1368	NO DATA	- 1368	100	1368	NO DATA	- 1368	100
3. VEHICULAR CAPACITY IN PARKING STALLS					120	NO DATA	- 120	100	120	NO DATA	- 120	100
4. TERMINAL FACILITIES (SQ FT)					13661	NO DATA	- 13661	100	13661	NO DATA	- 13661	100
5. RESTROOM FACILITY STANDARDS					7	NO DATA	- 7	100	8	NO DATA	- 8	100
6. CIP IMPLEMENTATION					0	980	+ 980	0	0	14904	+ 14904	0

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 12  
TRN 151

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**PROGRAM TITLE: LANAI AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The expenditure variance is due to the deferral of purchases and repair and maintenance projects.

FY 22: The expenditure variance is due to the deferral and delay of purchases.

**PART II - MEASURES OF EFFECTIVENESS**

Items 1-7. The updated measures and data collection are not available.

Item 8. The variance is due to not updating the planned amounts of the capital improvement program (CIP).

**PART III - PROGRAM TARGET GROUPS**

Items 1-4. The variances are due to the impact of the COVID-19 pandemic on the operations and activities at the airport.

Item 6. The variance is due to not updating the planned amounts of CIP.

**PART IV - PROGRAM ACTIVITIES**

Items 1-5. Refer to Part II.

Item 6. The variance is due to not updating the planned amounts of CIP.

PROGRAM TITLE: LIHUE AIRPORT

PROGRAM-ID: TRN-161

11/29/21

PROGRAM STRUCTURE NO: 030113

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	116.00	106.00	- 10.00	9	116.00	108.00	- 8.00	7	116.00	112.00	- 4.00	3
<b>EXPENDITURES (\$1000's)</b>	26,967	27,384	+ 417	2	6,536	5,480	- 1,056	16	18,896	19,952	+ 1,056	6
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	116.00	106.00	- 10.00	9	116.00	108.00	- 8.00	7	116.00	112.00	- 4.00	3
<b>EXPENDITURES (\$1000's)</b>	26,967	27,384	+ 417	2	6,536	5,480	- 1,056	16	18,896	19,952	+ 1,056	6
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					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	0	NO DATA	- 0	0
5. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTs					.25	NO DATA	- 0.25	100	0	NO DATA	- 0	0
6. TOTAL OPERATING COST PER SQ. FT. (CENTS)					2700	NO DATA	- 2700	100	2700	NO DATA	- 2700	100
7. AVE NO. TIMES AIRPORT RESTROOMS CLEANED PER DAY					6	NO DATA	- 6	100	6	NO DATA	- 6	100
8. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME					50	20	- 30	60	50	50	+ 0	0
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)					2754	839	- 1915	70	2508	3026	+ 518	21
2. CARGO (TONS)					13873	19527	+ 5654	41	22690	19814	- 2876	13
3. AIR MAIL (TONS)					1122	6288	+ 5166	460	5930	6380	+ 450	8
4. AIRCRAFT OPERATIONS (THOUSANDS)					128	45	- 83	65	90	45	- 45	50
5. CUSTODIAL SERVICES					22	21	- 1	5	22	22	+ 0	0
6. CAPITAL IMPROVEMENT PROGRAM					6874	8344	+ 1470	21	37236	30949	- 6287	17
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	8344	+ 1470	21	37236	30949	- 6287	17

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 13  
TRN 161

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**PROGRAM TITLE: LIHUE AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: No significant position variance. The expenditure variance is due to the deferral of special maintenance projects and lower than anticipated payroll expenses.

FY 22: The expenditure variance is due to delayed expenses and purchases in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

Items 1-7. The updated measures and data collection are not available.

Item 8. The variance is due to the impact of the COVID-19 pandemic on the scheduled timetable of the projects.

**PART III - PROGRAM TARGET GROUPS**

Items 1-4. The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport.

Item 6. The variance is due to incorrect planned amounts.

**PART IV - PROGRAM ACTIVITIES**

Items 1-5, Refer to Part II.

Item 6. The variance is due to incorrect planned amounts.

PROGRAM TITLE:

PORT ALLEN AIRPORT

PROGRAM-ID:

TRN-163

PROGRAM STRUCTURE NO:

030114

11/29/21

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22						
	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)	22	0	-	22	100	0	0	+	0	0	2	2	+	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)	22	0	-	22	100	0	0	+	0	0	2	2	+	0	0
						FISCAL YEAR 2020-21				FISCAL YEAR 2021-22					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. NUMBER OF ACCIDENTS						0	0	+	0	0	0	0	+	0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	50	+	50	0
PART III: PROGRAM TARGET GROUP															
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)						6	0.2	-	5.8	97	2	0.2	-	1.8	90
2. CAPITAL IMPROVEMENT PROGRAM						0	6	+	6	0	0	1400	+	1400	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						30	NO DATA	-	30	100	NO DATA	NO DATA	+	0	0
2. CIP IMPLEMENTATION						0	6	+	6	0	0	1400	+	1400	0



## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 14  
TRN 163

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**PROGRAM TITLE: PORT ALLEN AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

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

FY 21: The expenditure variance is due to the deferral of a special maintenance project.

**PART II - MEASURES OF EFFECTIVENESS**

Item 2. The variance in FY 22 is due to not updating the planned amounts for the capital improvement program (CIP).

**PART III - PROGRAM TARGET GROUPS**

Item 1. The actual and estimated variances are due to the impact of the COVID-19 pandemic on the operations and activity at the airport and not updating the planned amounts for CIP.

**PART IV - PROGRAM ACTIVITIES**

- Item 1. Data is not available at this time.
- Item 2. The variance is due to not updating the planned amounts for CIP.

## VARIANCE REPORT

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	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	102.00	- 31.00	23	136.00	105.00	- 31.00	23	136.00	130.00	- 6.00	4
EXPENDITURES (\$1000's)	466,656	163,769	- 302,887	65	66,406	56,215	- 10,191	15	168,639	178,829	+ 10,190	6
TOTAL COSTS												
POSITIONS	133.00	102.00	- 31.00	23	136.00	105.00	- 31.00	23	136.00	130.00	- 6.00	4
EXPENDITURES (\$1000's)	466,656	163,769	- 302,887	65	66,406	56,215	- 10,191	15	168,639	178,829	+ 10,190	6
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. ADMIN COSTS REL. TO TOTAL PROG COSTS (%)					40	37	- 3	8	40	39	- 1	3
PART IV: PROGRAM ACTIVITY												
1. ADMIN PERSONNEL (NO. OF PERSONS)					133	102	- 31	23	136	130	- 6	4
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)					1396	1123.25	- 272.75	20	1396	1337	- 59	4

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 01 15  
TRN 195

### **PROGRAM TITLE: AIRPORTS ADMINISTRATION**

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#### **PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 21: The position variance is due to delays in recruiting and filling vacant positions; the expenditure variance is due to savings from vacancies, collective bargaining, and deferral and savings of other expenses.

FY 22: 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.

#### **PART II - MEASURES OF EFFECTIVENESS**

No significant variances.

#### **PART III - PROGRAM TARGET GROUPS**

No program target groups.

#### **PART IV - PROGRAM ACTIVITIES**

Items 1-2. The variance is due to delays in recruiting and filling vacant positions.

## VARIANCE REPORT

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	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	217.00	- 33.00	13	250.00	221.00	- 29.00	12	250.00	250.00	+ 0.00	0
EXPENDITURES (\$1000's)	125,215	99,596	- 25,619	20	30,581	19,881	- 10,700	35	95,567	106,253	+ 10,686	11
TOTAL COSTS												
POSITIONS	250.00	217.00	- 33.00	13	250.00	221.00	- 29.00	12	250.00	250.00	+ 0.00	0
EXPENDITURES (\$1000's)	125,215	99,596	- 25,619	20	30,581	19,881	- 10,700	35	95,567	106,253	+ 10,686	11
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS/INCIDENTS		0	0	+	0		0		0	0	+	0
2. NUMBERS OF CONTAINERS PROCESSED EXPRESSED IN TEU'S		1615977	1521553	-	94424		6		1615977	1551647	-	64330

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

**PROGRAM TITLE: WATER TRANSPORTATION FACILITIES AND SERVICES**

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**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

11/29/21

PROGRAM STRUCTURE NO:

