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## **TRANSPORTATION**

# VARIANCE REPORT

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	2,770.00	2,238.00	- 532.00	19	2,751.00	2,246.00	- 505.00	18	2,751.00	2,598.00	- 153.00	6
EXPENDITURES (\$1000's)	1,361,602	1,137,523	- 224,079	16	345,728	211,204	- 134,524	39	1,121,314	1,271,379	+ 150,065	13
TOTAL COSTS												
POSITIONS	2,770.00	2,238.00	- 532.00	19	2,751.00	2,246.00	- 505.00	18	2,751.00	2,598.00	- 153.00	6
EXPENDITURES (\$1000's)	1,361,602	1,137,523	- 224,079	16	345,728	211,204	- 134,524	39	1,121,314	1,271,379	+ 150,065	13
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVE TIME FROM PLANE TOUCHDWN TO PASSNGR DEPRT(AIR)	19	19	+ 0	0	19	19	+ 0	0				
2. NO. ACCIDENTS PER 100,000 PASSENGER MOVEMENTS(AIR)	0	0	+ 0	0	0	0	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (AIR)	2116	2116	+ 0	0	2116	2116	+ 0	0				
4. NUMBER OF CONTAINERS EXPRESSED IN TEU'S	1839840	1740957	- 98883	5	1876433	1876433	+ 0	0				
5. TOTAL BAR. OF LIQ. CARGO PRCESD PER YR (THOUSANDS)	31421	29532	- 1889	6	31421	31421	+ 0	0				
6. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	1	+ 1	0	0	0	+ 0	0				

**PROGRAM TITLE: TRANSPORTATION FACILITIES**

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**PART I - EXPENDITURES AND POSITIONS**

(See Lowest Level Programs for Explanation of Variances)

**PART II - MEASURES OF EFFECTIVENESS**

(See Lowest Level Programs for Explanation of Variances)

# VARIANCE REPORT

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	1,369.00	1,162.00	- 207.00	15	1,369.00	1,190.00	- 179.00	13	1,369.00	1,267.00	- 102.00	7
EXPENDITURES (\$1000's)	791,780	663,253	- 128,527	16	225,102	124,426	- 100,676	45	639,735	740,410	+ 100,675	16
TOTAL COSTS												
POSITIONS	1,369.00	1,162.00	- 207.00	15	1,369.00	1,190.00	- 179.00	13	1,369.00	1,267.00	- 102.00	7
EXPENDITURES (\$1000's)	791,780	663,253	- 128,527	16	225,102	124,426	- 100,676	45	639,735	740,410	+ 100,675	16
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	19	19	+ 0	0	19	19	+ 0	0				
2. PERCENTAGE OF TSA WAIT TIMES LESS THAN 30 MINUTES	61	61	+ 0	0	61	61	+ 0	0				
3. TOTAL THROUGH-PUT COST PER PASSENGER (CENTS)	2116	2116	+ 0	0	2116	2116	+ 0	0				
4. ACCIDENTS PER 100,000 PASSENGER MOVEMENTS	0.32	.32	+ 0	0	0.32	.32	+ 0	0				

**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:

DANIEL K. INOUEY INTERNATIONAL AIRPORT

12/3/24

PROGRAM-ID:

TRN-102

PROGRAM STRUCTURE NO:

030101

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	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>	667.00	562.00	- 105.00	16	662.00	564.00	- 98.00	15	662.00	596.00	- 66.00	10
<b>EXPENDITURES (\$1000's)</b>	250,279	231,955	- 18,324	7	67,051	37,280	- 29,771	44	188,834	218,605	+ 29,771	16
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	667.00	562.00	- 105.00	16	662.00	564.00	- 98.00	15	662.00	596.00	- 66.00	10
<b>EXPENDITURES (\$1000's)</b>	250,279	231,955	- 18,324	7	67,051	37,280	- 29,771	44	188,834	218,605	+ 29,771	16
	<b>FISCAL YEAR 2023-24</b>				<b>FISCAL YEAR 2024-25</b>							
	<b>PLANNED</b>	<b>ACTUAL</b>	<b>± CHANGE</b>	<b>%</b>	<b>PLANNED</b>	<b>ESTIMATED</b>	<b>± CHANGE</b>	<b>%</b>				
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	35	35	+ 0	0	35	35	+ 0	0				
2. % OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER	100	80	- 20	20	100	85	- 15	15				
3. THROUGH PUT COST PER PASSENGER (CENTS)	650	1168	+ 518	80	650	1197	+ 547	84				
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1.5	1.5	+ 0	0	1.5	1.5	+ 0	0				
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	3700	7700	+ 4000	108	3700	7893	+ 4193	113				
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	8	- 42	84	55	50	- 5	9				
<b>PART III: PROGRAM TARGET GROUP</b>												
1. PASSENGERS (THOUSANDS)	19755	21313	+ 1558	8	20750	21691	+ 941	5				
2. CARGO (THOUSANDS OF TONS)	570	567	- 3	1	625	572	- 53	8				
3. AIR MAIL (THOUSANDS OF TONS)	80	62	- 18	23	80	62	- 18	23				
4. AIRCRAFT OPERATIONS (THOUSANDS)	290	334	+ 44	15	305	338	+ 33	11				
5. WIDE BODY AIRCRAFT OPERATIONS (HUNDREDS)	190	190	+ 0	0	198	192	- 6	3				
<b>PART IV: PROGRAM ACTIVITY</b>												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	92	92	+ 0	0	92	92	+ 0	0				
2. CARGO HANDLING AREA (1,000 SQ FT)	2700	2700	+ 0	0	2700	2700	+ 0	0				
3. VEHICULAR CAPACITY IN PARKING STALLS	5329	5329	+ 0	0	5329	5329	+ 0	0				
4. TERMINAL FACILITIES (1,000 SQ FT)	3250	3250	+ 0	0	3250	3250	+ 0	0				
5. WIDE BODY AIRCRAFT GATES	35	35	+ 0	0	35	35	+ 0	0				
6. CIP IMPLEMENTATION	312217	198877	- 113340	36	312217	72524	- 239693	77				

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

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The position variance is due to difficulties in recruiting and filling vacant positions; the expenditure variance is due to vacancy savings, lower than anticipated fringe costs, and deferral of repair and maintenance projects.

FY 25: The position variance is due to delays in recruiting and filling vacant positions; the expenditure variance is due to delayed expenditures and purchases in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

Item 2. The increase in passengers created longer lines through the Transportation Security Administration security checkpoints.

Items 3 and 5. The variances are due to not updating the planned amounts. Changes in operating expenses and passenger counts should have been factored in when updating the planned amounts.

Item 6. The variances are due to not updating the planned amounts for the capital improvement program. Due to project delays, completion of projects in FY 24 were less than projected.

**PART III - PROGRAM TARGET GROUPS**

Items 3 and 4. Planned amounts were not updated.

**PART IV - PROGRAM ACTIVITIES**

Item 6. Refer to Part II, Item No. 6.

PROGRAM TITLE: GENERAL AVIATION

12/3/24

PROGRAM-ID: TRN-104

PROGRAM STRUCTURE NO: 030102

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	31.00	30.00	- 1.00	3	31.00	30.00	- 1.00	3	31.00	30.00	- 1.00	3
EXPENDITURES (\$1000's)	9,602	8,863	- 739	8	3,665	2,212	- 1,453	40	12,132	13,585	+ 1,453	12
TOTAL COSTS												
POSITIONS	31.00	30.00	- 1.00	3	31.00	30.00	- 1.00	3	31.00	30.00	- 1.00	3
EXPENDITURES (\$1000's)	9,602	8,863	- 739	8	3,665	2,212	- 1,453	40	12,132	13,585	+ 1,453	12
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0
2. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	+ 0	0	0	100	+ 100	0				
PART III: PROGRAM TARGET GROUP												
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)	296	334	+ 38	13	310	333	+ 23	7				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	38	38	+ 0	0	38	38	+ 0	0				
2. CIP IMPLEMENTATION	12001	863	- 11138	93	12001	1095	- 10906	91				



**PROGRAM TITLE: GENERAL AVIATION**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The expenditure variance is due to vacancy savings, lower than anticipated fringe costs, lower costs in other current expenses and deferral of repair and maintenance projects.

FY 25: The expenditure variances are due to the delayed or deferred projects and expenses in the 1st quarter being done in the subsequent quarters.

**PART II - MEASURES OF EFFECTIVENESS**

No significant variances to report.

**PART III - PROGRAM TARGET GROUPS**

Item 1. The increase in private aircraft operations is due to underestimating the number of operations, which is reported by the air traffic control tower.

**PART IV - PROGRAM ACTIVITIES**

Item 2. The variance is due to not updating the planned amounts for the capital improvement program.

PROGRAM TITLE:

HILO INTERNATIONAL AIRPORT

12/3/24

PROGRAM-ID:

TRN-111

PROGRAM STRUCTURE NO:

030103

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	85.00	77.00	- 8.00	9	85.00	81.00	- 4.00	5	85.00	84.00	- 1.00	1
EXPENDITURES (\$1000's)	22,591	20,721	- 1,870	8	5,983	4,474	- 1,509	25	17,338	18,847	+ 1,509	9
TOTAL COSTS												
POSITIONS	85.00	77.00	- 8.00	9	85.00	81.00	- 4.00	5	85.00	84.00	- 1.00	1
EXPENDITURES (\$1000's)	22,591	20,721	- 1,870	8	5,983	4,474	- 1,509	25	17,338	18,847	+ 1,509	9
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	19	19	+ 0	0	19	19	+ 0	0				
2. % OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER	90	95	+ 5	6	90	90	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (CENTS)	910	1549	+ 639	70	910	1588	+ 678	75				
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.10	0	- 0.1	100	.10	0	- 0.1	100				
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	5500	9036	+ 3536	64	5500	9262	+ 3762	68				
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	0	- 50	100	60	100	+ 40	67				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	1430	1434	+ 4	0	1430	1456	+ 26	2				
2. CARGO (THOUSANDS OF TONS)	20	16	- 4	20	25	17	- 8	32				
3. AIR MAIL (TONS)	5760	4711	- 1049	18	5760	4758	- 1002	17				
4. AIRCRAFT OPERATIONS (THOUSANDS)	44	45	+ 1	2	45	44	- 1	2				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	65	65	+ 0	0	65	65	+ 0	0				
2. CARGO HANDLING AREA (1,000 SQ FT)	1020	1020	+ 0	0	1020	1020	+ 0	0				
3. VEHICULAR CAPACITY IN PARKING STALLS	705	481	- 224	32	705	481	- 224	32				
4. TERMINAL FACILITIES (1,000 SQ FT)	250	250	+ 0	0	250	250	+ 0	0				
5. CIP IMPLEMENTATION	0	15077	+ 15077	0	0	19554	+ 19554	0				

**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 24: The expenditure variance is due to vacancy savings, lower than anticipated fringe costs, and deferral of repair and maintenance projects.

FY 25: The expenditure variances are due to delayed expenditures and purchases in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

Items 3-5. Changes in operating expenses and passenger counts were not factored in when updating the planned amounts.

Item 6. The actual variance was due to delays in the projects' timetables. The estimated variance is due to underestimating the planned amount.

**PART III - PROGRAM TARGET GROUPS**

Items 2 and 3. The interisland cargo and mail traffic was overestimated in anticipation of the full operation of an interisland cargo carrier after its aircraft was grounded in prior years.

**PART IV - PROGRAM ACTIVITIES**

Items 3 and 6. The variance is due to incorrect planned amounts.

PROGRAM TITLE:

ELLISON ONIZUKA KONA INTL. AIRPT AT KE'AHOLE

12/3/24

PROGRAM-ID:

TRN-114

PROGRAM STRUCTURE NO:

030104

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	102.00	79.00	- 23.00	23	110.00	90.00	- 20.00	18	110.00	100.00	- 10.00	9
EXPENDITURES (\$1000's)	27,570	25,546	- 2,024	7	8,115	5,863	- 2,252	28	21,495	23,747	+ 2,252	10
TOTAL COSTS												
POSITIONS	102.00	79.00	- 23.00	23	110.00	90.00	- 20.00	18	110.00	100.00	- 10.00	9
EXPENDITURES (\$1000's)	27,570	25,546	- 2,024	7	8,115	5,863	- 2,252	28	21,495	23,747	+ 2,252	10

	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>								
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	25	25	+ 0	0	25	25	+ 0	0
2. % OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER	100	95	- 5	5	100	95	- 5	5
3. THROUGH-PUT COST PER PASSENGER (CENTS)	670	627	- 43	6	670	643	- 27	4
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	.16	0	- 0.16	100	.16	0	- 0.16	100
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	7000	7000	+ 0	0	7000	7175	+ 175	3
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	0	- 50	100	55	100	+ 45	82

<b>PART III: PROGRAM TARGET GROUP</b>								
1. PASSENGERS (THOUSANDS)	4575	4160	- 415	9	4575	4259	- 316	7
2. CARGO (THOUSAND OF TONS)	32	42	+ 10	31	34	42	+ 8	24
3. AIR MAIL (TONS)	5440	4063	- 1377	25	5548	4104	- 1444	26
4. AIRCRAFT OPERATIONS (THOUSANDS)	105	95	- 10	10	105	102	- 3	3

<b>PART IV: PROGRAM ACTIVITY</b>								
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	60	60	+ 0	0	60	60	+ 0	0
2. CARGO HANDLING AREA (SQ. FT.)	161000	161000	+ 0	0	161000	161000	+ 0	0
3. VEHICULAR CAPACITY IN PARKING STALLS	1475	712	- 763	52	1475	712	- 763	52
4. TERMINAL FACILITES (1,000 SQ FT)	200	200	+ 0	0	200	200	+ 0	0
5. CIP IMPLEMENTATION	0	20243	+ 20243	0	0	14215	+ 14215	0

**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 24: 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, and deferral of repair and maintenance projects.

FY 25: The position variance is due to delays in 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**

Item 4. Changes in passenger counts were not factored in when updating the planned amounts.

Item 6. The variance is due to not updating the planned amounts for the capital improvement program (CIP).

**PART III - PROGRAM TARGET GROUPS**

Item 2. Planned amounts were not updated.

Item 3. Interisland mail traffic was overestimated in anticipation of the comeback of an interisland cargo carrier.

Item 4. The planned amount for FY 24 was overestimated.

**PART IV - PROGRAM ACTIVITIES**

Item 3. The planned amount was not updated to reflect the terminal modernization improvements.

Item 5. The variance is due to not updating the planned amounts of CIP.

PROGRAM TITLE: WAIMEA-KOHALA AIRPORT

12/3/24

PROGRAM-ID: TRN-116

PROGRAM STRUCTURE NO: 030105

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
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)	1,152	1,059	- 93	8	305	280	- 25	8	886	911	+ 25	3
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)	1,152	1,059	- 93	8	305	280	- 25	8	886	911	+ 25	3
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0
2. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	+ 0	0	0	100	+ 100	0				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	9	8	- 1	11	10	8	- 2	20				
2. AIRCRAFT OPERATIONS (THOUSANDS)	2	2	+ 0	0	2	2	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	55	6	- 49	89	55	6	- 49	89				
2. CIP IMPLEMENTATION	0	0	+ 0	0	0	0	+ 0	0				

**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 24: The expenditure variance is due to deferral of repair and maintenance projects and the lower expenses for operations and activity at the airport.

FY 25: No significant variances.

**PART II - MEASURES OF EFFECTIVENESS**

Item 2. FY 25 planned amount does not reflect correct anticipated completion of projects.

**PART III - PROGRAM TARGET GROUPS**

Item 1. The small number (in thousands) makes any variance significant on a percentage basis.

**PART IV - PROGRAM ACTIVITIES**

Item 1. The variance is due to overestimating planned amounts; there has been a reduced number of flights per day.

PROGRAM TITLE: UPOLU AIRPORT

12/3/24

PROGRAM-ID: TRN-118

PROGRAM STRUCTURE NO: 030106

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25						
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
<b>OPERATING COSTS</b>															
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)	51	10	-	41	80	25	3	-	22	88	26	48	+	22	85
<b>TOTAL COSTS</b>															
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)	51	10	-	41	80	25	3	-	22	88	26	48	+	22	85
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25										
	PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%					
<b>PART II: MEASURES OF EFFECTIVENESS</b>															
1. NO. OF ACCIDENTS PER 100,000 SQ. FT.	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
<b>PART III: PROGRAM TARGET GROUP</b>															
1. AIRCRAFT OPERATIONS (THOUSANDS)	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0
<b>PART IV: PROGRAM ACTIVITY</b>															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	26	0	-	26	100	26	0	-	26	100	26	0	-	26	100
2. CIP IMPLEMENTATION	0	0	+	0	0	0	0	+	0	0	0	0	+	0	0



**PROGRAM TITLE: UPOLU AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The actual expenditure variance is due to the decrease of activity and expenditures at the airport.

FY 25: The expenditure variances is due to the deferral of purchases and services in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

No significant variances to report.

**PART III - PROGRAM TARGET GROUPS**

No significant variances to report.

**PART IV - PROGRAM ACTIVITIES**

Item 1. Capacity/usage is dependent upon military training/exercises at the airport.

PROGRAM TITLE: KAHULUI AIRPORT

PROGRAM-ID: TRN-131

PROGRAM STRUCTURE NO: 030107

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	185.00	168.00	- 17.00	9	183.00	171.00	- 12.00	7	183.00	175.00	- 8.00	4
EXPENDITURES (\$1000's)	46,877	38,745	- 8,132	17	13,831	9,934	- 3,897	28	34,245	38,142	+ 3,897	11
TOTAL COSTS												
POSITIONS	185.00	168.00	- 17.00	9	183.00	171.00	- 12.00	7	183.00	175.00	- 8.00	4
EXPENDITURES (\$1000's)	46,877	38,745	- 8,132	17	13,831	9,934	- 3,897	28	34,245	38,142	+ 3,897	11
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	30	+ 10	50	20	20	+ 0	0				
2. %OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER	85	94	+ 9	11	88	97	+ 9	10				
3. THROUGH-PUT COST PER PASSENGER (CENTS)	500	512	+ 12	2	500	525	+ 25	5				
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1	1	+ 0	0	1	1	+ 0	0				
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	6200	10978	+ 4778	77	6200	11252	+ 5052	81				
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	50	0	- 50	100	55	50	- 5	9				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	9550	6893	- 2657	28	9550	7526	- 2024	21				
2. CARGO (THOUSANDS OF TONS)	44	47	+ 3	7	45	47	+ 2	4				
3. AIR MAIL (TONS)	9650	6167	- 3483	36	9650	6228	- 3422	35				
4. AIRCRAFT OPERATIONS (THOUSANDS)	125	123	- 2	2	125	128	+ 3	2				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	71	71	+ 0	0	71	71	+ 0	0				
2. CARGO HANDLING AREA (1,000 SQ FT)	104	105	+ 1	1	104	105	+ 1	1				
3. VEHICULAR CAPACITY IN PARKING STALLS	1200	1345	+ 145	12	1200	1345	+ 145	12				
4. TERMINAL FACILITIES (1,000 SQ FT)	373	373	+ 0	0	373	373	+ 0	0				
5. CIP IMPLEMENTATION	34700	28444	- 6256	18	34700	35109	+ 409	1				

**PROGRAM TITLE: KAHULUI AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 23: 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, and deferral of repair and maintenance projects.

FY 24: 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, 2, and 5. Changes in operating expenses and passenger counts should have been factored in when updating the planned amounts.

Item 6. Due to project schedule delays, fewer projects closed (or will close) on time.

**PART III - PROGRAM TARGET GROUPS**

Items 1 and 3. The wildfires on Maui severely affected the air traffic (movements of passengers, mail, and aircraft operations), with airlines suspending flights to the island.

**PART IV - PROGRAM ACTIVITIES**

Items 3 and 5. The variance is due to incorrect planned amounts.

PROGRAM TITLE: HANA AIRPORT

PROGRAM-ID: TRN-133

PROGRAM STRUCTURE NO: 030108

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	3.00	3.00	+ 0.00	0	3.00	3.00	+ 0.00	0	3.00	3.00	+ 0.00	0
EXPENDITURES (\$1000's)	564	514	- 50	9	151	95	- 56	37	456	512	+ 56	12
TOTAL COSTS												
POSITIONS	3.00	3.00	+ 0.00	0	3.00	3.00	+ 0.00	0	3.00	3.00	+ 0.00	0
EXPENDITURES (\$1000's)	564	514	- 50	9	151	95	- 56	37	456	512	+ 56	12
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+ 0	0	0	100	+ 100	0				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	5	4	- 1	20	5	7	+ 2	40				
2. AIRCRAFT OPERATIONS (THOUSANDS)	2	2	+ 0	0	2	2	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	36	36	+ 0	0	36	36	+ 0	0				
2. CIP IMPLEMENTATION	0	0	+ 0	0	0	0	+ 0	0				

**PROGRAM TITLE: HANA AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: No significant variances.

FY 25: The actual and estimated expenditure variances are due to delays in purchases and lower than anticipated expenses in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

No significant variances to report.

**PART III - PROGRAM TARGET GROUPS**

Item 1. The Maui wildfires affected the passenger counts. The smaller numbers will reflect a significant variance on a percentage basis.

**PART IV - PROGRAM ACTIVITIES**

No significant variances to report.

PROGRAM TITLE: KAPALUA AIRPORT

12/3/24

PROGRAM-ID: TRN-135

PROGRAM STRUCTURE NO: 030109

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	12.00	10.00	- 2.00	17	12.00	10.00	- 2.00	17	12.00	12.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,909	2,157	- 752	26	773	485	- 288	37	2,217	2,505	+ 288	13
TOTAL COSTS												
POSITIONS	12.00	10.00	- 2.00	17	12.00	10.00	- 2.00	17	12.00	12.00	+ 0.00	0
EXPENDITURES (\$1000's)	2,909	2,157	- 752	26	773	485	- 288	37	2,217	2,505	+ 288	13
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	1	0	- 1	100	1	0	- 1	100				
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+ 0	0	0	100	+ 100	0				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	20	5	- 15	75	20	5	- 15	75				
2. AIRCRAFT OPERATIONS (THOUSANDS)	3	2	- 1	33	3	2	- 1	33				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	37	5	- 32	86	37	5	- 32	86				
2. CIP IMPLEMENTATION	0	0	+ 0	0	0	0	+ 0	0				

**PROGRAM TITLE: KAPALUA AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The small amount of positions makes any variance significant on a percentage basis. The expenditure variance is due to lower than anticipated fringe costs and deferral of repair and maintenance projects.

FY 25: The small amount of positions makes any variance significant on a percentage basis. 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**

Item 1. The actual number of accidents was significantly less per 100,000 movements.

Item 2. The FY 25 planned percentage was underestimated.

**PART III - PROGRAM TARGET GROUPS**

Items 1 and 2. The Maui wildfires affected the passenger counts and aircraft operations. The smaller numbers will reflect a significant variance on a percentage basis.

**PART IV - PROGRAM ACTIVITIES**

Item 1. The Maui wildfires affected the aircraft operations. The smaller numbers will reflect a significant variance on a percentage basis.

PROGRAM TITLE: MOLOKAI AIRPORT

12/3/24

PROGRAM-ID: TRN-141

PROGRAM STRUCTURE NO: 030110

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	15.00	13.00	- 2.00	13	15.00	14.00	- 1.00	7	15.00	14.00	- 1.00	7
EXPENDITURES (\$1000's)	3,739	3,203	- 536	14	1,028	698	- 330	32	2,794	3,124	+ 330	12
TOTAL COSTS												
POSITIONS	15.00	13.00	- 2.00	13	15.00	14.00	- 1.00	7	15.00	14.00	- 1.00	7
EXPENDITURES (\$1000's)	3,739	3,203	- 536	14	1,028	698	- 330	32	2,794	3,124	+ 330	12
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0
2. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	0	0	+ 0	0	0	100	+ 100	0				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS(THOUSANDS)	194	173	- 21	11	197	178	- 19	10				
2. CARGO (TONS)	2234	2485	+ 251	11	2235	2509	+ 274	12				
3. AIR MAIL (TONS)	910	599	- 311	34	915	605	- 310	34				
4. AIRCRAFT OPERATIONS (THOUSANDS)	33	34	+ 1	3	34	35	+ 1	3				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	75	33	- 42	56	75	35	- 40	53				
2. CIP IMPLEMENTATION	0	1926	+ 1926	0	0	9171	+ 9171	0				



**PROGRAM TITLE: MOLOKAI AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The small number of positions makes any variance significant on a percentage basis. The expenditure variance is due to deferral of maintenance projects and the lower than anticipated expenses on the operations and activity at the airport.