030201

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	114.00	103.00	- 11.00	10	114.00	106.00	- 8.00	7	114.00	114.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	20,457	16,354	- 4,103	20	5,945	3,521	- 2,424	41	14,932	17,356	+ 2,424	16
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	114.00	103.00	- 11.00	10	114.00	106.00	- 8.00	7	114.00	114.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	20,457	16,354	- 4,103	20	5,945	3,521	- 2,424	41	14,932	17,356	+ 2,424	16
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
1. COST OF ADMIN. RELATIVE TO TOTAL PROG. COSTS (%)					10	0	- 10	100	11.3	0	- 11.3	100
2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION					10000	0	- 10000	100	10000	0	- 10000	100
3. NO. OF VENDOR PAYMENTS FOR DIV EXCEEDING 30 DAYS					175	0	- 175	100	175	0	- 175	100
4. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME					100	0	- 100	100	100	0	- 100	100
5. % OF SPEC MAINT PROJ INITIATED COMPARED TO PLAN					90	0	- 90	100	90	0	- 90	100
6. PROGRAM COST PER TEU OF CARGO					81.14	17.09	- 64.05	79	82	17.10	- 64.9	79
7. NUMBER OF CONTAINERS PROCESSED EXPRESSED IN TEU'S					1574074	1197200	- 376874	24	1605556	1221144	- 384412	24
8. NUMBER OF INCIDENTS/ACCIDENTS REPORTED					0	0	+ 0	0	0	0	+ 0	0
9. NO. OF CRUISE SHIP PASSENGERS					669736	0	- 669736	100	683131	0	- 683131	100
<b>PART III: PROGRAM TARGET GROUP</b>												
1. FILLED PERMANENT POSITIONS IN THE DIVISION					250	0	- 250	100	250	0	- 250	100
2. TEU'S CARGO - OVERSEAS					931235	903358	- 27877	3	949860	921425	- 28435	3
3. TEU'S CARGO - INTERISLAND					642839	293842	- 348997	54	655696	299719	- 355977	54
4. TOTAL BARRELS OF LIQUID CARGO OVERSEAS (000'S)					11456	4244	- 7212	63	11686	4329	- 7357	63
5. TOTAL BARRELS OF LIQUID CARGO INTER-ISLAND (000'S)					24317	17413	- 6904	28	24803	17762	- 7041	28
6. NO. OF CRUISE SHIP CALLS					334	0	- 334	100	340	0	- 340	100
<b>PART IV: PROGRAM ACTIVITY</b>												
1. ADMIN. PERSONNEL (NO. OF PERMANENT POSITIONS)					77	0	- 77	100	77	0	- 77	100
2. DIVISIONAL PERSONNEL (NO. OF PERMANENT POSITIONS)					173	0	- 173	100	173	0	- 173	100
3. NO. OF CIP PROJECTS COMPLETED					9	0	- 9	100	9	0	- 9	100
4. NO. OF SPECIAL MAINTENANCE PROJ. TO BE INITIATED					23	0	- 23	100	23	0	- 23	100
5. PIER LENGTH (LINEAR FEET)					46284	30490	- 15794	34	46284	30490	- 15794	34
6. CONTAINER YARD AREA (ACRES)					413.19	209.6	- 203.59	49	413.19	209.6	- 203.59	49

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

**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 21: The position variance is due to the delay in filling vacant positions and reorganizing, redescribing, and reclassifying positions; the expenditure variance is due to the overall reduction or deferral of operating expenditures.

FY 22: 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 2021-23 Program Structure was not approved, several of the planned measures of effectiveness do not apply to this program.

Items 1, 2, 3, 4, and 5. These measures are not applicable to TRN 301, Honolulu Harbor. See the narrative for TRN 395, Harbors Administration.

Item 6. The planned amount for Honolulu Harbor should be 16.60, making the variance 3%.

Item 7. The planned amount for Honolulu Harbor should be 1,232,499, making the variance 3%.

Item 9. The planned amount for Honolulu Harbor should be 207,944, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### **PART III - PROGRAM TARGET GROUPS**

Because the Executive's proposed FB 2021-23 Program Structure was not approved, several of the planned program target groups do not apply to this program.

Item 1. This measure is not applicable to TRN 301 Honolulu Harbor. See the narrative for TRN 395, Harbors Administration.

Item 2. The planned amount for Honolulu Harbor should be 911,334, making the variance 1%.

Item 3. The planned amount for Honolulu Harbor should be 321,165, making the variance 9%.

Item 4. The variance is due to a lower than expected projection in the number of barrels of liquid cargo overseas.

Item 5. The variance is due to a lower than expected projection in the number of barrels of liquid cargo interisland.

Item 6. The planned amount for Honolulu Harbor should be 105, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### **PART IV - PROGRAM ACTIVITIES**

Because the Executive's proposed FB 2021-23 Program Structure was not approved, several of the planned program activities do not apply to this program.

No significant variances.

Items 1, 2, 3, and 4. These measures are not applicable to TRN 301, Honolulu Harbor. See the narrative for TRN 395, Harbors Administration.

Item 5. The planned amount for Honolulu Harbor should be 30,490, making the variance 0%.

Item 6. The planned amount for Honolulu Harbor should be 209.6, making the variance 0%.

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22					
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		%	
	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0	
	1,283	1,096	-	187	15	434	204	-	230	53	857	1,087	+	230	27	
	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0	
	1,283	1,096	-	187	15	434	204	-	230	53	857	1,087	+	230	27	
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%	
PART II: MEASURES OF EFFECTIVENESS																
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.						NO DATA	0	+		0	0	NO DATA	0	+		0



# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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

FY 22: 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 2021-23 Program Structure was not approved, the planned measures of effectiveness were removed. Below are relevant measures from prior years.

1. PROGRAM COST PER TON OF CARGO

The planned amount for Kalaeloa Barbers Point Harbor should be 0.32, and the FY 21 actual is 0.35, making the variance 9%.

2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD

The planned amount for Kalaeloa Barbers Point Harbor should be 77,465, and the FY 21 actual is 69,036, making the variance 11%. The variance is due to a reduction in cargo because of COVID-19 as well as an increase in container yard area during the prior year.

3. NO. OF INCIDENTES/ACCIDENTS REPORTED

The planned amount for Kalaeloa Barbers Point Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS

The planned amount for Kalaeloa Barbers Point Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

### PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program target groups were removed. Below are relevant measures from prior years.

1. TONS OF CARGO - OVERSEAS - INTERNATIONAL

The planned amount for Kalaeloa Barbers Point Harbor should be 1,773,699, and the FY 21 actual is 1,899,350, making the variance 7%.

2. TONS OF CARGO - OVERSEAS - DOMESTIC

The planned amount for Kalaeloa Barbers Point Harbor should be 374,359, and the FY 21 actual is 356,825, making the variance 5%.

3. TONS OF CARGO - INTERISLAND

The planned amount for Kalaeloa Barbers Point Harbor should be 1,913,453, and the FY 21 actual is 1,363,390, making the variance 29%. The variance is due to a lower than expected projection in interisland cargo.

### PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program activities were removed. Below are relevant measures from prior years.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 02  
TRN 303

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**PROGRAM TITLE: KALAELOA BARBERS POINT HARBOR**

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1. PIER LENGTH (LINEAR FEET)

The planned amount for Kalaeloa Barbers Point Harbor should be 2,990, and the FY 21 actual is 2,990, making the variance 0%.

2. SHED AREA (ACRES)

The planned amount for Kalaeloa Barbers Point Harbor should be 0.83, and the FY 21 actual is 0.83, making the variance 0%.

3. YARD AREA (ACRES)

The planned amount for Kalaeloa Barbers Point Harbor should be 51.6, and the FY 21 actual is 51.6, making the variance 0%.

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	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	13.00	- 2.00	13	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,295	1,937	- 358	16	649	466	- 183	28	1,689	1,872	+ 183	11
TOTAL COSTS												
POSITIONS	15.00	13.00	- 2.00	13	15.00	13.00	- 2.00	13	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,295	1,937	- 358	16	649	466	- 183	28	1,689	1,872	+ 183	11
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.					NO DATA	0	+ 0	0	NO DATA	0	+ 0	0

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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 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 operational expenditures.

FY 22: The position variance is due to the delay in filling vacant positions and reorganizing, redescribing, and reclassifying positions. 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 2021-23 Program Structure was not approved, the planned measures of effectiveness were removed. Below are relevant measures from prior years.

1. PROGRAM COST PER TON OF CARGO

The planned amount for Hilo Harbor should be 1.65, and the FY 21 actual is 2.08, making the variance 26%. The variance is due to a slight increase in program costs and a decrease in tons of cargo due to COVID-19.

2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD

The planned amount for Hilo Harbor should be 50,689, and the FY 21 actual is 40,222, making the variance 21%. The variance is due to a decrease in tons of cargo due to COVID-19.

3. NO. OF INCIDENTS/ACCIDENTS REPORTED

The planned amount for Hilo Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS

The planned amount for Hilo Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL

The planned amount for Hilo Harbor should be 2,283, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

#### PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program target groups were removed. Below are relevant measures from prior years.

1. TONS OF CARGO - OVERSEAS - INTERNATIONAL

The planned amount for Hilo Harbor should be 28,918, and the FY 21 actual is 20,140, making the variance 30%. The variance is due to a lower than expected projection in international cargo.

2. TONS OF CARGO - OVERSEAS - DOMESTIC

The planned amount for Hilo Harbor should be 57,138, and the FY 21 actual is 56,785, making the variance 1%.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 04  
TRN 311

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### PROGRAM TITLE: HILO HARBOR

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#### 3. TONS OF CARGO - INTERISLAND

The planned amount for Hilo Harbor should be 1,303,832, and the FY 21 actual is 1,025,957, making the variance 21%. The variance is due to a lower than expected projection in interisland cargo.

#### 3. YARD AREA (ACRES)

The planned amount for Hilo Harbor should be 25.04, and the FY 21 actual is 25.04, making the actual 0%.

#### 4. NO. OF PASSENGERS

The planned amount for Hilo Harbor should be 186,274, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

#### 5. NO. OF CRUISE SHIP CALLS

The planned amount for Hilo Harbor should be 82, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### **PART IV - PROGRAM ACTIVITIES**

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program activities were removed. Below are relevant measures from prior years.

#### 1. PIER LENGTH (LINEAR FEET)

The planned amount for Hilo Harbor should be 3,351, and the FY 21 actual is 3,351, making the variance 0%.

#### 2. SHED AREA (ACRES)

The planned amount for Hilo Harbor should be 2.02, and the FY 21 actual is 2.02, making the variance 0%.

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22					
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		%	
	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0	
	794	724	-	70	9	217	160	-	57	26	581	638	+	57	10	
	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0	
	794	724	-	70	9	217	160	-	57	26	581	638	+	57	10	
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%	
PART II: MEASURES OF EFFECTIVENESS																
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.						NO DATA	0	+		0	0	NO DATA	0	+		0

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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

FY 22: 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 2021-23 Program Structure was not approved, the planned measures of effectiveness were removed. Below are relevant measures from prior years.

1. PROGRAM COST PER TON OF CARGO

The planned amount for Kawaihae Harbor should be 0.77, and the FY 21 actual is 0.77, making the variance 0%.