FY 25: The actual and estimated expenditure variances are due to delayed expenditures and purchases in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

Item 2. The FY 25 planned percentage was underestimated.

**PART III - PROGRAM TARGET GROUPS**

Item 1. The variances are due to not updating the planned amounts.

Item 2. A cargo carrier made a limited engagement of cargo flights to Molokai.

Item 3. Interisland mail traffic was overestimated in anticipation of the full comeback of an interisland cargo carrier.

**PART IV - PROGRAM ACTIVITIES**

Item 1. The variances are due to overestimating the planned amounts.

Item 2. The variances are due to not updating the planned amounts for the capital improvement program.

PROGRAM TITLE: KALAUPAPA AIRPORT

PROGRAM-ID: TRN-143

PROGRAM STRUCTURE NO: 030111

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	2.00	2.00	+ 0.00	0	2.00	2.00	+ 0.00	0	2.00	2.00	+ 0.00	0
EXPENDITURES (\$1000's)	488	370	- 118	24	129	97	- 32	25	390	422	+ 32	8
TOTAL COSTS												
POSITIONS	2.00	2.00	+ 0.00	0	2.00	2.00	+ 0.00	0	2.00	2.00	+ 0.00	0
EXPENDITURES (\$1000's)	488	370	- 118	24	129	97	- 32	25	390	422	+ 32	8
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+ 0	0	0	100	+ 100	0				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	17	8	- 9	53	18	9	- 9	50				
2. AIRCRAFT OPERATIONS (THOUSANDS)	3	3	+ 0	0	4	3	- 1	25				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	75	13	- 62	83	75	13	- 62	83				
2. CIP IMPLEMENTATION	0	0	+ 0	0	0	0	+ 0	0				

**PROGRAM TITLE: KALAUPAPA AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The expenditure variance is due to the deferral of expenses and lower than anticipated fringe benefit costs.

FY 25: The actual and estimated variances are due to the delayed or deferred expenditures from the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

No variances to report.

**PART III - PROGRAM TARGET GROUPS**

Item 1. The variances are due to not updating the planned amounts.

**PART IV - PROGRAM ACTIVITIES**

Item 1. The variances are due to not updating the planned amounts.

PROGRAM TITLE: LANAI AIRPORT

12/3/24

PROGRAM-ID: TRN-151

PROGRAM STRUCTURE NO: 030112

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	14.00	14.00	+ 0.00	0	14.00	14.00	+ 0.00	0	14.00	14.00	+ 0.00	0
EXPENDITURES (\$1000's)	4,155	3,271	- 884	21	1,202	666	- 536	45	3,058	3,594	+ 536	18
TOTAL COSTS												
POSITIONS	14.00	14.00	+ 0.00	0	14.00	14.00	+ 0.00	0	14.00	14.00	+ 0.00	0
EXPENDITURES (\$1000's)	4,155	3,271	- 884	21	1,202	666	- 536	45	3,058	3,594	+ 536	18
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	0	+ 0	0	0	100	+ 100	0				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	107	114	+ 7	7	110	116	+ 6	5				
2. CARGO (TONS)	2400	3007	+ 607	25	2400	3037	+ 637	27				
3. AIR MAIL (TONS)	451	310	- 141	31	451	313	- 138	31				
4. AIRCRAFT OPERATIONS (THOUSANDS)	25	26	+ 1	4	25	26	+ 1	4				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	56	56	+ 0	0	56	56	+ 0	0				
2. CIP IMPLEMENTATION	0	2975	+ 2975	0	0	0	+ 0	0				

**PROGRAM TITLE: LANAI AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The expenditure variance is due to lower than anticipated fringe costs, and deferral of purchases and repair and maintenance projects.

FY 25: The expenditure variances are due to the deferral and delay of purchases in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

Item 2. The variance is due to not updating the planned amounts for the capital improvement program.

**PART III - PROGRAM TARGET GROUPS**

Items 2 and 3. The variances are due to not updating the planned amounts.

**PART IV - PROGRAM ACTIVITIES**

Item 2. The variance is due to not updating the planned amount for the capital improvement program.

PROGRAM TITLE: LIHUE AIRPORT

PROGRAM-ID: TRN-161

PROGRAM STRUCTURE NO: 030113

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	115.00	108.00	- 7.00	6	115.00	111.00	- 4.00	3	115.00	113.00	- 2.00	2
EXPENDITURES (\$1000's)	28,989	26,130	- 2,859	10	9,043	7,482	- 1,561	17	21,261	22,822	+ 1,561	7
TOTAL COSTS												
POSITIONS	115.00	108.00	- 7.00	6	115.00	111.00	- 4.00	3	115.00	113.00	- 2.00	2
EXPENDITURES (\$1000's)	28,989	26,130	- 2,859	10	9,043	7,482	- 1,561	17	21,261	22,822	+ 1,561	7
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE	20	20	+ 0	0	20	20	+ 0	0				
2. % OF TSA WAIT TIMES < 30 MINUTES FOR PASSENGER	85	95	+ 10	12	85	85	+ 0	0				
3. THROUGH-PUT COST PER PASSENGER (CENTS)	900	734	- 166	18	900	752	- 148	16				
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS	0	0	+ 0	0	0	0	+ 0	0				
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)	2700	3294	+ 594	22	2700	3376	+ 676	25				
6. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	50	0	- 50	100	50	100	+ 50	100				
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)	4205	3655	- 550	13	4205	3875	- 330	8				
2. CARGO (TONS)	35000	28766	- 6234	18	35000	29054	- 5946	17				
3. AIR MAIL (TONS)	4400	3404	- 996	23	4400	3438	- 962	22				
4. AIRCRAFT OPERATIONS (THOUSANDS)	116	128	+ 12	10	116	127	+ 11	9				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	110	110	+ 0	0	110	110	+ 0	0				
2. CARGO HANDLING AREA (SQ FT)	757000	757000	+ 0	0	757000	757000	+ 0	0				
3. VEHICULAR CAPACITY IN PARKING STALLS	575	575	+ 0	0	575	575	+ 0	0				
4. TERMINAL FACILITIES (1,000 SQ FT)	88	88	+ 0	0	88	88	+ 0	0				
5. CIP IMPLEMENTATION	9451	2975	- 6476	69	10000	7099	- 2901	29				

**PROGRAM TITLE: LIHUE AIRPORT**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The expenditure variance is due to lower than anticipated payroll expenses and deferral of expenditures and repair and maintenance projects.

FY 25: The expenditure variance is due to delayed expenses and purchases in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

Items 2, 3, and 5. Changes in operating expenses and passenger counts should have been factored in when updating the planned amounts.

Item 6. The variance is due to incorrect planned amount for the capital improvement program. In FY 25, all projects are expected to close on time.

**PART III - PROGRAM TARGET GROUPS**

The actual and estimated variances are due to incorrect planned amounts. Cargo and air mail was overestimated. With the worldwide easing of travel restrictions, there has been an increase in flights.

**PART IV - PROGRAM ACTIVITIES**

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

PROGRAM TITLE: PORT ALLEN AIRPORT

12/3/24

PROGRAM-ID: TRN-163

PROGRAM STRUCTURE NO: 030114

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	0.00	0.00	+ 0.00	0	0.00	0.00	+ 0.00	0	0.00	0.00	+ 0.00	0
EXPENDITURES (\$1000's)	2	0	- 2	100	1	0	- 1	100	1	1	+ 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)	2	0	- 2	100	1	0	- 1	100	1	1	+ 0	0
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS	0	0	+ 0	0	0	0	+ 0	0	0	0	+ 0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE	0	100	+ 100	0	0	100	+ 100	0	0	100	+ 100	0
PART III: PROGRAM TARGET GROUP												
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)	2	0.2	- 1.8	90	2	0.2	- 1.8	90				
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS	NO DATA	NO DATA	+ 0	0	NO DATA	NO DATA	+ 0	0	0	0	+ 0	0
2. CIP IMPLEMENTATION	0	507	+ 507	0	0	0	+ 0	0	0	0	+ 0	0



**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 24 and FY 25: The expenditure variances are due to any expenses being absorbed by Lihue Airport.

**PART II - MEASURES OF EFFECTIVENESS**

Item 2. The variances are due to not updating the planned amount for the capital improvement program.

**PART III - PROGRAM TARGET GROUPS**

The variances are due to not updating the planned amounts.

**PART IV - PROGRAM ACTIVITIES**

Item 1. No data collection is available .

Item 2. The variances are due to not updating the planned amount for the capital improvement program.

PROGRAM TITLE: AIRPORTS ADMINISTRATION

12/3/24

PROGRAM-ID: TRN-195

PROGRAM STRUCTURE NO: 030115

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	134.00	92.00	- 42.00	31	133.00	96.00	- 37.00	28	133.00	120.00	- 13.00	10
EXPENDITURES (\$1000's)	392,812	300,709	- 92,103	23	113,800	54,857	- 58,943	52	334,602	393,545	+ 58,943	18
TOTAL COSTS												
POSITIONS	134.00	92.00	- 42.00	31	133.00	96.00	- 37.00	28	133.00	120.00	- 13.00	10
EXPENDITURES (\$1000's)	392,812	300,709	- 92,103	23	113,800	54,857	- 58,943	52	334,602	393,545	+ 58,943	18
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. ADMIN COSTS REL. TO TOTAL PROG COSTS (%)	44	45	+ 1	2	45	52	+ 7	16				
PART IV: PROGRAM ACTIVITY												
1. ADMIN PERSONNEL (NO. OF PERSONS)	133	92	- 41	31	133	120	- 13	10				
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	1393	1186	- 207	15	1393	1267	- 126	9				

**PROGRAM TITLE: AIRPORTS ADMINISTRATION**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: 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 25: 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, and the deferral of expenditures in the first quarter.

**PART II - MEASURES OF EFFECTIVENESS**

No significant variances to report.

**PART III - PROGRAM TARGET GROUPS**

No program target groups have been developed for this program.

**PART IV - PROGRAM ACTIVITIES**

Items 1-2. The variances are due to delays in recruiting and filling vacant positions.

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	252.00	252.00	+ 0.00	0	232.00	232.00	+ 0.00	0	232.00	232.00	+ 0.00	0
EXPENDITURES (\$1000's)	130,534	123,860	- 6,674	5	33,467	25,979	- 7,488	22	117,868	122,314	+ 4,446	4
TOTAL COSTS												
POSITIONS	252.00	252.00	+ 0.00	0	232.00	232.00	+ 0.00	0	232.00	232.00	+ 0.00	0
EXPENDITURES (\$1000's)	130,534	123,860	- 6,674	5	33,467	25,979	- 7,488	22	117,868	122,314	+ 4,446	4
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS/INCIDENTS	0	1	+ 1	0	0	0	+ 0	0				
2. NUMBERS OF CONTAINERS PROCESSED EXPRESSED IN TEU'S	1839840	1740957	- 98883	5	1876433	1876433	+ 0	0				

**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

PROGRAM STRUCTURE NO: 030201

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	120.00	120.00	+ 0.00	0	101.00	101.00	+ 0.00	0	101.00	101.00	+ 0.00	0
EXPENDITURES (\$1000's)	26,691	24,898	- 1,793	7	6,831	4,439	- 2,392	35	27,395	29,103	+ 1,708	6
TOTAL COSTS												
POSITIONS	120.00	120.00	+ 0.00	0	101.00	101.00	+ 0.00	0	101.00	101.00	+ 0.00	0
EXPENDITURES (\$1000's)	26,691	24,898	- 1,793	7	6,831	4,439	- 2,392	35	27,395	29,103	+ 1,708	6
					FISCAL YEAR 2023-24				FISCAL YEAR 2024-25			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO					2.24	2.5	+ 0.26	12	2.24	2.83	+ 0.59	26
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD					40551	41549	+ 998	2	41362	42795	+ 1433	3
3. NO. OF INCIDENTENCES/ACCIDENTS REPORTED					0	1	+ 1	0	0	0	+ 0	0
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL					1980	2290	+ 310	16	1980	2290	+ 310	16
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL					5552779	1148288	- 4404491	79	5663835	1182737	- 4481098	79
2. TONS OF CARGO - OVERSEAS - DOMESTIC					1101593	5489070	+ 4387477	398	1123625	5653742	+ 4530117	403
3. TONS OF CARGO - INTERISLAND					3062748	3334405	+ 271657	9	3124003	3434437	+ 310434	10
4. NO. OF PASSENGERS					53026	331990	+ 278964	526	54086	331990	+ 277904	514
5. NO. OF CRUISE SHIP CALLS					27	145	+ 118	437	27	145	+ 118	437
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)					30490	30490	+ 0	0	30490	30490	+ 0	0
2. SHED AREA (ACRES)					30	30	+ 0	0	30	30	+ 0	0
3. YARD AREA (ACRES)					210	210	+ 0	0	210	210	+ 0	0

**PROGRAM TITLE: HONOLULU HARBOR**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: No position variances. The expenditure variance is mainly due to a delay in filling hard-to-fill vacant positions and the planned expenditure for the District that increased the abandoned vessel services as the current budget has proven insufficient when dealing with larger vessels. In issuing the request for proposals for the removal of the Falls of Clyde from Honolulu Harbor, the conditional award totaled \$2,500,000. Unfortunately, the conditional award was canceled due to the conditions not being met by the awardee. Due to various environmental and historical guidelines, the request for proposal was not reposted until late FY 24 which the Harbors Division could not encumber in time for FY 24, creating a reduction of planned expenditures of approximately \$1,800,000, which equated to 7% less expenditures.

FY 25: The expenditure reduction during the first quarter (Q1), amounting to approximately \$2,392,000, or 35% was mainly due to timing. Because the full-year appropriation and allotments were not entered into FAMIS (the accounting system used by the State) in time to apply payments to our Energy Savings Lease (ESL), although the ESL was encumbered in Q1, Harbors Division needed to prioritize and pay other contracts/bills which were planned during the end of FY 24. Although the budgeted amount for the ESL was \$2,143,634, which had sufficient allotments, we could not pay because other smaller harbor programs didn't have sufficient remaining allotments during Q1; thus Harbors Division needed to wait until the second quarter allotments became available so all programs had sufficient allotments available. The overall expenditures for FY25 are anticipated to be approximately \$33,542,000 compared to the planned \$34,226,000, or 98%.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: The planned amount for Honolulu Harbor was \$2.24, but

the FY 24 actual was \$2.50, a variance of \$0.26 or 12%. The increase was due to the planned amount of \$2.24 not being changed from FY 23 although an anticipated increase in FY 24 expenditures existed. FY 25: The planned amount for Honolulu Harbor is \$2.24, estimated to be \$2.83, a variance of \$0.59 or 26%. The increase was due to the planned amount of \$2.24 not being changed from FY 23 although an anticipated increase in FY 24 and FY 25 expenditures existed.

A factor that contributed to the higher program cost per ton of cargo for Honolulu Harbor was a requested appropriation increase of approximately \$4,900,000 to ensure the safety of harbor users and the flow of cargo by boosting its 'routine maintenance' services. The harbor's pier and cargo yards were initially built 75 to 100 years ago to handle the transportation of sugar and pineapples via rail cars. Imported cargo was discharged using slings and hand trucks. Over the decades Harbors Division made significant improvements in maintaining its pier and container cargo yards. However, the cargo yards were not designed for modern top handlers that can stack 40-foot containers three (3) or five (5) high and lift, up to 90,000 pounds. The pavement requires constant and more frequent maintenance given the wear and deterioration caused by this heavy equipment. Harbors Division's budget request is to support paving contracts to maintain cargo yards; licensed electrical services to support high mast lighting in the cargo yards, passenger terminals security systems; licensed plumbing services for qualified Heating, Ventilation, and Air Conditioning (HVAC) maintenance personnel, and other qualified service trades. Harbors Division's budget request is essential for the safety of harbor users and port employees by reducing the risk of accidents and injuries. Additional funds for Closed-Circuit Television (CCTV) camera maintenance are required to keep the facilities secure. As a port, we are required to follow the Maritime Transportation Security Act.

Item 2. FY 24: The planned amount for Honolulu Harbor was 40,551 but FY 24 actual was 41,549, a variance of 998 or 2%. FY 25: The planned amount for Honolulu Harbor is 41,362, with an estimated amount of 42,795, a variance of 1,433 or 3%.

**PROGRAM TITLE: HONOLULU HARBOR**

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Item 3. FY 24: The planned amount for Honolulu Harbor was 0, but there was one incident/accident reported.

Item 4. FY 24: The planned amount for Honolulu Harbor was 1,980 but FY 24 actual is 2,290, a variance of 310 or 16%. This increase was due to larger cruise ships with higher passenger capacity. FY 25: The planned amount for Honolulu Harbor is 1,980, with an estimated amount of 2,290, a variance of 310 or 16%. This anticipated increase is due to larger cruise ships with higher passenger capacity.

**PART III - PROGRAM TARGET GROUPS**

Item 1. FY 24: The planned amount for Honolulu Harbor was 5,552,779. This item might be mislabeled or the amounts for Domestic and International switched; as for TRN 301, Honolulu Harbor, Domestic Tons of Cargo are significantly larger than International Tons of Cargo. Therefore, the variance should be 1,101,593 planned versus 1,148,288 actual, a variance of 46,695 or 4.24%. International Cargo tonnage significantly increased. FY 25: The planned amount for Honolulu Harbor is 5,663,835. This item might be mislabeled or the amounts for Domestic and International switched; as for TRN 301, Honolulu Harbor, International Tons of Cargo are significantly smaller than Domestic Tons of Cargo. Therefore, the variance should be 1,123,625 planned versus 1,182,737 estimated, a variance of 59,112 or 5.26%. International Cargo tonnage significantly increased.

Item 2. FY 24: The planned amount for Honolulu Harbor was 1,101,593. This item might be mislabeled or the amounts for International and Domestic switched; as for TRN 301, Honolulu Harbor, Domestic Tons of Cargo are significantly larger than International Tons of Cargo. Therefore, the variance should be 5,552,779 planned versus 5,489,070, a variance of 63,709 or 1.15%. Domestic Cargo tonnage decreased slightly. FY 25: The planned amount for Honolulu Harbor is 1,123,625. This item might be mislabeled or the amounts for Domestic and International switched; as for TRN 301, Honolulu Harbor, International Tons of Cargo are significantly smaller than Domestic Tons of Cargo. Therefore, the variance should be 5,663,835 planned versus 5,653,742, a

variance of 10,093 or 0.18%. Domestic Cargo tonnage decreased slightly.

Item 3. FY 24: The planned amount for Honolulu Harbor was 3,062,748, with FY 24 actual at 3,334,405, a variance of 271,657 or 9%. Interisland Cargo tonnage increased moderately. FY 25: The planned amount for Honolulu Harbor is 3,124,003, with the estimated being 3,434,437, a variance of 310,434 or 10%. Interisland Cargo tonnage increased modestly.

Item 4. FY 24: The planned amount for Honolulu Harbor was 53,026 but FY 24 actual was 331,990, a variance of 278,9645 or 526%. Larger cruise ships and more arrivals provided for an increase in total passengers. FY 25: The planned amount for Honolulu Harbor is 54,086, with the estimated being 331,990, a variance of 277,904 or 437%. Larger cruise ships and more arrivals provided for an increase in total passengers.

Item 5. FY 24: The planned amount for Honolulu Harbor was 27 but FY 24 actual is 145, a variance of 118 or 437%. As the effects of the COVID-19 pandemic reduce, people have begun to take cruises again which is increasing the amount of cruise ship calls to the Honolulu Harbor almost back to pre-pandemic levels. FY 25: The planned amount for Honolulu Harbor is 27, with the estimated being 145, a variance of 118 or 437%. As the effects of the COVID-19 pandemic continue to reduce, people are taking cruises again which is increasing the amount of cruise ship calls to the Honolulu Harbor almost back to pre-pandemic levels.

**PART IV - PROGRAM ACTIVITIES**

No significant variances.



PROGRAM TITLE:

KALAELOA BARBERS POINT HARBOR

12/3/24

PROGRAM-ID:

TRN-303

PROGRAM STRUCTURE NO:

030202

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	6.00	6.00	+ 0.00	0	6.00	6.00	+ 0.00	0	6.00	6.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,632	1,465	- 167	10	412	357	- 55	13	1,955	1,963	+ 8	0
TOTAL COSTS												
POSITIONS	6.00	6.00	+ 0.00	0	6.00	6.00	+ 0.00	0	6.00	6.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,632	1,465	- 167	10	412	357	- 55	13	1,955	1,963	+ 8	0
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	0.35	.47	+ 0.12	34	0.35	.67	+ 0.32	91				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	73262	59282	- 13980	19	74727	61061	- 13666	18				
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	2015605	1368880	- 646725	32	2055918	1409946	- 645972	31				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	378665	334521	- 44144	12	386238	344557	- 41681	11				
3. TONS OF CARGO - INTERISLAND	1446841	1404773	- 42068	3	1475777	1446916	- 28861	2				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	2990	2990	+ 0	0	2990	2990	+ 0	0				
2. SHED AREA (ACRES)	0.83	.83	+ 0	0	0.83	.83	+ 0	0				
3. YARD AREA (ACRES)	51.60	51.6	+ 0	0	51.60	51.6	+ 0	0				

**PROGRAM TITLE: KALAELOA BARBERS POINT HARBOR**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: No position variances. The expenditure budget was \$1,632 with the actual of \$1,465, a variance of \$167 or 10%. Expenditure variance was slightly due to the loss of The AES Corporation as a tenant.

FY 25: The expenditure reduction during the first quarter (Q1), amounting to approximately \$55,000, or 13% was mainly due to timing. Because the full-year appropriation and allotments were not entered into FAMIS (the accounting system used by the State) in time to apply payments to our Energy Savings Lease (ESL), although the ESL was encumbered in the Q1, the Harbors Division needed to prioritize and pay other contracts/bills which were planned during the end of FY 24. Although the budgeted amount for the ESL was \$148,312, because this is a smaller harbor, there were insufficient allotments, and we could not pay from this program; thus, Harbors Division needed to wait until the second quarter allotments became available, so all programs had sufficient allotments available. The overall expenditures for FY 25 are anticipated to be approximately \$2,320,000 compared to the planned \$2,367,000, or 98%.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: The planned amount for Kalaeloa Barbers Point Harbor (KBPH) was 0.35, but the FY 24 actual was 0.47, a variance of 0.12 or 34%. There seems to be an error in the calculation of the planned amount of 0.35 since  $1,632,000 / (2,015,605 + 378,665 + 1,446,841) = 0.43$ . This would make the variance of \$0.04 or 9%. FY 25: The planned amount for KBPH is 0.35, estimated to be 0.67, a variance of \$0.32 or 91%. However, there seems to be an error in the calculation of the planned amount of 0.35 since  $2,367,000$  divided by  $(2,055,918 + 386,238 + 1,475,777)$  equals 0.60. This would make the variance of \$0.07 or 9%.

A factor that contributed to the higher program cost per ton of cargo for KBPH was a requested appropriation increase for FY 25 due to Kapolei being designated as Oahu's second city, a vast majority of construction materials and other warehoused goods arrive at Kalaeloa for delivery and distribution. KBPH supports a vast majority of bulk fuel activities due to PAR Pacific, Aloha Petroleum, IES, and Hawaii Gas having infrastructure in place. A request for an allotment for routine maintenance (electrical, plumbing, fencing, and pavement) in the amount of \$450,000 was added to operating expenses.

Item 2. FY 24: The planned amount for KBPH was 73,262 but FY 24 actual is 59,282, a variance of 13,980 or 19%. The decrease was due to the closure of The AES Corporation coal plant located at Kalaeloa, which was international cargo. FY 25: The planned amount for KBPH is 74,727, with an estimated amount of 61,061, a variance of 13,666 or 18%. Because the budgeted amount was not adjusted for the closure of the coal plant, the decrease continues into FY 25.

**PART III - PROGRAM TARGET GROUPS**

KBPH lost one of its top production tenants, The AES Corporation, KBPH was its home for delivery of coal up to September 1, 2022.

Item 1. FY 24: The planned amount for KBPH was 2,015,605 but FY 24 actual is 1,368,880, a variance of 646,725 or 32%. This was due to the closure of the coal plant located at Kalaeloa in FY 23. FY 25: The planned amount for KBPH is 2,055,918, with an estimated amount of 1,409,946, a variance of 645,972 or 31%. The reduction is the same reason as above.