2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD

The planned amount for Kawaihae Harbor should be 53,497, and the FY 21 actual is 53,365, making the variance 1%.

3. NO. OF INCIDENTES/ACCIDENTS REPORTED

The planned amount for Kawaihae Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS

The planned amount for Kawaihae Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL

The planned amount for Kawaihae Harbor should be 35, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program target groups were removed. Below are relevant measures from prior years.

1. TONS OF CARGO - OVERSEAS - INTERNATIONAL

The planned amount for Kawaihae Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

2. TONS OF CARGO - OVERSEAS - DOMESTIC

The planned amount for Kawaihae Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

3. TONS OF CARGO - INTERISLAND

The planned amount for Kawaihae Harbor should be 1,029,282, and the FY 21 actual is 1,026,748, making the variance 1%.

4. NO. OF PASSENGERS

The planned amount for Kawaihae Harbor should be 462, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 05  
TRN 313

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**PROGRAM TITLE: KAWAIHAE HARBOR**

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### 5. NO. OF CRUISE SHIP CALLS

The planned amount for Kawaihae Harbor should be 13, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### **PART IV - PROGRAM ACTIVITIES**

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program activities were removed. Below are relevant measures from prior years.

#### 1. PIER LENGTH (LINEAR FEET)

The planned amount for Kawaihae Harbor should be 1,627, and the FY 21 actual is 1,627, making the variance 0%.

#### 2. SHED AREA (ACRES)

The planned amount for Kawaihae Harbor should be 0.22, and the FY 21 actual is 0.22, making the variance 0%.

#### 3. YARD AREA (ACRES)

The planned amount for Kawaihae Harbor should be 19.02, and the FY 21 actual is 19.02, making the variance 0%.



	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22					
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		%	
	18.00	16.00	-	2.00	11	18.00	16.00	-	2.00	11	18.00	18.00	+	0.00	0	
	3,253	2,487	-	766	24	886	540	-	346	39	2,418	2,764	+	346	14	
	18.00	16.00	-	2.00	11	18.00	16.00	-	2.00	11	18.00	18.00	+	0.00	0	
	3,253	2,487	-	766	24	886	540	-	346	39	2,418	2,764	+	346	14	
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%	
PART II: MEASURES OF EFFECTIVENESS																
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.						NO DATA	0	+		0	0	NO DATA	0	+		0

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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 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 operational expenditures.

FY 22: The position variance is due to the delay in filling vacant positions. 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 2021-23 Program Structure was not approved, the planned measures of effectiveness were removed. Below are relevant measures from prior years.

1. PROGRAM COST PER TON OF CARGO

The planned amount for Kahului Harbor should be 1.36, and the FY 21 actual is 1.90, making the variance 40%. The variance is due to a slight increase in program costs and a decrease in tons of cargo due to COVID-19.

2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD

The planned amount for Kahului Harbor should be 69,464, and the FY 21 actual is 49,916, making the variance 28%. The variance is due to a decrease in tons of cargo due to COVID-19.

3. NO. OF INCIDENTENCES/ACCIDENTS REPORTED

The planned amount for Kahului Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS

The planned amount for Kahului Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL

The planned amount for Kahului Harbor should be 2,348, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program target groups were removed. Below are relevant measures from prior years.

1. TONS OF CARGO - OVERSEAS - INTERNATIONAL

The planned amount for Kahului Harbor should be 41,454, and the FY 21 actual is 34,703, making the variance 16%. The variance is due to a lower than expected projection in international cargo.

2. TONS OF CARGO - OVERSEAS - DOMESTIC

The planned amount for Kahului Harbor should be 64,455, and the FY 21 actual is 55,110, making the variance 15%. The variance is due to a lower than expected projection in domestic cargo.

3. TONS OF CARGO - INTERISLAND

The planned amount for Kahului Harbor should be 2,279,495, and the FY 21 actual is 1,624,292, making the variance 29%. The variance is due to a lower than expected projection in interisland cargo.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 06  
TRN 331

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### PROGRAM TITLE: KAHULUI HARBOR

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#### 4. NO. OF PASSENGERS

The planned amount for Kahului Harbor should be 114,958, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

#### 5. NO. OF CRUISE SHIP CALLS

The planned amount for Kahului Harbor should be 49, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### **PART IV - PROGRAM ACTIVITIES**

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program activities were removed. Below are relevant measures from prior years.

#### 1. PIER LENGTH (LINEAR FEET)

The planned amount for Kahului Harbor should be 3,319, and the FY 21 actual is 3,319, making the variance 0%.

#### 2. SHED AREA (ACRES)

The planned amount for Kahului Harbor should be 1, and the FY 21 actual is 1, making the variance 0%.

#### 3. YARD AREA (ACRES)

The planned amount for Kahului Harbor should be 33.34, and the FY 21 actual is 33.34, making the variance 0%.

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22					
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	150	-	57	28	82	22	-	60	73	129	189	+	60	47	
	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	
	207	150	-	57	28	82	22	-	60	73	129	189	+	60	47	
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%	
PART II: MEASURES OF EFFECTIVENESS																
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.						NO DATA	0	+		0	0	NO DATA	0	+		0

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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

FY 22: 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 2021-23 Program Structure was not approved, the planned measures of effectiveness were removed. Below are relevant measures from prior years.

1. PROGRAM COST PER TON OF CARGO

The planned amount for Kaunakakai Harbor should be 2.71, and the FY 21 actual is 2.72, making the variance 0%.

2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD

The planned amount for Kaunakakai Harbor should be 25,144, and the FY 21 actual is 25,098, making the variance 0%.

3. NO. OF INCIDENTES/ACCIDENTS REPORTED

The planned amount for Kaunakakai Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS

The planned amount for Kaunakakai Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL

The planned amount for Kaunakakai Harbor should be 32, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program target groups were removed. Below are relevant measures from prior years.

1. TONS OF CARGO - OVERSEAS - INTERNATIONAL

The planned amount for Kaunakakai Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

2. TONS OF CARGO - OVERSEAS - DOMESTIC

The planned amount for Kaunakakai Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

3. TONS OF CARGO - INTERISLAND

The planned amount for Kaunakakai Harbor should be 76,437, and the FY 21 actual is 76,297, making the variance 0%.

4. NUMBER OF PASSENGERS

The planned amount for Kaunakakai Harbor should be 548, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 07  
TRN 341

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### PROGRAM TITLE: KAUNAKAKAI HARBOR

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#### 5. NO. OF CRUISE SHIP CALLS

The planned amount for Kaunakakai Harbor should be 17, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### **PART IV - PROGRAM ACTIVITIES**

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program activities were removed. Below are relevant measures from prior years.

#### 1. PIER LENGTH (LINEAR FEET)

The planned amount for Kaunakakai Harbor should be 691, and the FY 21 actual is 691, making the variance 0%.

#### 2. SHED AREA (ACRES)

The planned amount for Kaunakakai Harbor should be 0.17, and the FY 21 actual is 0.17, making the variance 0%.

#### 3. YARD AREA (ACRES)

The planned amount for Kaunakakai Harbor should be 2.87, and the FY 21 actual is 2.87, making the variance 0%.

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22				
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
	2,621	2,138	-	483	18	774	381	-	393	51	1,898	2,291	+	393	21
	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0
	2,621	2,138	-	483	18	774	381	-	393	51	1,898	2,291	+	393	21
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.						NO DATA	0	+		0		0	+		0

# VARIANCE REPORT NARRATIVE

## FY 2021 AND FY 2022

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

FY 22: 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 2021-23 Program Structure was not approved, the planned measures of effectiveness were removed. Below are relevant measures from prior years.

1. PROGRAM COST PER TON OF CARGO

The planned amount for Nawiliwili Harbor should be 3.14, and the FY 21 actual is 36.12, making the variance 1,050%. The variance is due to a slight increase in program costs and a decrease in tons of cargo due to COVID-19.

2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD

The planned amount for Nawiliwili Harbor should be 24,113, and the FY 21 actual is 2,182, making the variance 91%. The variance is due to a decrease in tons of cargo due to COVID-19.

3. NO. OF INCIDENTENCES/ACCIDENTS REPORTED

The planned amount for Nawiliwili Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS

The planned amount for Nawiliwili Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

5. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL

The planned amount for Nawiliwili Harbor should be 2,370, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

#### PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program target groups were removed. Below are relevant measures from prior years.

1. TONS OF CARGO - OVERSEAS - INTERNATIONAL

The planned amount for Nawiliwili Harbor should be 16,104, and the FY 21 actual is 14,664, making the variance 9%.

2. TONS OF CARGO - OVERSEAS - DOMESTIC

The planned amount for Nawiliwili Harbor should be 2,584, and the FY 21 actual is 9,104, making the variance 252%. The variance is due to a lower than expected projection in domestic cargo.

3. TONS OF CARGO - INTERISLAND

The planned amount for Nawiliwili Harbor should be 816,582, and the FY 21 actual is 48,794, making the variance 94%. The variance is due to a lower than expected projection in interisland cargo.



## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 08  
TRN 361

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### PROGRAM TITLE: NAWILIWILI HARBOR

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#### 4. NO. OF PASSENGERS

The planned amount for Nawiliwili Harbor should be 159,549, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

#### 5. NO. OF CRUISE SHIP CALLS

The planned amount for Nawiliwili Harbor should be 67, and the FY 21 actual is 0, making the variance 100%. Due to COVID-19, all cruise ship operations ceased, resulting in no passengers nor cruise ship calls.

### **PART IV - PROGRAM ACTIVITIES**

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program activities were removed. Below are relevant measures from prior years.

#### 1. PIER LENGTH (LINEAR FEET)

The planned amount for Nawiliwili Harbor should be 2,216, and the FY 21 actual is 2,216, making the variance 0%.