Item 2. FY 24: The planned amount for KBPH was 378,665 but FY 24 actual is 334,521, a variance of 44,144 or 12%. FY 25: The planned amount for KBPH is 386,238, with an estimated amount of 344,5578, a variance of 41,681 or 11%. With the smaller harbors, even a slight decline in any market affects the overall harbor.

Item 3. FY 24: The planned amount for KBPH was 1,446,841 but FY 24

**PROGRAM TITLE: KALAELOA BARBERS POINT HARBOR**

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actual is 1,404,773, a variance of 42,068 or 3%. The variance is due to a slight decrease in interisland cargo received at KBPH. FY 25: The planned amount for KBPH is 1,475,777, with an estimated amount of 1,446,916, a variance of 28,861 or 2%. The variance is due to a slight decrease in interisland cargo received at KBPH.

**PART IV - PROGRAM ACTIVITIES**

No significant variances.

PROGRAM TITLE: HILO HARBOR

PROGRAM-ID: TRN-311

PROGRAM STRUCTURE NO: 030204

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,073	2,937	- 136	4	788	595	- 193	24	3,743	3,845	+ 102	3
TOTAL COSTS												
POSITIONS	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,073	2,937	- 136	4	788	595	- 193	24	3,743	3,845	+ 102	3
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	2.08	2.06	- 0.02	1	2.08	2.62	+ 0.54	26				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	42684	52039	+ 9355	22	43537	53600	+ 10063	23				
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	2272	2008	- 264	12	2272	2008	- 264	12				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	21373	25698	+ 4325	20	21800	26469	+ 4669	21				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	60261	98363	+ 38102	63	61466	101314	+ 39848	65				
3. TONS OF CARGO - INTERISLAND	1088754	1302857	+ 214103	20	1110529	1341942	+ 231413	21				
4. NO. OF PASSENGERS	47500	238979	+ 191479	403	48450	238979	+ 190529	393				
5. NO. OF CRUISE SHIP CALLS	21	119	+ 98	467	21	119	+ 98	467				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	3351	3351	+ 0	0	3351	3351	+ 0	0				
2. SHED AREA (ACRES)	2.02	2.02	+ 0	0	2.02	2.02	+ 0	0				
3. YARD AREA (ACRES)	25.4	25.4	+ 0	0	25.4	25.4	+ 0	0				

**PROGRAM TITLE: HILO HARBOR****PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: No significant variances.

FY 25: The expenditure reduction during the first quarter (Q1), amounting to approximately \$193,000, or 24% was mainly due to timing. Because the full-year appropriation and allotments were not entered into FAMIS (the accounting system used by the State) in time to apply payments to our Energy Savings Lease (ESL), although the ESL was encumbered in Q1, the Harbors Division needed to prioritize and pay other contracts/bills which were planned during the end of FY 24. Although the budgeted amount for the ESL was \$116,868, which had sufficient allotments, we could not pay because other smaller harbor programs didn't have sufficient remaining allotments during Q1; thus Harbors Division needed to wait until the second quarter allotments became available so all programs had sufficient allotments available. The overall expenditures for FY 25 are anticipated to be approximately \$4,440,000 compared to the planned \$4,531,000, or 98%.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: No significant variance. FY 25: The planned amount for Hilo Harbor is 2.08, with an estimated amount of 2.62, for a variance of 0.54 or 26%. A factor that contributed to the higher program cost per ton of cargo for Hilo Harbor was a requested appropriation increase of approximately \$1,000,000 to support repairs to current security Closed Circuit TV (CCTV) camera systems. Harbors Division makes repairs to the CCTV camera systems with exterior cameras in container terminals, fence lines, gates, and passenger terminals. The CCTV camera systems support monitoring security in and around the harbors including monitoring entrance channels and waterside monitoring of vessel activity. The systems are exposed to the marine saltwater environment making repairs necessary and often causing catastrophic failures to components,

prior to the end of useable life. Harbors Division's budget request is to support paving contracts to maintain cargo yards, licensed electrical services to support high mast lighting in the cargo yards, passenger terminals security systems, licensed plumbing, qualified Heating, Ventilation, and Air Conditioning (HVAC) maintenance personnel, and other qualified service trades. Harbors Division's budget request is essential for the safety of harbor users and port employees by reducing the risk of accidents and injuries. Harbors Division requests an appropriation increase to ensure the safety of harbor users and the flow of cargo by boosting its routine maintenance services. The Harbor's pier and cargo yards were initially built as stone piers in 1861, and the U.S. Government built the two-mile-long breakwater and rebuilt it after the 1946 and 1960 tsunami to receive the export of sugar via rail cars. Imported cargo was discharged using slings and hand trucks. Over the decades Harbors Division made significant improvements in maintaining its pier and container cargo yards. However, the cargo yards were not designed for modern top handlers that can stack containers three (3) or five (5) high 40-foot containers and lift, up to 90,000 pounds. The pavement requires constant and more frequent maintenance given the wear and deterioration caused by this heavy equipment.

Item 2. FY 24: The planned amount for Hilo Harbor was 42,684 but FY 24 actual was 52,039, a variance of 9,355 or 22%. The increase was due to the overall increase in cargo arrival from international, domestic, and interisland. FY 25: The planned amount for Hilo Harbor is 43,537 with an estimated amount of 53,600, a variance of 10,063 or 23%. The increase is due to the anticipated overall increase in cargo arrival from international, domestic, and interisland.

Item 3. FY 24: The planned and actual amounts for Hilo Harbor were 0 for FY 24, for a variance of 0%. FY 25: The planned and estimated amounts for Hilo Harbor is 0, for a variance of 0%.

Item 4. FY 24: The planned amount for Hilo Harbor was 2,272 but FY 24 actual is 2,008, a variance of 264 or 12%. Although the numbers of both passengers and cruise ship calls increased, the vessels that arrived were of lower occupancy, creating a smaller cruise ship passenger per cruise

**PROGRAM TITLE: HILO HARBOR**

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ship call. FY 25: The planned amount for Hilo Harbor is 2,272, with an estimated amount of 2,008, for a variance of 264 or 12%. Although the numbers of both passengers and cruise ship calls increased, the vessels that arrived were of lower occupancy, creating a smaller cruise ship passenger per cruise ship call.

**PART III - PROGRAM TARGET GROUPS**

Item 1. FY 24: The planned amount for Hilo Harbor was 21,373 but FY 24 actual was 25,698, a variance of 4,325 or 20%. The variance is due to an increased amount of international wharfage to Hilo Harbor. FY 25: The planned amount for Hilo Harbor is 21,800, with an estimated amount of 26,469, a variance of 4,669 or 21%. The variance is anticipated to continue on an upward trend so similar increased variance.

Item 2. FY 24: The planned amount for Hilo Harbor was 60,261 but FY 24 actual was 98,363, a variance of 38,102 or 63%. The variance is due to an increased amount of domestic wharfage to Hilo Harbor. FY 25: The planned amount for Hilo Harbor is 61,466, with an estimated amount of 101,314, a variance of 39,848 or 65%. The variance is anticipated to continue on an upward trend so similar increased variance.

Item 3. FY 24: The planned amount for Hilo Harbor was 1,088,754 but FY 24 actual is 1,302,857, a variance of 214,103 or 20%. The variance is due to an increase in interisland cargo received at Hilo Harbor. FY 25: The planned amount for Hilo Harbor is 1,110,529, with an estimated amount of 1,341,942, a variance of 231,413 or 21%. The variance is due to increased interisland cargo received at Hilo Harbor, which is expected to continue into FY 25.

Item 4. FY 24: The planned amount for Hilo Harbor was 47,569 but FY 24 actual was 238,979, a variance of 191,479 or 3403%. Although smaller cruise ships, more arrivals provided for an increase in overall passengers. FY 25: The planned amount for Hilo Harbor is 48,450, with an estimated amount of 238,979, a variance of 190,529 or 393%. Although smaller cruise ships, more arrivals are anticipated to provide for an increase in overall passengers continue into FY 25.

Item 5. FY 24: The planned amount for Honolulu Harbor was 21 but FY 24 actual is 119, a variance of 98 or 467%. As the effects of the COVID-19 pandemic reduce, people have begun to take cruises again, which is increasing the amount of cruise ship calls to Hilo Harbor. FY 25: The planned amount for Hilo Harbor is 21, with an estimated amount of 119, a variance of 98 or 467%. As the effects of the COVID-19 pandemic continue to reduce, people are taking cruises again, which is increasing the amount of cruise ship calls to Hilo Harbor and is likely to continue into FY 25.

**PART IV - PROGRAM ACTIVITIES**

No significant variances to report.

PROGRAM TITLE: KAWAIHAE HARBOR

12/3/24

PROGRAM-ID: TRN-313

PROGRAM STRUCTURE NO: 030205

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	2.00	2.00	+ 0.00	0	2.00	2.00	+ 0.00	0	2.00	2.00	+ 0.00	0
EXPENDITURES (\$1000's)	861	791	- 70	8	217	213	- 4	2	2,146	2,103	- 43	2
TOTAL COSTS												
POSITIONS	2.00	2.00	+ 0.00	0	2.00	2.00	+ 0.00	0	2.00	2.00	+ 0.00	0
EXPENDITURES (\$1000's)	861	791	- 70	8	217	213	- 4	2	2,146	2,103	- 43	2
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	0.76	.79	+ 0.03	4	0.76	2.03	+ 1.27	167				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	56632	52204	- 4428	8	57764	53770	- 3994	7				
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	36	0	- 36	100	36	0	- 36	100				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - INTERISLAND	1089593	1004401	- 85192	8	1111385	1034533	- 76852	7				
2. NO. OF PASSENGERS	118	0	- 118	100	120	0	- 120	100				
3. NO. OF CRUISE SHIP CALLS	3	0	- 3	100	3	0	- 3	100				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	1627	1627	+ 0	0	1627	1627	+ 0	0				
2. SHED AREA (ACRES)	0.22	.22	+ 0	0	0.22	.22	+ 0	0				
3. YARD AREA (ACRES)	19.02	19.02	+ 0	0	19.02	19.02	+ 0	0				

**PROGRAM TITLE: KAWAIHAE HARBOR**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: No significant variances to report.

FY 25: The expenditure reduction during the first quarter (Q1), amounting to approximately \$4,000, or 2% was mainly due to timing. Because the full-year appropriation and allotments were not entered into FAMIS (the accounting system used by the State) in time to apply payments to our Energy Savings Lease (ESL), although the ESL was encumbered in Q1, the Harbors Division needed to prioritize and pay other contracts/bills that were planned during the end of FY 24. Although the budgeted amount for the ESL was \$17,001, because this is a smaller harbor, there were insufficient allotments, and we could not pay from this program; thus, Harbors Division needed to wait until the second quarter allotments became available, so all programs had sufficient allotments available. The overall expenditures for FY 25 are anticipated to be approximately \$2,316,000 compared to the planned \$2,363,000, or 98%.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: No significant variances. FY 25: The planned amount for Kawaihae Harbor is \$0.76, with an estimated amount of \$2.03, a variance of 1.27 or 167%. A factor that contributed to the higher program cost per ton of cargo for Kawaihae Harbor was a requested appropriation increase of approximately \$1,000,000 to support repairs to current security Closed Circuit TV (CCTV) camera systems. Harbors Division makes repairs to the CCTV camera systems with exterior cameras in container terminals, fence lines, gates, and passenger terminals. The CCTV camera systems support monitoring security in and around the harbors including monitoring entrance channels and waterside monitoring of vessel activity. The systems are exposed to the marine saltwater environment making repairs necessary and often causing catastrophic failures to components, prior to the end of useable life. Harbors Division's request was to support

paving contracts to maintain cargo yards, licensed electrical services to support high mast lighting in the cargo yards, passenger terminals security systems, license plumbing, qualified Heating, Ventilation, and Air Conditioning (HVAC) maintenance personnel, and other qualified service trades. The request was essential for the safety of harbor users and port employees by reducing the risk of accidents and injuries. Harbors Division requests an appropriation increase to ensure the safety of harbor users and the flow of cargo by boosting its routine maintenance services. The harbors' pier and cargo yards were initially built in 1959 over 64 years ago for the transport of construction material for the construction of hotels along the Kona Coast. Over the decades Harbors Division made significant improvements in maintaining its pier and container cargo yards. However, the cargo yards were not designed for modern top handlers introduced during the 1970s with the adoption of containerization throughout the State. Due to limited space top handlers can stack containers three (3) or five (5) high 40-foot containers and lift, up to 90,000 pounds. The pavement requires constant and more frequent maintenance given the wear and deterioration caused by this heavy equipment.