#### 2. SHED AREA (ACRES)

The planned amount for Nawiliwili Harbor should be 1.76, and the FY 21 actual is 1.76, making the variance 0%.

#### 3. YARD AREA (ACRES)

The planned amount for Nawiliwili Harbor should be 31.5, and the FY 21 actual is 31.5, making the variance 0%.

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22					
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	
	189	101	-	88	47	48	23	-	25	52	145	170	+	25	17	
	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	
	189	101	-	88	47	48	23	-	25	52	145	170	+	25	17	
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%	
PART II: MEASURES OF EFFECTIVENESS																
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.						NO DATA	0	+		0	0	NO DATA	0	+		0

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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

FY 22: 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 2021-23 Program Structure was not approved, the planned measures of effectiveness were removed. Below are relevant measures from prior years.

1. PROGRAM COST PER TON OF CARGO

The planned amount for Port Allen Harbor should be 1.35, and the FY 21 actual is 2.14, making the variance 59%. The variance is due to a slight increase in program costs and a decrease in tons of cargo due to COVID-19.

2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD

The planned amount for Port Allen Harbor should be 91,328, and the FY 21 actual is 57,718, making the variance 37%. The variance is due to a decrease in tons of cargo due to COVID-19.

3. NO. OF INCIDENTES/ACCIDENTS REPORTED

The planned amount for Port Allen Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS

The planned amount for Port Allen Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

### PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program target groups were removed. Below are relevant measures from prior years.

1. TONS OF CARGO - OVERSEAS - INTERNATIONAL

The planned amount for Port Allen Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

2. TONS OF CARGO - OVERSEAS - DOMESTIC

The planned amount for Port Allen Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

3. TONS OF CARGO - INTERISLAND

The planned amount for Port Allen Harbor should be 139,731, and the FY 21 actual is 88,308, making the variance 37%. The variance is due to a lower than expected projection in interisland cargo.

### PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program activities were removed. Below are relevant measures from prior years.

1. PIER LENGTH (LINEAR FEET)

The planned amount for Port Allen Harbor should be 1,200, and the FY 21 actual is 1,200, making the variance 0%.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 09  
TRN 363

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**PROGRAM TITLE: PORT ALLEN HARBOR**

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2. SHED AREA (ACRES)

The planned amount for Port Allen Harbor should be 0.8, and the FY 21 actual is 0.8, making the variance 0%.

3. YARD AREA (ACRES)

The planned amount for Port Allen Harbor should be 0.73, and the FY 21 actual is 0.73, making the variance 0%.

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22					
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	
	133	60	-	73	55	34	18	-	16	47	99	115	+	16	16	
	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	
	133	60	-	73	55	34	18	-	16	47	99	115	+	16	16	
						FISCAL YEAR 2020-21					FISCAL YEAR 2021-22					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%	
PART II: MEASURES OF EFFECTIVENESS																
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.						NO DATA	0	+		0	0	NO DATA	0	+		0

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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

FY 22: 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 2021-23 Program Structure was not approved, the planned measures of effectiveness were removed. Below are relevant measures from prior years.

1. PROGRAM COST PER TON OF CARGO

The planned amount for Kaumalapau Harbor should be 0.61, and the FY 21 actual is 1.7, making the variance 179%. The variance is due to an increase in program costs and a decrease in tons of cargo due to COVID-19.

2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD

The planned amount for Kaumalapau Harbor should be 95,301, and the FY 21 actual is 33,033, making the variance 65%. The variance is due to a decrease in tons of cargo due to COVID-19.

3. NO. OF INCIDENTES/ACCIDENTS REPORTED

The planned amount for Kaumalapau Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

4. NO. OF FINES IMPOSED FOR SECURITY VIOLATIONS

The planned amount for Kaumalapau Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

### PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program target groups were removed. Below are relevant measures from prior years.

1. TONS OF CARGO - OVERSEAS - INTERNATIONAL

The planned amount for Kaumalapau Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

2. TONS OF CARGO - OVERSEAS - DOMESTIC

The planned amount for Kaumalapau Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

3. TONS OF CARGO - INTERISLAND

The planned amount for Kaumalapau Harbor should be 219,210, and the FY 21 actual is 75,977, making the variance 65%. The variance is due to a lower than expected projection in interisland cargo.

### PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program activities were removed. Below are relevant measures from prior years.

1. PIER LENGTH (LINEAR FEET)

The planned amount for Kaumalapau Harbor should be 400, and the FY 21 actual is 400, making the variance 0%.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 10  
TRN 351

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**PROGRAM TITLE: KAUMALAPAU HARBOR**

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2. SHED AREA (ACRES)

The planned amount for Kaumalapau Harbor should be 0, and the FY 21 actual is 0, making the variance 0%.

3. YARD AREA (ACRES)

The planned amount for Kaumalapau Harbor should be 2.3, and the FY 21 actual is 2.3, making the variance 0%.

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	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	59.00	- 18.00	23	77.00	60.00	- 17.00	22	77.00	77.00	+ 0.00	0
EXPENDITURES (\$1000's)	93,969	74,549	- 19,420	21	21,512	14,546	- 6,966	32	72,805	79,771	+ 6,966	10
TOTAL COSTS												
POSITIONS	77.00	59.00	- 18.00	23	77.00	60.00	- 17.00	22	77.00	77.00	+ 0.00	0
EXPENDITURES (\$1000's)	93,969	74,549	- 19,420	21	21,512	14,546	- 6,966	32	72,805	79,771	+ 6,966	10
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.					NO DATA	0	+ 0	0	NO DATA	0	+ 0	0



# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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

FY 22: The position variance is due to the delay in filling vacant positions and reorganizing, redescribing, and reclassifying 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 2021-23 Program Structure was not approved, the planned measures of effectiveness were removed. Below are relevant measures from prior years.

1. COST OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)

The planned amount for Harbors Administration should be 10.83, and the FY 21 actual is 8.42, making the variance 22%. The variance is due to a decrease in administrative expenses and an increase in program costs.

2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION

The planned amount for Harbors Administration should be 10,000, and the FY 21 actual is 17,325, making the variance 73%. The variance is due to higher than expected salary overpayments.

3. NO. OF VENDOR PAYMENTS FOR DIV EXCEEDING 30 DAYS

The planned amount for Harbors Administration should be 175, and the FY 21 actual is 222, making the variance 27%. The variance is due to more vendor payments exceeding 30 days than projected.

4. % OF CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS COMPLETED WITHIN SCHEDULED TIME

The planned amount for Harbors Administration should be 100, and the FY 21 actual is 100, making the variance 0%.

5. % OF SPEC MAINT PROJ INITIATED COMPARED TO PLAN

The planned amount for Harbors Administration should be 100, and the FY 21 actual is 66, making the variance 34%. The variance is due to a delay in initiating special maintenance projects in comparison to projected scheduled projects.

### PART III - PROGRAM TARGET GROUPS

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program target groups were removed. Below is a relevant measure from prior years.

1. FILLED PERMANENT POSITIONS IN THE DIVISION

The planned amount for Harbors Administration should be 250, and the FY 21 actual is 216, making the variance 14%. The variance is due to a delay in filling vacant positions as well as reorganizing, redescribing, and reclassifying positions.

### PART IV - PROGRAM ACTIVITIES

Because the Executive's proposed FB 2021-23 Program Structure was not approved, the planned program activities were removed. Below are relevant measures from prior years.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 11  
TRN 395

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**PROGRAM TITLE: HARBORS ADMINISTRATION**

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1. ADMINISTRATIVE PERSONNEL (NO. OF PERM. POSITIONS)

The planned amount for Harbors Administration should be 77, and the FY 21 actual is 77, making the variance 0%.

2. DIVISIONAL PERSONNEL (NO. OF PERM. POSITIONS)

The planned amount should be 250, and the FY 21 actual is 250, making the variance 0%.

3. NO. OF CIP PROJECTS COMPLETED

The planned amount for Harbors Administration should be nine, and the FY 21 actual is one, making the variance 89%. The variance is due to less CIP projects being completed than expected.

4. NO. OF SPECIAL MAINTENANCE PROJECTS INITIATED

The planned amount for Harbors Administration should be 23, and the FY 21 actual is 33, making the variance 43%. The variance is due to more special maintenance projects being initiated than expected.

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22						
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		%
	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 2020-21				FISCAL YEAR 2021-22					
						PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%		
PART II: MEASURES OF EFFECTIVENESS															
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.						NO DATA	0	+	0	0	NO DATA	0	+	0	0

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 02 12  
TRN 333

**PROGRAM TITLE: HANA HARBOR**

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### **PART I - EXPENDITURES AND POSITIONS**

1. Research & Development: No Cost.

2. Operating Costs (\$1000's)

FYs 21-22: The variance is due to no expenditures for this program and currently no development plans.

### **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 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	1,037.00	775.00	- 262.00	25	1,036.50	760.50	- 276.00	27	1,036.50	986.50	- 50.00	5
<b>EXPENDITURES (\$1000's)</b>	356,849	240,883	- 115,966	32	59,985	20,285	- 39,700	66	239,728	279,429	+ 39,701	17
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	1,037.00	775.00	- 262.00	25	1,036.50	760.50	- 276.00	27	1,036.50	986.50	- 50.00	5
<b>EXPENDITURES (\$1000's)</b>	356,849	240,883	- 115,966	32	59,985	20,285	- 39,700	66	239,728	279,429	+ 39,701	17
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					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					188	234	+ 46	24	176	258	+ 82	47
3. FATALITIES PER BILLION VEHICLE MILES					42	38	- 4	10	39	40	+ 1	3
4. MAINTENANCE COST PER 10 LANE-MILES					466261	395243	- 71018	15	466261	516121	+ 49860	11
5. VEHICLE MILES PER TRAVEL (MILLIONS OF MILES)					6252	5546	- 706	11	6343	5621	- 722	11

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

**PROGRAM TITLE: LAND TRANSPORTATION FACILITIES AND SERVICES**

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**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

PROGRAM STRUCTURE NO:

030301

11/29/21

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	192.00	136.00	- 56.00	29	190.00	131.00	- 59.00	31	190.00	185.00	- 5.00	3
<b>EXPENDITURES (\$1000's)</b>	82,064	71,338	- 10,726	13	20,721	11,502	- 9,219	44	62,337	71,556	+ 9,219	15
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	192.00	136.00	- 56.00	29	190.00	131.00	- 59.00	31	190.00	185.00	- 5.00	3
<b>EXPENDITURES (\$1000's)</b>	82,064	71,338	- 10,726	13	20,721	11,502	- 9,219	44	62,337	71,556	+ 9,219	15

	FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	18	18	+ 0	0	18	18	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	78	70.1	- 7.9	10	76.40	76.4	+ 0	0
3. FATALITIES PER BILLION VEHICLE MILES	8	10.10	+ 2.1	26	7.60	7.6	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES	796168	665589	- 130579	16	805392	806222	+ 830	0
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	.88	1.35	+ 0.47	53	.82	0.82	+ 0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	1.01	1.22	+ 0.21	21	0.95	.95	+ 0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE	37.00	14.87	- 22.13	60	37.00	15	- 22	59
<b>PART III: PROGRAM TARGET GROUP</b>								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	3701.00	3362	- 339	9	3744.00	3400	- 344	9
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	39250.0	35780	- 3470	9	39710.0	36180	- 3530	9
3. NO. OF REGISTERED VEHICLES	845755	838165	- 7590	1	855630	847647	- 7983	1
4. NO. OF REGISTERED VEHICLE OPERATORS	657218	651642	- 5576	1	662595	656730	- 5865	1
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE	422.00	107.64	- 314.36	74	422.00	110	- 312	74
<b>PART IV: PROGRAM ACTIVITY</b>								
1. ROADWAY MAINTENANCE (LANE MILES)	1150.00	1150	+ 0	0	1150.00	1150	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)	4966.00	4966	+ 0	0	4966.00	4966	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)	442.00	442	+ 0	0	442.00	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 2021 AND FY 2022

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 21: The position variance is due to transfers, promotions, and retirements. In addition, positions frozen in Act 9, SLH 2020, were not filled. The expenditure variance is due to less than anticipated payroll expenditures and federal reimbursement for payroll expenses. In addition, equipment and motor vehicle purchases were deferred due to Executive Memorandum No. 20-08.

#### PART II - MEASURES OF EFFECTIVENESS

Item 2: Accidents Per 100 Million Vehicle Miles

Variance Explanation: The estimated rate for the City and County of Honolulu (CCH) was higher than the actual. The number of crashes for calendar year (CY) 2020 decreased due to COVID-19. This number was unexpected.

Item 3: Fatal Accidents Per Billion Vehicle Miles

Variance Explanation: The estimated rate was lower than the actual. Although all other Hawaii counties saw a decrease in fatalities in CY 2020, CCH saw an increase from CY 2019. Nationwide, there has been an increase in fatalities in CY 2020, which could be due to impaired driving, speeding, and not wearing seatbelts.

Item 4: Maintenance Cost Per Ten Lane Miles

Variance Explanation: The estimated rate was higher than the actual due to federal reimbursement for payroll expenditures and reduction of travel expenditures.

Item 5: % Total Deck Area Structurally Deficient Bridges on the National Highway System (NHS) Only

Variance Explanation: Our bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly, causing the overall percentage to increase from the estimated 0.88% to the actual 1.35% of Oahu District structurally deficient bridges on and off the NHS.

Item 6: % Total Deck Area Structurally Deficient Bridges on All Highways

Variance Explanation: Our bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly, causing the overall percentage to increase from the estimated 1.01% to the actual 1.22% of Oahu District structurally deficient bridges on the NHS.

Item 7: % Roads with Pavement Condition Rating of 80 or More on a 0 (Worst) to 100 (Best) Scale

Variance Explanation: To be consistent with the Federal Highway Administration (FHWA) report card and ACT100 report, Federal Regulation MAP21 Pavement Performance Measures are now being used to evaluate pavement condition in this variance report instead of using the Overall Condition Index (OCI) that was used in the last two years' variance reports. MAP21 and OCI have different algorithms, so the values cannot be compared. MAP21 considers roughness, cracking, rutting (asphalt only), and faulting (concrete only), whereas OCI is comprised of normalized asphalt distress values - ride, rut, fatigue, and environmental cracking or for concrete - ride, joint spall, slab cracking, and faulting. MAP21 rates pavement condition to be good, fair, and poor. Using MAP21, the good pavement percentages on Oahu are: FY 21 Estimate: 15%; and FY 21 Actual: 14.87%. The variance is 1%.



## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 03 01  
TRN 501

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### PROGRAM TITLE: OAHU HIGHWAYS

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#### PART III - PROGRAM TARGET GROUPS

Item 5: Miles of Roads with Pavement Condition Rating of 80 or More on a 0 (Worst) to 100 (Best) Scale

Variance Explanation: To be consistent with the FHWA report card and ACT100 report, Federal Regulation MAP21 Pavement Performance Measures are now being used to evaluate pavement condition in this variance report instead of using OCI that was used in the last two years' variance reports. MAP21 and OCI have different algorithms, so the values cannot be compared. MAP21 considers roughness, cracking, rutting (asphalt only), and faulting (concrete only), whereas OCI is comprised of normalized asphalt distress values - ride, rut, fatigue, and environmental cracking or for concrete - ride, joint spall, slab cracking, and faulting. MAP21 rates pavement condition to be good, fair, and poor. Using MAP21, the miles of roads with good pavement on Oahu are: FY 21 Estimate: 112 miles; and FY 21 Actual: 107.64 miles. The variance is 4%.

#### PART IV - PROGRAM ACTIVITIES

Items 4-6. No data available.

PROGRAM TITLE:

HAWAII HIGHWAYS

PROGRAM-ID:

TRN-511

PROGRAM STRUCTURE NO:

030302

11/29/21

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	119.00	77.00	- 42.00	35	119.00	70.00	- 49.00	41	119.00	107.00	- 12.00	10
<b>EXPENDITURES (\$1000's)</b>	16,010	12,441	- 3,569	22	4,243	1,117	- 3,126	74	14,093	17,219	+ 3,126	22
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	119.00	77.00	- 42.00	35	119.00	70.00	- 49.00	41	119.00	107.00	- 12.00	10
<b>EXPENDITURES (\$1000's)</b>	16,010	12,441	- 3,569	22	4,243	1,117	- 3,126	74	14,093	17,219	+ 3,126	22
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					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					55.00	58.6	+ 3.6	7	51.10	51.1	+ 0	0
3. FATALITIES PER BILLION VEHICLE MILES					14.00	9.70	- 4.3	31	13.50	13.5	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES					204441	155904	- 48537	24	236735	236836	+ 101	0
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					9.17	14.3	+ 5.13	56	9.17	9.17	+ 0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					9.17	11.48	+ 2.31	25	9.17	9.17	+ 0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE					55.00	39.67	- 15.33	28	55.00	40	- 15	27
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					1040.00	939	- 101	10	1060.00	957	- 103	10
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					8430.00	7450	- 980	12	8590.00	7590	- 1000	12
3. NO. OF REGISTERED VEHICLES					223711	222025	- 1686	1	227945	226171	- 1774	1
4. NO. OF REGISTERED VEHICLE OPERATORS					147653	146773	- 880	1	149723	148798	- 925	1
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE					455.00	326.31	- 128.69	28	455.00	330	- 125	27
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)					817	817	+ 0	0	817	817	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					1416	1416	+ 0	0	1416	1416	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					126	126	+ 0	0	126	126	+ 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 2021 AND FY 2022

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 21: The position variance is due to transfers, promotions, and retirements. In addition, positions frozen in Act 9, SLH 2020, were not filled. The expenditure variance is due to the less than anticipated payroll expenditures. Equipment and motor vehicle purchases were deferred due to Executive Memorandum No. 20-08.

### PART II - MEASURES OF EFFECTIVENESS

Item 3: Fatal Accidents Per Billion Vehicle Miles

Variance Explanation: The estimated rate for Hawaii County was higher than the actual. The number of fatalities for calendar year 2020 decreased due to COVID-19. This number was unexpected.

Item 4: Maintenance Cost Per Ten Lane Miles

Variance Explanation: The estimated rate was higher than the actual due to less than anticipated payroll expenditures.

Item 5: % Total Deck Area Structurally Deficient Bridges on the National Highway System (NHS) Only

Variance Explanation: Our bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly, causing the overall percentage to increase from the estimated 9.17% to the actual 14.30% of Hawaii District structurally deficient bridges on the NHS.

Item 6: % Total Deck Area Structurally Deficient Bridges on All Highways

Variance Explanation: Our bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly, causing the overall percentage to increase from the estimated 9.17% to the actual 11.48% of Hawaii District structurally deficient bridges on and off the NHS.

Item 7: % Roads with Pavement Condition Rating of 80 or More on a 0 (Worst) to 100 (Best) Scale

Variance Explanation: To be consistent with the Federal Highway Administration (FHWA) report card and ACT100 report, Federal Regulation MAP21 Pavement Performance Measures are now being used to evaluate pavement condition in this variance report instead of using the Overall Condition Index (OCI) that was used in the last two years' variance reports. MAP21 and OCI have different algorithms, so the values cannot be compared. MAP21 considers roughness, cracking, rutting (asphalt only), and faulting (concrete only), whereas OCI is comprised of normalized asphalt distress values - ride, rut, fatigue, and environmental cracking or for concrete - ride, joint spall, slab cracking, and faulting. MAP21 rates pavement condition to be good, fair, and poor. Using MAP21, the good pavement percentages on Hawaii Island are: FY 21 Estimate: 39%; and FY 21 Actual: 39.67%. The variance is 2%.