Item 2. FY 24: The planned amount for Kawaihae Harbor was 56,632 but FY 24 actual is 52,204, a variance of 4,428 or 8%. FY 25: The planned amount for Kawaihae Harbor is 57,764, with an estimated amount of 53,770, a variance of 3,994 or 7%.

Item 3. FY 24: The planned and actual amounts for Kawaihae Harbor were 0 for FY 24, for a variance of 0%. FY 25: The planned and estimated amounts for Kawaihae Harbor are 0 for FY 24, a variance of 0%.

Item 4. FY 24: The planned amount for Kawaihae Harbor was 36 but FY 24 actual no data was available for this smaller harbor, which can accommodate only the ferry system or significantly smaller ship passengers, so the variance was 36 or 100%. FY 25: The planned amount for Kawaihae Harbor is 36, with an estimated amount of 0, a variance of 36 or 100%. This is due to no data for the ferry system or significantly smaller ships being available.



**PROGRAM TITLE: KAWAIHAE HARBOR**

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**PART III - PROGRAM TARGET GROUPS**

Item 1. FY 24: The planned amount for Kawaihae Harbor was 1,089,593 but FY 24 actual was 1,004,401, a variance of 85,192 or 8%. FY 25: The planned amount for Kawaihae Harbor was 1,111,385, with an estimated amount of 1,034,533, for a variance of 76,852 or 7%.

Item 2. FY 24: No data available as the passengers would be for the ferry system or significantly smaller ships. The planned amount for Kawaihae Harbor was 116 but FY 24 actual is 0, for a variance of 116 or 100%. FY 25: The planned amount for Kawaihae Harbor is 118, with an estimated amount of 0, for a variance of 118 or 100%.

Item 3. FY 24: The planned amount for Kawaihae Harbor was 3 but FY 24 actual is 0, a variance of 3 or 100%. FY 25: The planned amount for Kawaihae Harbor is 3, with an estimated amount of 0, for a variance of 3 or 100%.

**PART IV - PROGRAM ACTIVITIES**

No significant variances to report.

PROGRAM TITLE:

KAHULUI HARBOR

12/3/24

PROGRAM-ID:

TRN-331

PROGRAM STRUCTURE NO:

030206

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	19.00	19.00	+ 0.00	0	18.00	18.00	+ 0.00	0	18.00	18.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,773	3,574	- 199	5	968	595	- 373	39	5,870	6,106	+ 236	4
TOTAL COSTS												
POSITIONS	19.00	19.00	+ 0.00	0	18.00	18.00	+ 0.00	0	18.00	18.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,773	3,574	- 199	5	968	595	- 373	39	5,870	6,106	+ 236	4
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	1.89	1.82	- 0.07	4	1.89	3.02	+ 1.13	60				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	52971	57159	+ 4188	8	54030	58874	+ 4844	9				
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	2346	2050	- 296	13	2346	2050	- 296	13				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	36827	26317	- 10510	29	37564	27107	- 10457	28				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	58483	119054	+ 60571	104	59653	122625	+ 62972	106				
3. TONS OF CARGO - INTERISLAND	1723712	1817475	+ 93763	5	1758186	1871999	+ 113813	6				
4. NO. OF PASSENGERS	29314	176311	+ 146997	501	29901	176311	+ 146410	490				
5. NO. OF CRUISE SHIP CALLS	12	86	+ 74	617	13	86	+ 73	562				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	3319	3319	+ 0	0	3319	3319	+ 0	0				
2. SHED AREA (ACRES)	1	1	+ 0	0	1	1	+ 0	0				
3. YARD AREA (ACRES)	33.34	33.34	+ 0	0	33.34	33.34	+ 0	0				

**PROGRAM TITLE: KAHULUI HARBOR**

**PART I - EXPENDITURES AND POSITIONS**

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

FY 24: No position variances. The expenditure variance is mainly due to a delay in filling hard-to-fill vacant positions and a delay in planned expenditures for the District. Budgeted was 3,773,000 versus the actual of 3,574,000, a variance of 199, or 5%.

FY 25: The expenditure reduction during the first quarter (Q1), amounting to approximately \$373,000, or 39% was mainly due to timing. Because the full-year appropriation and allotments were not entered into FAMIS (the accounting system used by the State) in time to apply payments to our Energy Savings Lease (ESL), although the ESL was encumbered in Q1, the Harbors Division needed to prioritize and pay other contracts/bills which were planned during the end of FY 24. Although the budgeted amount for the ESL was \$213,079, which had sufficient allotments, we could not pay because other smaller harbor programs didn't have sufficient remaining allotments during Q1; thus Harbors Division needed to wait until the second quarter allotments became available so all programs had sufficient allotments available. The overall expenditures for FY 25 are anticipated to be approximately \$6,701,000 compared to the planned \$6,838,000, or 98%.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: No significant variances. FY 25: The planned amount for Kahului Harbor is 1.89, with an estimated amount of 3.02, a variance of 1.13 or 60%. A factor that contributed to the higher program cost per ton of cargo for Kahului Harbor was a requested appropriation increase of approximately \$2,700,000 to support repairs to current security Closed Circuit TV (CCTV) systems. Harbors Division makes repairs to the CCTV camera systems with exterior cameras in container terminals, fence lines, gates, and passenger terminals. The CCTV camera systems support monitoring security in and around the harbors including monitoring

entrance channels and waterside monitoring of vessel activity. The systems are exposed to the marine saltwater environment making repairs necessary and often causing catastrophic failures to components, prior to the end of useable life. Harbors Division's budget request is to support licensed electrical services to support high mast lighting in the cargo yards, passenger terminal security systems, license plumbing, qualified Heating, Ventilation, and Air Conditioning (HVAC) maintenance personnel, and other qualified service trades. Harbors Division requests an appropriation increase to ensure the safety of harbor users and the flow of cargo by boosting its routine maintenance services. The harbors' pier and cargo yards were initially built 75 to 100 years ago to handle the transportation of sugar and pineapples via rail cars. Imported cargo was discharged using slings and hand trucks. Over the decades Harbors Division made significant improvements in maintaining its pier and container cargo yards. However, the cargo yards were not designed for modern top handlers that can stack containers three (3) or five (5) high 40-foot containers and lift, up to 90,000 pounds. The pavement requires constant and more frequent maintenance given the wear and deterioration caused by this heavy equipment. Harbors Division's budget request is essential for the safety of harbor users and port employees by reducing the risk of accidents and injuries. The security at Kahului Harbor is required by 33 CFR, Chapter 11, Subchapter II, Maritime Security. Around-the-clock security is provided by multi-year contracts to support the district's Facility Security Officer and one security guard. Contractors are required to pay their security guards at wage rates not less than wages paid to State security guards at SR 9, SR 13, and SR 15 as required by HRS 103-55. On July 1, 2024, State security guard salaries will have increased by 14%. In addition, due to the shortage in the labor workforce, contractors may submit bids on or before higher than the minimum SR 9 through SR 15 rates thereby increasing the district's security costs. During May 2023, Maui County increased its hourly rates for the summer programs by 33%. The additional funds are requested to support the U.S. Coast Guard security requirements at the ports.

Item 2. FY 24: The planned amount for Kahului Harbor was 52,971 but FY 24 actual is 57,159, a variance of 4,188 or 8%. The increase was due to the overall increase in cargo arrival from domestic and interisland. FY

**PROGRAM TITLE: KAHULUI HARBOR**

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25: The planned amount for Kahului Harbor is 54,030, with an estimated amount of 58,874, for a variance of 4,844 or 9%.

Item 3. FY 24: The planned and actual amounts for Kahului Harbor were 0 for FY 24, a variance of 0%. FY 25: The planned and estimated amounts for Kahului Harbor is 0, a variance of 0 or 0%.

Item 4. FY 24: The planned amount for Kahului Harbor was 2,346 but FY 24 actual is 2,050, a variance of 296 or 13%. Although the number of both passengers and cruise ship calls increased, the vessels that arrived were of lower occupancy, creating a smaller cruise ship passenger per cruise ship call. FY 25: The planned amount for Kahului Harbor is 2,346, with an estimated amount of 2,050, a variance of 296 or 13%. Although the number of both passengers and cruise ship calls increased, the vessels that arrived were of lower occupancy, creating a smaller cruise ship passenger per cruise ship call.

**PART III - PROGRAM TARGET GROUPS**

Item 1. FY 24: The planned amount for Kahului Harbor was 36,827 but FY 24 actual is 26,317, a variance of 10,510 or 29%. The variance is due to a decreased amount of international wharfage. FY 25: The planned amount for Kahului Harbor is 37,5647, with an estimated amount of 27,107, a variance of 10,457 or 28%.

Item 2. FY 24: The planned amount for Kahului Harbor was 58,483 but FY 24 actual is 119,054, a variance of 60,571 or 104%. The variance is due to an increased amount of domestic wharfage. FY 25: The planned amount for Kahului Harbor was 59,653, with an estimated amount of 122,625, a variance of 62,972 or 106%.

Item 3. FY 24: The planned amount for Kahului Harbor was 1,723,712 but FY 24 actual is 1,817,475, a variance of 93,763 or 5%. The variance is due to a slight increase in interisland cargo received at Kahului Harbor. FY 25: The planned amount for Kahului Harbor is 1,758,186, with an estimated amount of 1,871,999, for a variance of 113,813 or 6%.

Item 4. FY 24: The planned amount for Kahului Harbor was 29,314 but FY 24 actual is 176,311, a variance of 146,997 or 501%. Although the number of passengers increased, so did the number of cruise ship calls, which increased by 500%, concluding that more arrivals but lower occupancy per vessel. FY 25: The planned amount for Kahului Harbor is 29,901 with an estimated amount of 176,311, a variance of 146,410 or 490%.

Item 5. FY 24: The planned amount for Kahului Harbor was 12 but FY 24 actual was 86, a variance of 74 or 617%. As the effects of the COVID-19 pandemic reduce, people have begun to take cruises again, which is increasing the amount of cruise ship calls to Kahului Harbor. FY 25: The planned amount for Kahului Harbor is 13, with an estimated amount of 86, a variance of 73 or 562%.

**PART IV - PROGRAM ACTIVITIES**

No significant changes to report.

PROGRAM TITLE: KAUNAKAKAI HARBOR

12/3/24

PROGRAM-ID: TRN-341

PROGRAM STRUCTURE NO: 030207

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25						
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
EXPENDITURES (\$1000's)	263	143	-	120	46	66	23	-	43	65	575	605	+	30	5
TOTAL COSTS															
POSITIONS	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
EXPENDITURES (\$1000's)	263	143	-	120	46	66	23	-	43	65	575	605	+	30	5
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25										
	PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%					
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM COST PER TON OF CARGO	2.71	1.75	-	0.96	35	2.71	7.23	+	4.52	167					
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	26634	26749	+	115	0	27167	27551	+	384	1					
3. NO. OF INCIDENTS/ACCIDENTS REPORTED	0	0	+	0	0	0	0	+	0	0					
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	32	NO DATA	-	32	100	32	0	-	32	100					
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - INTERISLAND	80967	80567	-	400	0	82586	82984	+	398	0					
2. NO. OF PASSENGERS	137	NO DATA	-	137	100	137	NO DATA	-	137	100					
3. NO. OF CRUISE SHIP CALLS	4	NO DATA	-	4	100	4	NO DATA	-	4	100					
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)	691	691	+	0	0	691	691	+	0	0					
2. SHED AREA (ACRES)	0.17	.17	+	0	0	0.17	.17	+	0	0					
3. YARD AREA (ACRES)	2.87	2.87	+	0	0	2.87	2.87	+	0	0					

**PROGRAM TITLE: KAUNAKAKAI HARBOR**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: No position variances. The expenditure budget was \$263,000 with the actual of \$143,000, a variance of \$120,000 or 46%. The expenditure variance is mainly due to a delay in planned expenditures for the District. The Budgeted was 263,000 versus the actual of 143,000, a variance of 120, or 46%.