### PART III - PROGRAM TARGET GROUPS

Item 1: Vehicle Miles of Travel (Millions of Miles)

Variance Explanation: The vehicle miles of travel during the period have been significantly decreased due to the pandemic; businesses were shut down, travel limitations imposed, etc., and traffic demands were significantly reduced accordingly.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 03 02  
TRN 511

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### PROGRAM TITLE: HAWAII HIGHWAYS

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#### Item 2: Average Daily Traffic (Vehicles Per Day)

Variance Explanation: The average daily traffic during the period has been significantly decreased due to the pandemic; businesses were shut down, travel limitations imposed, etc., and traffic demands were significantly reduced accordingly.

#### Item 5: Miles of Roads with Pavement Condition Rating of 80 or More on a 0 (Worst) to 100 (Best) Scale

Variance Explanation: To be consistent with the FHWA report card and ACT100 report, Federal Regulation MAP21 Pavement Performance Measures are now being used to evaluate pavement condition in this variance report instead of using OCI that was used in the last two years' variance reports. MAP21 and OCI have different algorithms, so the values cannot be compared. MAP21 considers roughness, cracking, rutting (asphalt only), and faulting (concrete only), whereas OCI is comprised of normalized asphalt distress values - ride, rut, fatigue, and environmental cracking or for concrete - ride, joint spall, slab cracking, and faulting. MAP21 rates pavement condition to be good, fair, and poor. Using MAP21, the miles of roads with good pavement on Hawaii Island are: FY 21 Estimate: 327 miles; and FY 21 Actual: 326.31 miles. The variance is 1%.

### **PART IV - PROGRAM ACTIVITIES**

Items 4-6. No data available.

PROGRAM TITLE:

MAUI HIGHWAYS

PROGRAM-ID:

TRN-531

PROGRAM STRUCTURE NO:

030303

11/29/21

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	89.00	57.00	- 32.00	36	90.00	57.00	- 33.00	37	90.00	84.50	- 5.50	6
<b>EXPENDITURES (\$1000's)</b>	20,582	15,074	- 5,508	27	5,566	1,221	- 4,345	78	16,976	21,320	+ 4,344	26
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	89.00	57.00	- 32.00	36	90.00	57.00	- 33.00	37	90.00	84.50	- 5.50	6
<b>EXPENDITURES (\$1000's)</b>	20,582	15,074	- 5,508	27	5,566	1,221	- 4,345	78	16,976	21,320	+ 4,344	26
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK					5	5	+ 0	0	5	5	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES					66.00	53.3	- 12.7	19	65.00	65	+ 0	0
3. FATALITIES PER BILLION VEHICLE MILES					12.00	8.3	- 3.7	31	11.60	11.6	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES					351379	270000	- 81379	23	386701	387811	+ 1110	0
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					4.99	6.91	+ 1.92	38	4.99	4.99	+ 0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					6.51	5.19	- 1.32	20	6.51	6.51	+ 0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE					66.00	25.65	- 40.35	61	66.00	26	- 40	61
<b>PART III: PROGRAM TARGET GROUP</b>												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					987.00	844	- 143	14	1003.00	857	- 146	15
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					20110.0	17270	- 2840	14	20440.0	17540	- 2900	14
3. NO. OF REGISTERED VEHICLES					198420.	196595	- 1825	1	201642.	199722	- 1920	1
4. NO. OF REGISTERED VEHICLE OPERATORS					127322.	126774	- 548	0	129122.	128545	- 577	0
5. MILES OF ROADS W/PAVEMENT COND. RATING 80 OR MORE					391.00	136.51	- 254.49	65	391.00	140	- 251	64
<b>PART IV: PROGRAM ACTIVITY</b>												
1. ROADWAY MAINTENANCE (LANE MILES)					529	529	+ 0	0	529	529	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					366	366	+ 0	0	366	366	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					111	111	+ 0	0	111	111	+ 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 2021 AND FY 2022

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 21: The position variance is due to transfers, promotions, and retirements. In addition, positions frozen in Act 9, SLH 2020, were not filled. The expenditure variance is due to the less than anticipated payroll expenditures and travel expenditures. In addition, equipment and motor vehicle purchases were deferred due to Executive Memorandum No. 20-08.

### PART II - MEASURES OF EFFECTIVENESS

Item 2: Accidents Per 100 Million Vehicle Miles

Variance Explanation: The estimated rate for Maui County was higher than the actual. The number of crashes for calendar year (CY) 2020 decreased due to COVID-19. This number was unexpected.

Item 3: Fatal Accidents Per Billion Vehicle Miles

Variance Explanation: The estimated rate for Maui County was higher than the actual. The number of fatalities for CY 2020 decreased due to COVID-19. This number was unexpected.

Item 4: Maintenance Cost Per Ten Lane Miles

Variance Explanation: The estimated rate was higher than the actual due to less than anticipated payroll and travel expenditures.

Item 5: % Total Deck Area Structurally Deficient Bridges on the National Highway System (NHS) Only

Variance Explanation: Our bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been

deteriorating accordingly, causing the overall percentage to increase from the estimated 4.99% to the actual 6.91% of Maui District structurally deficient bridges on the NHS.

Item 6: % Total Deck Area Structurally Deficient Bridges on All Highways

Variance Explanation: The overall percentage decrease from the estimated 6.51% to the actual 5.19% of Maui District structurally deficient bridges on and off the NHS may be attributed to bridge repair efforts.

Item 7: % Roads with Pavement Condition Rating of 80 or More on a 0 (Worst) to 100 (Best) Scale

To be consistent with the Federal Highway Administration (FHWA) report card and ACT100 report, Federal Regulation MAP21 Pavement Performance Measures are now being used to evaluate pavement condition in this variance report instead of using the Overall Condition Index (OCI) that was used in the last two years' variance report. MAP21 and OCI have different algorithms, so the values cannot be compared. MAP21 considers roughness, cracking, rutting (asphalt only), and faulting (concrete only), whereas OCI is comprised of normalized asphalt distress values - ride, rut, fatigue, and environmental cracking or for concrete - ride, joint spall, slab cracking, and faulting. MAP21 rates pavement condition to be good, fair, and poor. Using MAP21, the good pavement percentages on Maui, Molokai, and Lanai are: FY 21 Estimate: 25%; and FY 21 Actual: 25.65%. The variance is 3%.

### PART III - PROGRAM TARGET GROUPS

Item 1: Vehicle Miles of Travel (Millions of Miles)

Variance Explanation: The vehicle miles of travel during the period have been significantly decreased due to the pandemic; businesses were shut down, travel limitations imposed, etc., and traffic demands were significantly reduced accordingly.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 03 03  
TRN 531

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### PROGRAM TITLE: MAUI HIGHWAYS

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#### Item 2: Average Daily Traffic (Vehicles Per Day)

Variance Explanation: The average daily traffic during the period has been significantly decreased due to the pandemic; businesses were shut down, travel limitations imposed, etc., and traffic demands were significantly reduced accordingly.

#### Item 5: Miles of Roads with Pavement Condition Rating of 80 or More on a 0 (Worst) to 100 (Best) Scale

Variance Explanation: To be consistent with the FHWA report card and ACT100 report, Federal Regulation MAP21 Pavement Performance Measures are now being used to evaluate pavement condition in this variance report instead of using OCI that was used in the last two years' variance reports. MAP21 and OCI have different algorithms, so the values cannot be compared. MAP21 considers roughness, cracking, rutting (asphalt only), and faulting (concrete only), whereas OCI is comprised of normalized asphalt distress values - ride, rut, fatigue, and environmental cracking or for concrete - ride, joint spall, slab cracking, and faulting. MAP21 rates pavement condition to be good, fair, and poor. Using MAP21, the miles of roads with good pavement on Maui, Molokai, and Lanai are: FY 21 Estimate: 129 miles; and FY 21 Actual: 136.51 miles. The variance is 6%.

### **PART IV - PROGRAM ACTIVITIES**

Items 4-6. No data available.

PROGRAM TITLE:

KAUAI HIGHWAYS

PROGRAM-ID:

TRN-561

PROGRAM STRUCTURE NO:

030306

11/29/21

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	54.00	37.00	- 17.00	31	55.00	36.00	- 19.00	35	55.00	55.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	9,611	6,173	- 3,438	36	2,597	804	- 1,793	69	8,690	10,484	+ 1,794	21
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	54.00	37.00	- 17.00	31	55.00	36.00	- 19.00	35	55.00	55.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	9,611	6,173	- 3,438	36	2,597	804	- 1,793	69	8,690	10,484	+ 1,794	21
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK					2	2	+ 0	0	2	2	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES					66.00	51.7	- 14.3	22	65.30	65.3	+ 0	0
3. FATALITIES PER BILLION VEHICLE MILES					8.00	10.2	+ 2.2	28	7.70	7.7	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES					376927.	283120	- 93807	25	454664.	455109	+ 445	0
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					5.14	10.5	+ 5.36	104	5.14	5.14	+ 0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					6.06	15.88	+ 9.82	162	6.06	6.06	+ 0	0
7. % ROADS WITH PAVEMENT CONDITION RATING 80 OR MORE					57.00	24.89	- 32.11	56	57.00	25	- 32	56
<b>PART III: PROGRAM TARGET GROUP</b>												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					468.00	401	- 67	14	476.00	407	- 69	14
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					12100.0	10600	- 1500	12	12290.0	10770	- 1520	12
3. NO. OF REGISTERED VEHICLES					92818.0	91866	- 952	1	94319.0	93317	- 1002	1
4. NO. OF REGISTERED VEHICLE OPERATORS					59129.0	58871	- 258	0	59807.0	59535	- 272	0
5. MILES OF ROADS W/ PAVEMENT COND. RATING 80 OR MORE					122.00	52.86	- 69.14	57	122.00	53	- 69	57
<b>PART IV: PROGRAM ACTIVITY</b>												
1. ROADWAY MAINTENANCE (LANE MILES)					121	121	+ 0	0	121	121	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					2000	2000	+ 0	0	2000	2000	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					4	4	+ 0	0	4	4	+ 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 2021 AND FY 2022

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 21: The position variance is due to transfers, promotions, and retirements. The expenditure variance is due to the less than anticipated payroll expenditures and travel expenditures. In addition, equipment and motor vehicle purchases were deferred due to Executive Memorandum No. 20-08.