FY 25: The expenditure reduction during the first quarter (Q1), amounting to approximately \$43,000, or 65% was mainly due to timing. Because the full-year appropriation and allotments were not entered into FAMIS (the accounting system used by the State) in time to apply payments to our Energy Savings Lease (ESL), although the ESL was encumbered in Q1, the Harbors Division needed to prioritize and pay other contracts/bills which were planned during the end of FY 24. Although the budgeted amount for the ESL was \$62,794, because this is a smaller harbor, there were insufficient allotments, so we could not pay from this program; thus, Harbors Division needed to wait until the second quarter allotments became available, so all programs had sufficient allotments available. The overall expenditures for FY 25 are anticipated to be approximately \$628,000 compared to the planned \$641,000, or 98%.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: The planned amount for Kaunakakai Harbor was \$2.71, with actual FY 24 costs at \$1.75, a variance of \$0.96 or 35%. The main reason is as explained in Part 1 Positions and Expenditures for FY 24, there were delays in filling positions and planned expenditures which caused the actual expenditures to be lower than budgeted; thus reducing the cost per ton of cargo. FY 25: The planned amount for Kaunakakai Harbor is \$2.71, with an estimated amount of \$7.23, a variance of 4.52 or 167%. A factor that contributed to the higher program cost per ton of cargo for Kaunakakai Harbor was a requested appropriation increase of

approximately \$375,000 to support repairs to current security Closed Circuit TV (CCTV) systems. Harbors Division makes repairs to the CCTV camera systems with exterior cameras in container terminals, fence lines, gates, and passenger terminals. The CCTV systems support monitoring security in and around the harbors including monitoring entrance channels and waterside monitoring of vessel activity. The systems are exposed to the marine saltwater environment making repairs necessary and often causing catastrophic failures to components, prior to the end of useable life. Harbors Division's budget request is to support licensed electrical services to support high mast lighting in the cargo yards, passenger terminal security systems, license plumbing, qualified Heating, Ventilation, and Air Conditioning (HVAC) maintenance personnel, and other qualified service trades. Harbors Division requests an appropriation increase to ensure the safety of harbor users and the flow of cargo by boosting its routine maintenance services. The harbors' pier and cargo yards were initially built in 1927 with the U.S. Army Corps completing dredging in 1934 to receive imported cargo by rail cars discharged using slings and hand trucks. The Department of Transportation made significant improvements by rebuilding the cargo yard in 1969. Over the following decades, Harbors Division maintained its pier and container cargo yards. However, the cargo yards were not designed for modern top handlers at the time when Matson introduced containerization in the mid-1970s. The top handlers can stack containers three (3) or five (5) high 40-foot containers and lift, up to 90,000 pounds. The pavement requires constant and more frequent maintenance given the wear and deterioration caused by this heavy equipment.

Item 2. FY 24: The planned amount for Kaunakakai Harbor was 26,634 but FY 24 actual is 26,749, a variance of 115 or 0%. FY 25: The planned amount for Kaunakakai Harbor is 27,167, with an estimated amount of 27,551, a variance of 384 or 1%.

Item 3. FY 24: The planned and actual amounts for Kaunakakai Harbor were 0 for FY 24, for a variance of 0%. FY 25: The planned and estimated amounts for Kaunakakai Harbor are 0 for FY 24, with a variance of 0%.

**PROGRAM TITLE: KAUNAKAKAI HARBOR**

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Item 4. FY 24: The planned amount for Kaunakakai Harbor was 32 but FY 24 actual no data was available for this smaller harbor, which can accommodate only the ferry system or significantly smaller ship passengers, so the variance was 36 or 100%. FY 25: The planned amount for Kaunakakai Harbor is 32, with an estimated amount of 0, a variance of 32 or 100%. This is due to no data for the ferry system or significantly smaller ships being available.

**PART III - PROGRAM TARGET GROUPS**

Item 1. FY 24: The planned amount for Kaunakakai Harbor was 80,967 but FY 24 actual was 80,567, a variance of 400 or 0%. FY 25: The planned amount for Kaunakakai Harbor was 82,586, with an estimated amount of 82,984, for a variance of 398 or 0%.

Item 2. FY 24: No data available as the passengers would be for the ferry system or significantly smaller ships. The planned amount for Kaunakakai Harbor was 137 but FY 24 actual is 0, for a variance of 137 or 100%. FY 25: The planned amount for Kaunakakai Harbor is 137, with an estimated amount of 0, for a variance of 137 or 100%.

Item 3. FY 24: The planned amount for Kaunakakai Harbor was 4 but FY 24 actual is 0, a variance of 4 or 100%. FY 25: The planned amount for Kaunakakai Harbor is 4, with an estimated amount of 0, for a variance of 4 or 100%.

**PART IV - PROGRAM ACTIVITIES**

No significant changes to report.

PROGRAM TITLE: NAWILIWILI HARBOR

12/3/24

PROGRAM-ID: TRN-361

PROGRAM STRUCTURE NO: 030208

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,160	2,880	- 280	9	813	692	- 121	15	3,700	3,730	+ 30	1
TOTAL COSTS												
POSITIONS	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0	15.00	15.00	+ 0.00	0
EXPENDITURES (\$1000's)	3,160	2,880	- 280	9	813	692	- 121	15	3,700	3,730	+ 30	1
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	36.1	3.63	- 32.47	90	36.1	4.56	- 31.54	87				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	2315	23871	+ 21556	931	2361	24587	+ 22226	941				
3. NO. OF INCIDENTS/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
4. NO. OF CRUISE SHIP PASSENGERS PER CRUISE SHIP CALL	2381	2032	- 349	15	2381	2032	- 349	15				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL	15561	17818	+ 2257	15	15872	18352	+ 2480	16				
2. TONS OF CARGO - OVERSEAS - DOMESTIC	9661	15430	+ 5769	60	9854	15893	+ 6039	61				
3. TONS OF CARGO - INTERISLAND	51781	760695	+ 708914	1369	52816	783516	+ 730700	1383				
4. NO. OF PASSENGERS	40685	225540	+ 184855	454	41499	225540	+ 184041	443				
5. NO. OF CRUISE SHIP CALLS	17	111	+ 94	553	17	111	+ 94	553				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	2216	2216	+ 0	0	2216	2216	+ 0	0				
2. SHED AREA (ACRES)	1.76	1.76	+ 0	0	1.76	1.76	+ 0	0				
3. YARD AREA (ACRES)	31.5	31.5	+ 0	0	31.5	31.5	+ 0	0				



**PROGRAM TITLE: NAWILIWILI HARBOR**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: No position variances. The expenditure budget was 3,160 with an actual FY 24 expenditure of 2,880, a variance of 280 or 9%. The expenditure variance is mainly due to a delay in filling hard-to-fill vacant positions and a delay in planned expenditures for the District.

FY 25: The expenditure reduction during the first quarter (Q1), amounting to approximately \$121,000, or 15% was mainly due to timing. Because the full-year appropriation and allotments were not entered into FAMIS (the accounting system used by the State) in time to apply payments to our Energy Savings Lease (ESL), although the ESL was encumbered in Q1, the Harbors Division (HD) needed to prioritize and pay other contracts/bills which were planned during the end of FY 24. Although the budgeted amount for the ESL was \$233,053, there were insufficient allotments, we could not pay from this program; thus, HD needed to wait until the second quarter allotments became available, so all programs had sufficient allotments available. The overall expenditures for FY 25 are anticipated to be approximately \$4,422,000 compared to the planned \$4,513,000, or 98%.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: The planned amount for Nawiliwili Harbor was \$36.1 but FY 24 actual is \$3.63, a variance of \$32.47 or 90%. There seems to be an error somewhere as there are significant variances in multiple calculations such as Part II, Items 1 and 2, and Part III, Item 3. Seems most likely the latter is incorrect as that may affect the others. FY 25: The planned amount for Nawiliwili Harbor is \$36.1, with an estimated amount of \$4.56, a variance of \$31.54 or 87%. A factor that contributed to the higher program cost per ton of cargo for Nawiliwili Harbor was a requested appropriation increase of approximately \$1,000,000 to support repairs to current security Closed Circuit TV (CCTV) systems. HD makes

repairs to the CCTV systems with exterior cameras in container terminals, fence lines, gates, and passenger terminals. The CCTV systems support monitoring security in and around the harbors including monitoring entrance channels and waterside monitoring of vessel activity. The systems are exposed to the marine saltwater environment making repairs necessary and often causing catastrophic failures to components, prior to the end of useable life. HD budget request is to support service contracts to maintain cargo yards, licensed electrical services to support high mast lighting in the cargo yards, passenger terminals security systems, licensed plumbing, qualified Heating, Ventilation, and Air Conditioning (HVAC) maintenance personnel, and other qualified service trades. HD's budget request is essential for the safety of harbor users and port employees by reducing the risk of accidents and injuries. HD requests an appropriation increase to ensure the safety of harbor users and the flow of cargo by boosting its routine maintenance services. The harbor's Pier 1 cargo yards were initially built during the 1930s to handle the transportation of sugar via rail cars. Over the decades to come, imported cargo was discharged using slings and hand trucks. In 1991, the addition of five acres was completed at Pier 1, and in 1994 improvements to the inter-island terminal were completed. The improvements were designed for modern top handlers that can stack 40-foot containers three (3) or five (5) high and lift, up to 90,000 pounds. However, the inter-island terminal is experiencing subsidence at the operational interface of the barge and top-pick operations requiring annual pavement repair until a permanent solution can be designed.

Item 2. FY 24: The planned amount for Nawiliwili Harbor was 2,315 but FY 24 actual is 23,871, a variance of 21,556 or 931%. FY 25: The planned amount for Nawiliwili Harbor is 2,361, with an estimated amount of 24,587, a variance of 22,226 or 941%. As with Item 1, there seems to be an error somewhere as there are significant variances in multiple calculations such as Part II Items 1 and 2, and Part III, Item 3. Seems most likely the latter is incorrect as that may affect the others.

Item 3. FY 24: The planned and actual amounts for Nawiliwili Harbor were 0 for FY 24, with a variance of 0%. FY 25: The planned and estimated amounts for Nawiliwili Harbor are 0, with a variance of 0%.

**PROGRAM TITLE: NAWILIWILI HARBOR**

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Item 4. FY 24: The planned amount for Nawiliwili Harbor was 2,381 but FY 24 actual is 2,032, a variance of 349 or 15%. Although the number of both passengers and cruise ship calls increased, the vessels that arrived were of lower occupancy, creating a smaller cruise ship passenger per cruise ship call. FY 25: The planned amount for Nawiliwili Harbor is 2,381, with an estimated amount of 2,032, a variance of 349 or 15%. Although the number of both passengers and cruise ship calls increased, the vessels that arrived were of lower occupancy, creating a smaller cruise ship passenger per cruise ship call.

**PART III - PROGRAM TARGET GROUPS**

Item 1. FY 24: The planned amount for Nawiliwili Harbor was 15,561 but FY 24 actual is 17,818, a variance of 2,257 or 15%. FY 25: The planned amount for Nawiliwili Harbor is 15,872, with an estimated amount of 18,352, a variance of 2,480 or 16%.

Item 2. FY 24: The planned amount for Nawiliwili Harbor was 9,661 but FY 23 actual is 15,430, a variance of 5,769 or 60%. FY 25: The planned amount for Nawiliwili Harbor is 9,854, with an estimated amount of 15,893, a variance of 6,039 or 61%.

Item 3. FY 24: The planned amount for Nawiliwili Harbor was 51,781 but FY 24 actual was 760,695, a variance of 708,914 or 1,369%. FY 25: The planned amount for Nawiliwili Harbor is 52,816, with an estimated amount of 783,516, a variance of 730,700 or 1,383%. There seems to be some sort of error in the amount planned for this item.

Item 4. FY 24: The planned amount for Nawiliwili Harbor was 40,685 but FY 24 actual is 225,540, a variance of 184,855 or 454%. As the effects of the COVID-19 pandemic continue to reduce, people are taking cruises again which is increasing the amount of cruise ship calls to the Nawiliwili Harbor almost back to pre-pandemic levels. FY 25: The planned amount for Nawiliwili Harbor is 41,499, with an estimated amount of 225,540, a variance of 184,041 or 443%. As the effects of the COVID-19 pandemic continue to reduce, people are taking cruises again which is increasing the amount of cruise ship calls to the Nawiliwili Harbor almost back to pre-

pandemic levels.

Item 5. FY 24: The planned amount for Nawiliwili Harbor was 17 but FY 24 actual is 111 a variance of 94 or 553%. As the effects of the COVID-19 pandemic continue to reduce, people are taking cruises again which is increasing the amount of cruise ship calls to the Nawiliwili Harbor almost back to pre-pandemic levels. FY 25: The planned amount for Nawiliwili Harbor was 17 but FY 24 actual is 111 a variance of 94 or 553%. As the effects of the COVID-19 pandemic continue to reduce, people are taking cruises again which is increasing the amount of cruise ship calls to the Nawiliwili Harbor almost back to pre-pandemic levels.