### PART II - MEASURES OF EFFECTIVENESS

Item 2: Accidents Per 100 Million Vehicle Miles

Variance Explanation: The estimated rate for Kauai County was higher than the actual. The number of crashes for calendar year 2020 decreased due to COVID-19. This number was unexpected.

Item 3: Fatal Accidents Per Billion Vehicle Miles

Variance Explanation: The estimated rate for Kauai County was lower than the actual. There was a decrease in fatalities from 2019 to 2020; however, the number of fatalities for Kauai County is the smallest for any county in Hawaii and can fluctuate the variance easily with small increases or decreases.

Item 4: Maintenance Cost Per Ten Lane Miles

Variance Explanation: The estimated rate was higher than the actual due to less than anticipated payroll, electricity, and travel expenditures.

Item 5: % Total Deck Area Structurally Deficient Bridges on the National Highway System (NHS) Only

Variance Explanation: Our bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly, causing the overall percentage to increase from the estimated 5.14% to the actual 10.50% of Kauai District structurally deficient bridges on the NHS.

Item 6: % Total Deck Area Structurally Deficient Bridges on All Highways

Variance Explanation: Our bridge inventory has exceeded the expected life for many of our bridges, so the condition of our bridges has been deteriorating accordingly, causing the overall percentage to increase from the estimated 6.06% to the actual 15.88% of Kauai District structurally deficient bridges on and off the NHS.

Item 7: % Roads with Pavement Condition Rating of 80 or More on a 0 (Worst) to 100 (Best) Scale

Variance Explanation: To be consistent with the Federal Highway Administration (FHWA) report card and ACT100 report, Federal Regulation MAP21 Pavement Performance Measures are now being used to evaluate pavement condition in this variance report instead of using the Overall Condition Index (OCI) that was used in the last two years' variance reports. MAP21 and OCI have different algorithms, so the values cannot be compared. MAP21 considers roughness, cracking, rutting (asphalt only), and faulting (concrete only), whereas OCI is comprised of normalized asphalt distress values - ride, rut, fatigue, and environmental cracking or for concrete - ride, joint spall, slab cracking, and faulting. MAP21 rates pavement condition to be good, fair, and poor. Using MAP21, the good pavement percentages on Kauai are: FY 21 Estimate: 26%; and FY 21 Actual: 24.89%. The variance is 4%.

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 03 06  
TRN 561

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**PROGRAM TITLE: KAUAI HIGHWAYS**

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**PART III - PROGRAM TARGET GROUPS**

Item 1: Vehicle Miles Of Travel (Millions Of Miles)

Variance Explanation: The vehicle miles of travel during the period have been significantly decreased due to the pandemic; businesses were shut down, travel limitations imposed, etc., and traffic demands were significantly reduced accordingly.

Item 2: Average Daily Traffic (Vehicles Per Day)

Variance Explanation: The average daily traffic during the period has been significantly decreased due to the pandemic; businesses were shut down, travel limitations imposed, etc., and traffic demands were significantly reduced accordingly.

Item 5: Miles of Roads with Pavement Condition Rating of 80 or More on a 0 (Worst) to 100 (Best) Scale

Variance Explanation: To be consistent with the FHWA report card and ACT100 report, Federal Regulation MAP21 Pavement Performance Measures are now being used to evaluate pavement condition in this variance report instead of using OCI that was used in the last two years' variance reports. MAP21 and OCI have different algorithms, so the values cannot be compared. MAP21 considers roughness, cracking, rutting (asphalt only), and faulting (concrete only), whereas OCI is comprised of normalized asphalt distress values - ride, rut, fatigue, and environmental cracking or for concrete - ride, joint spall, slab cracking, and faulting. MAP21 rates pavement condition to be good, fair, and poor. Using MAP21, the miles of roads with good pavement on Kauai are: FY 21 Estimate: 51 miles; and FY 21 Actual: 52.86 miles. The variance is 4%.

**PART IV - PROGRAM ACTIVITIES**

Items 4-6. No data available.

## VARIANCE REPORT

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	545.00	439.00	- 106.00	19	544.50	438.50	- 106.00	19	544.50	517.00	- 27.50	5
<b>EXPENDITURES (\$1000's)</b>	212,811	125,320	- 87,491	41	23,042	4,619	- 18,423	80	123,605	142,029	+ 18,424	15
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	545.00	439.00	- 106.00	19	544.50	438.50	- 106.00	19	544.50	517.00	- 27.50	5
<b>EXPENDITURES (\$1000's)</b>	212,811	125,320	- 87,491	41	23,042	4,619	- 18,423	80	123,605	142,029	+ 18,424	15
					FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)					40.20	27.85	- 12.35	31	40.03	40.47	+ 0.44	1
2. VENDOR PAYMENT EXCEEDING 30 DAYS					0.02	.04	+ 0.02	100	0.02	.03	+ 0.01	50
3. DEBT SERVICE COST TO TOTAL O&M EXPENDITURE					.15	.18	+ 0.03	20	0.19	.18	- 0.01	5
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)					545.00	NO DATA	- 545	100	544.00	544	+ 0	0
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)					1037.00	NO DATA	- 1037	100	1036.00	1036	+ 0	0
3. RESURFACING (LANE MILES)					190.00	80.96	- 109.04	57	16.78	16.78	+ 0	0
4. SPECIAL MAINTENANCE - RESURFACING (\$1000)					39476.0	15823	- 23653	60	4600	4600	+ 0	0
5. SPECIAL MAINTENANCE - OTHERS (\$1000)					23524.0	11787	- 11737	50	10400.0	10400	+ 0	0

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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 21: The position variance is due to transfers, promotions, and retirements. In addition, positions frozen in Act 9, SLH 2020, were not filled. The expenditure variance is due to the less than anticipated payroll expenditures, federal program expenditures and encumbrances, and travel expenditures. In addition, the expenditure variance is due to the transfer of special funds from TRN 595/DB to TRN 511/DD to fund Traffic Signal Maintenance and from TRN 595/DB to TRN 501/DC to fund Traffic Controllers.

#### **PART II - MEASURES OF EFFECTIVENESS**

Item 1: Costs of Admin Relative to Total Program Costs (%)

Variance Explanation: The estimated rate was higher than actual due to program costs being less than anticipated.

Item 2: % Of Late Int. Payments to Total Payments (\$)

Variance Explanation: The increase in late interest payments is mainly due to the districts and branches sending the invoices late. Some indicated that they were holding on to the invoices because they were waiting for the purchase requisitions to get approved. pCard charges were also not being reconciled in a timely basis, which also resulted in late interest payments.

Item 3: Debt Service Costs to Total O&M Expenditures

The estimated rate was lower than actual due to less than anticipated special maintenance, routine maintenance, payroll expenditures, supply expenditures, and travel expenditures.

#### **PART III - PROGRAM TARGET GROUPS**

No program target groups.

#### **PART IV - PROGRAM ACTIVITIES**

Items 1 and 2: No data available.

Item 3: Resurfacing (Lane Miles)

Variance Explanation: Projects were deferred due to COVID-19 funding restrictions.

Item 4: Special Maintenance (Resurfacing Per \$1,000)

Variance Explanation: Projects were deferred due to COVID-19 funding restrictions.

Item 5: Special Maintenance (Others Per \$1,000)

Variance Explanation: Projects were deferred due to COVID-19 funding restrictions.

## VARIANCE REPORT

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
<b>RESEARCH &amp; DEVELOPMENT COSTS</b>												
<b>POSITIONS</b>												
<b>EXPENDITURES (\$1,000's)</b>												
<b>OPERATING COSTS</b>												
<b>POSITIONS</b>	38.00	29.00	- 9.00	24	38.00	28.00	- 10.00	26	38.00	38.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	15,771	10,537	- 5,234	33	3,816	1,022	- 2,794	73	14,027	16,821	+ 2,794	20
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	38.00	29.00	- 9.00	24	38.00	28.00	- 10.00	26	38.00	38.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	15,771	10,537	- 5,234	33	3,816	1,022	- 2,794	73	14,027	16,821	+ 2,794	20

  

	FISCAL YEAR 2020-21				FISCAL YEAR 2021-22			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>								
1. NO. MOTOR VEH FATALITIES PER 10,000 MOTOR VEHICLES	1	2	+ 1	100	1	1	+ 0	0
2. NO. MOTOR VEH INJURIES PER 10,000 MOTOR VEHICLES	70.00	60	- 10	14	65.00	65	+ 0	0
3. NO. MOTOR VEH ACCIDENTS PER 10,000 MOTOR VEHICLES	105	96	- 9	9	105	105	+ 0	0
4. NO. MOTOR VEH PROP DAMAGE ACCDTS/10,000 MOTOR VEH	40	37	- 3	8	40	40	+ 0	0
5. NO. ACCIDENTS PER 10,000 MOTOR CARRIER VEHICLES	31.00	33	+ 2	6	30	30	+ 0	0
6. % DOT CERTIFIED INSPECTION STATIONS INSPECTED	25	.08	- 24.92	100	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	6000	74	- 5926	99	6000	6000	+ 0	0
9. NO. VEHICLES WEIGHED ON SEMI-PORT SCALE AND CITED	40	0	- 40	100	40	40	+ 0	0
10. NO. ACCIDENTS PER 10,000 SCHOOL BUS VEHICLES	1	1	+ 0	0	1	1	+ 0	0
<b>PART III: PROGRAM TARGET GROUP</b>								
1. NO. OF MOTOR CARRIERS	7000	7400	+ 400	6	7000	7000	+ 0	0
2. NO. OF MOTOR CARRIER VEHICLES	34400	30750	- 3650	11	34400	34400	+ 0	0
3. NO. OF MOTOR CARRIER DRIVERS	32000	30000	- 2000	6	32000	32000	+ 0	0
4. NO. OF MOTOR VEHICLES	1240000	1279800	+ 39800	3	1240000	1240000	+ 0	0
5. NO. OF DOT CERTIFIED VEHICLE INSPECTION STATIONS	165	165	+ 0	0	165	165	+ 0	0
6. NO. OF MOTOR CARRIERS WEIGHED SEMI-PORTABLE SCALES	6000	74	- 5926	99	6000	6000	+ 0	0
7. NO. OF MOTOR CARRIER WEIGHED FIX COMMERCIAL SCALES	25000	20000	- 5000	20	25000	25000	+ 0	0
8. NO. OF SCHOOL BUS OPERATORS	95	86	- 9	9	95	95	+ 0	0
9. NO. OF SCHOOL BUS VEHICLES	1050	1000	- 50	5	1050	1050	+ 0	0
10. NO. OF SCHOOL BUS DRIVERS	1700	1300	- 400	24	1700	1700	+ 0	0
<b>PART IV: PROGRAM ACTIVITY</b>								
1. NO. OF MOTOR CARRIER VEHICLES INSPECTED	3800	1500	- 2300	61	3800	3800	+ 0	0
2. NO. OF MOTOR CARRIER INVESTIGATIONS CONDUCTED	60	7	- 53	88	60	60	+ 0	0
3. NO. OF DOT CERTIFIED INSPECTION STATIONS INSPECTED	50	13	- 37	74	50	50	+ 0	0
4. NO. OF SEMI-PORTABLE SCALE SETUPS CONDUCTED	50	1	- 49	98	50	50	+ 0	0
5. NO. OF FIXED COMMERCIAL SCALE SETUPS CONDUCTED	250	108	- 142	57	250	250	+ 0	0
6. NO. OF SCHOOL BUSES INSPECTED	300	200	- 100	33	300	300	+ 0	0
7. NO. OF SCHOOL BUS INVESTIGATIONS CONDUCTED	12	2	- 10	83	12	12	+ 0	0

# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

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 21: The position variance is due to transfers, promotions, and retirements. The expenditure variance is due to the less than anticipated payroll expenditures, federal program expenditures and encumbrances, and travel expenditures. In addition, the expenditure variance is also due to less than anticipated Motorcycle Education Program State-funded expenditures, Civil ID Program State-funded expenditures, and Safe Community Program federal-funded expenditures.

### PART II - MEASURES OF EFFECTIVENESS

Item 1: No. Motor Vehicles Fatalities / 10,000 Motor Vehicles

Variance Explanation: The increase is due to driver behavior and inattention with the new technology of cell phone and texting capabilities (driver distractions).

Item 2: No. Motor Vehicles Injuries / 10,000 Motor Vehicles

Variance Explanation: The decrease is 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 awareness activities.

Item 6: % Department of Transportation (DOT) Certified Inspection Stations Inspected

Variance Explanation: The decrease is due to a shortage of personnel in the office to carry out the duties of the motor carrier operations and therefore being unable to schedule certified officers to go out to certify 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.

Item 8: Semi-Portable Scale Vehicles Weighed

Variance Explanation: The decrease is due to the shortage of personnel and being unable to safely run the weight enforcement operation with minimum manpower.

Item 9: Semi-Portable Scale Vehicles Cited Weighed

Variance Explanation: The decrease is 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 2: No. of Motor Carrier Vehicles

Variance Explanation: The decrease is due to downsizing and closing of carriers due to the COVID-19 pandemic.

Item 6: No. of Motor Carrier Weighed Semi-Portable Scales

Variance Explanation: The decrease is due to the shortage of personnel and being unable to safely run the weight enforcement operation with minimum manpower

Item 7: No. of Motor Carrier Weighed Fix Commercial Scales

Variance Explanation: The decrease is due to the shortage of personnel and the shutdown from the COVID-19 pandemic.

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 03 08  
TRN 597

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### PROGRAM TITLE: HIGHWAYS SAFETY

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#### Item 10: No. of School Bus Drivers

Variance Explanation: The decrease is due to the COVID-19 pandemic and students switching to at-home learning and not reporting to the schools. Drivers of the school buses were not needed to transport the students to and from school.

### **PART IV - PROGRAM ACTIVITIES**

#### Item 1: No. of Motor Carrier Vehicles Inspected

Variance Explanation: The decrease is due to the lack of personnel and the shutdown from the COVID-19 pandemic from April 2020 to August 2020. When conducting vehicle inspections, our officers are in close contact with the drivers, and personal protective equipment was unavailable till August 2020.

#### Item 2: No. of Motor Carrier Investigations Conducted

Variance Explanation: The decrease is 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: No. of DOT Certified Inspection Stations Inspected

Variance Explanation: The decrease is due to the shortage of personnel in the office to carry out the duties of the motor carrier operations and therefore being unable to schedule certified officers to go out to certify 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: No. of Semi-Portable Scale Setups Conducted

Variance Explanation: The decrease is due to the lack of personnel to be able to set-up our weight enforcement operation. A minimum of six officers is needed to safely operate our weight enforcement operation in Campbell. We were operating with only five officers.

#### Item 5: No. of Fix Commercial Scale Setups Conducted

Variance Explanation: The decrease is due to the lack of personnel and the COVID-19 pandemic.

#### Item 6: No. of School Buses Inspected

Variance Explanation: The decrease is due to the lack of personnel and the shutdown of the carriers due to the COVID-19 pandemic.

#### Item 7: No. of School Bus Investigations Conducted

Variance Explanation: The decrease is due to the lack of qualified personnel to conduct school bus investigations.

## VARIANCE REPORT

	FISCAL YEAR 2020-21				THREE MONTHS ENDED 09-30-21				NINE MONTHS ENDING 06-30-22						
	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	83.00	-	28.00	25	112.00	82.00	-	30.00	27	112.00	112.00	+	0.00	0
EXPENDITURES (\$1000's)	41,275	43,096	+	1,821	4	11,136	9,806	-	1,330	12	31,372	32,702	+	1,330	4
TOTAL COSTS															
POSITIONS	111.00	83.00	-	28.00	25	112.00	82.00	-	30.00	27	112.00	112.00	+	0.00	0
EXPENDITURES (\$1000's)	41,275	43,096	+	1,821	4	11,136	9,806	-	1,330	12	31,372	32,702	+	1,330	4
						FISCAL YEAR 2020-21				FISCAL YEAR 2021-22					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)						4	3	-	1	25	4	4	+	0	0
PART IV: PROGRAM ACTIVITY															
1. DIRECTOR'S OFFICE						20	17	-	3	15	20	20	+	0	0
2. PERSONNEL OFFICE						11	8	-	3	27	11	11	+	0	0
3. OFFICE OF CIVIL RIGHTS						8	6	-	2	25	8	8	+	0	0
4. BUSINESS MANAGEMENT OFFICE						17	14	-	3	18	17	17	+	0	0
5. CONTRACTS OFFICE						4	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	18	+	0	0
8. PPB MANAGEMENT AND ANALYTICAL						11	7	-	4	36	11	11	+	0	0
9. STATEWIDE TRANSPORATION PLANNING						17	11	-	6	35	17	17	+	0	0



# VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 04  
TRN 995

## **PROGRAM TITLE: GENERAL ADMINISTRATION**

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### **PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000):

FY 21: The position variance is due to delays in recruiting and filling vacant positions; the expenditure variance is due to delays in expending federal funds and delays 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 22, three months that ended September 30, 2021: The position variance is due to delays in recruiting and filling vacant positions; the expenditure variance is due to delays in expending funds and delays in filling vacant positions.

### **PART II - MEASURES OF EFFECTIVENESS**

Item 1. The variance is due to lower administrative costs relative to the program total.

### **PART III - PROGRAM TARGET GROUPS**

No program target groups.

### **PART IV - PROGRAM ACTIVITIES**

Items 1 to 4 and 7 to 9. The variances are due to delays in recruiting and filling vacant positions.

## VARIANCE REPORT

	FISCAL YEAR 2020-21					THREE MONTHS ENDED 09-30-21					NINE MONTHS ENDING 06-30-22				
	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	911	-	931	51	519	0	-	519	100	1,323	1,842	+	519	39
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	911	-	931	51	519	0	-	519	100	1,323	1,842	+	519	39

## VARIANCE REPORT NARRATIVE FY 2021 AND FY 2022

03 05  
TRN 695

**PROGRAM TITLE: ALOHA TOWER DEVELOPMENT CORPORATION**

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### **PART I - EXPENDITURES AND POSITIONS**

FY 21: The expenditure variance is due to lower than anticipated expenses.

FY 22: The expenditure variance is 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 program target groups have been developed for this program.

### **PART IV - PROGRAM ACTIVITIES**

No program activities have been developed for this program.