**PART IV - PROGRAM ACTIVITIES**

No significant variances to report.

PROGRAM TITLE: PORT ALLEN HARBOR

12/3/24

PROGRAM-ID: TRN-363

PROGRAM STRUCTURE NO: 030209

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	1.00	1.00	+ 0.00	0	1.00	1.00	+ 0.00	0	1.00	1.00	+ 0.00	0
EXPENDITURES (\$1000's)	204	162	- 42	21	52	33	- 19	37	213	226	+ 13	6
TOTAL COSTS												
POSITIONS	1.00	1.00	+ 0.00	0	1.00	1.00	+ 0.00	0	1.00	1.00	+ 0.00	0
EXPENDITURES (\$1000's)	204	162	- 42	21	52	33	- 19	37	213	226	+ 13	6
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	2.15	1.09	- 1.06	49	2.15	1.49	- 0.66	31				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	61251	96883	+ 35632	58	62476	99790	+ 37314	60				
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - INTERISLAND	93714	143377	+ 49663	53	95588	147679	+ 52091	54				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	1200	1200	+ 0	0	1200	1200	+ 0	0				
2. SHED AREA (ACRES)	0.8	.8	+ 0	0	0.8	.8	+ 0	0				
3. YARD AREA (ACRES)	0.73	.73	+ 0	0	0.73	.73	+ 0	0				

**PROGRAM TITLE: PORT ALLEN HARBOR**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: No position variances. The expenditure budget was \$204,000 with an actual of \$162,000, a variance of \$42,000 or 21%. The expenditure variance is mainly due to a delay in planned expenditures for the District.

FY 25: The expenditure reduction during the first quarter (Q1), amounting to approximately \$19,000, or 37% was mainly due to timing. Because the full-year appropriation and allotments were not entered into FAMIS in time to apply payments to our Energy Savings Lease (ESL), although the ESL was encumbered in Q1, the Harbors Division (HD) needed to prioritize and pay other contracts/bills that were planned during the end of FY 24. Although the budgeted amount for the ESL was \$12,816, unlike other smaller harbors, there were sufficient allotments, so we could pay from this program; but because other smaller harbors didn't have sufficient allotments, HD needed to wait until the second quarter allotments became available, so all programs had sufficient allotments available. The overall expenditures for FY 25 are anticipated to be approximately \$259,000 compared to the planned \$265,000, or 98%.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: The planned amount for Port Allen Harbor was \$2.15, but the FY 24 actual is \$1.09, a variance of \$1.06 or 49%. The decrease was due to an increase in tons of cargo by 58% as well as the delayed planned expenditures. FY 25: The planned amount for Port Allen Harbor is \$2.15, with an estimated amount of \$1.49, a variance of \$0.66 or 31%.

A factor that contributed to the higher program cost per ton of cargo for Port Allen Harbor was a requested appropriation increase of approximately \$55,000 to support repairs to current security Closed Circuit TV (CCTV) systems. HD makes repairs to the CCTV camera

systems with exterior cameras in container terminals, fence lines, gates, and passenger terminals. The CCTV camera systems support monitoring security in and around the harbors including monitoring entrance channels and waterside monitoring of vessel activity. The systems are exposed to the marine saltwater environment making repairs necessary and often causing catastrophic failures to components, prior to the end of useable life. HD's budget request is to support the services of licensed plumbers and electrical personnel, maintenance personnel, and other qualified service trades to maintain the Port Allen pier and facilities. HD's budget request is essential for the safety of harbor users and port employees by reducing the risk of accidents and injuries.

Item 2. FY 24: The planned amount for Port Allen Harbor was 61,251 but FY 24 actual is 96,883, a variance of 35,632 or 58%. The increase is attributed to an increase of tons of cargo - Interisland. FY 25: The planned amount for Port Allen Harbor is 62,476, estimated to be 99,790, a variance of 37,314 or 60%. The increase is attributed to an increase of tons of cargo - Interisland.

Item 3. FY 24: The planned and actual amounts for Port Allen Harbor were 0 for FY 24, with a variance of 0%. FY 25: The planned and estimated amounts for Port Allen Harbor are 0, with a variance of 0%.

**PART III - PROGRAM TARGET GROUPS**

Item 1. FY 24: The planned amount for Port Allen Harbor was 93,714 but FY 24 actual is 143,377, a variance of 49,663 or 53%. FY 25: The planned amount for Port Allen Harbor is 95,588, estimated to be 147,679, a variance of 52,091 or 54%.

**PART IV - PROGRAM ACTIVITIES**

No significant variances to report.

PROGRAM TITLE:

KAUMALAPAU HARBOR

12/3/24

PROGRAM-ID:

TRN-351

PROGRAM STRUCTURE NO:

030210

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	1.00	1.00	+ 0.00	0	1.00	1.00	+ 0.00	0	1.00	1.00	+ 0.00	0
EXPENDITURES (\$1000's)	172	96	- 76	44	44	22	- 22	50	441	453	+ 12	3
TOTAL COSTS												
POSITIONS	1.00	1.00	+ 0.00	0	1.00	1.00	+ 0.00	0	1.00	1.00	+ 0.00	0
EXPENDITURES (\$1000's)	172	96	- 76	44	44	22	- 22	50	441	453	+ 12	3
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. PROGRAM COST PER TON OF CARGO	1.72	.84	- 0.88	51	1.72	3.86	+ 2.14	124				
2. TONS OF CARGO PROCESSED PER ACRE OF CONTAINER YARD	35055	49534	+ 14479	41	35756	51020	+ 15264	43				
3. NO. OF INCIDENCES/ACCIDENTS REPORTED	0	0	+ 0	0	0	0	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. TONS OF CARGO - INTERISLAND	80627	113928	+ 33301	41	82239	117346	+ 35107	43				
PART IV: PROGRAM ACTIVITY												
1. PIER LENGTH (LINEAR FEET)	400	400	+ 0	0	400	400	+ 0	0				
2. SHED AREA (ACRES)	0	0	+ 0	0	0	0	+ 0	0				
3. YARD AREA (ACRES)	2.3	2.3	+ 0	0	2.3	2.3	+ 0	0				

**PROGRAM TITLE: KAUMALAPAU HARBOR**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Cost (\$000)

FY 24: No position variances. The expenditure budget was \$172,000 with an actual of \$96,000, a variance of \$76,000 or 44%. The expenditure variance is mainly due to a delay in planned expenditures for the District.

FY 25: The expenditure reduction during the first quarter (Q1), amounting to approximately \$22,000, or 50% was mainly due to timing. Because the full-year appropriation and allotments were not entered into FAMIS in time to apply payments to our Energy Savings Lease (ESL), although the ESL was encumbered in Q1, the Harbors Division needed to prioritize and pay other contracts/bills which were planned during the end of FY 24. Although the budgeted amount for the ESL was \$8,937, which had sufficient allotments, we could not pay because other smaller harbor programs didn't have sufficient remaining allotments during Q1; thus Harbors Division needed to wait until the second quarter allotments became available so all programs had sufficient allotments available. The overall expenditures for FY 25 are anticipated to be approximately \$475,000 compared to the planned \$485,000, or 98%.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: The planned amount for Kaumalapau Harbor was \$1.72, with actual FY 24 costs at \$0.84, a variance of \$0.88 or 51%. The main reason is as explained in Part 1 Positions and Expenditures for FY 24, there were delays in planned expenditures which caused the actual expenditures to be lower than budgeted; thus reducing the cost per ton of cargo. FY 25: The planned amount for Kaumalapau Harbor is \$1.72, with an estimated amount of \$3.86, a variance of 2.14 or 124%. A factor that contributed to the higher program cost per ton of cargo for Kaumalapau Harbor was a requested appropriation increase of approximately \$310,000 to support repairs to current security Closed

Circuit TV (CCTV) camera systems. Harbors Division makes repairs to the CCTV camera systems with exterior cameras in container terminals, fence lines, gates, and passenger terminals. The CCTV camera systems support monitoring security in and around the harbors including monitoring entrance channels and waterside monitoring of vessel activity. The systems are exposed to the marine saltwater environment making repairs necessary and often causing catastrophic failures to components, prior to the end of useable life. Harbors Division's budget request is to support licensed electrical services to support high mast lighting in the cargo yards, passenger terminal security systems, licensed plumbing, qualified Heating, Ventilation, and Air Conditioning (HVAC) maintenance personnel, and other qualified service trades. Harbors Division requests an appropriation increase to ensure the safety of harbor users and the flow of cargo by boosting its routine maintenance services. The harbors' pier and cargo yards initially began operating in 1926 to export the transportation of pineapples via rail cars. Imported cargo was discharged using slings and hand trucks. Over the decades Harbors Division made significant improvements in maintaining its pier and container cargo yards. However, the cargo yards were not designed for modern top handlers that can stack 40-foot containers three (3) or five (5) high and lift, up to 90,000 pounds. The pavement requires constant and more frequent maintenance given the wear and deterioration caused by this heavy equipment.

Item 2. FY 24: The planned amount for Kaumalapau Harbor was 35,055 but FY 24 actual is 49,534, a variance of 14,479 or 41%. This increase was in direct proportion to the increased amount of tons of cargo - interisland processed. FY 25: The planned amount for Kaumalapau Harbor is 35,756, with an estimated amount of 51,020, a variance of 15,264 or 43%. This increase is based on the assumption that it will also be in direct proportion to the increased amount of tons of cargo - interisland processed.

Item 3. FY 24: The planned and actual amounts for Kaumalapau Harbor were 0 for FY 24, for a variance of 0%. FY 25: The planned and estimated amounts for Kaumalapau Harbor are 0 for FY 24, with a variance of 0%.

**PROGRAM TITLE: KAUMALAPAU HARBOR**

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**PART III - PROGRAM TARGET GROUPS**

Item 1. FY 24: The planned amount for Kaumalapau Harbor was 80,627 but FY 24 actual is 113,928, a variance of 33,301 or 41%. FY 25: The planned amount for Kaumalapau Harbor is 82,239, estimated to be 117,346, a variance of 35,107 or 43%.

**PART IV - PROGRAM ACTIVITIES**

No significant variances to report.

PROGRAM TITLE:

HARBORS ADMINISTRATION

12/3/24

PROGRAM-ID:

TRN-395

PROGRAM STRUCTURE NO:

030211

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	72.00	72.00	+ 0.00	0	72.00	72.00	+ 0.00	0	72.00	72.00	+ 0.00	0
EXPENDITURES (\$1000's)	90,691	86,914	- 3,777	4	23,273	19,010	- 4,263	18	71,819	74,180	+ 2,361	3
TOTAL COSTS												
POSITIONS	72.00	72.00	+ 0.00	0	72.00	72.00	+ 0.00	0	72.00	72.00	+ 0.00	0
EXPENDITURES (\$1000's)	90,691	86,914	- 3,777	4	23,273	19,010	- 4,263	18	71,819	74,180	+ 2,361	3
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. COST OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	9.94	9.24	- 0.7	7	9.94	11.00	+ 1.06	11				
2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION	10000	18465	+ 8465	85	10000	10000	+ 0	0				
3. NO. OF VENDOR PAYMENTS EXCEEDING 30 DAYS	175	87	- 88	50	175	100	- 75	43				
4. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME	100	100	+ 0	0	100	100	+ 0	0				
5. % OF SPEC MAINT PROJ INITIATED COMPARED TO PLAN	100	130	+ 30	30	100	100	+ 0	0				
PART III: PROGRAM TARGET GROUP												
1. FILLED PERMANENT POSITIONS IN THE DIVISION	251	212	- 39	16	251	217	- 34	14				
PART IV: PROGRAM ACTIVITY												
1. ADMINISTRATIVE PERSONNEL (NO. OF PERM POSITIONS)	71	72	+ 1	1	71	72	+ 1	1				
2. DIVISIONAL PERSONNEL (NO. OF PERM. POSITIONS)	251	252	+ 1	0	251	232	- 19	8				
3. NO. OF CIP PROJECTS COMPLETED	2	2	+ 0	0	7	5	- 2	29				
4. NO. OF SPECIAL MAINTENANCE PROJECTS INITIATED	44	78	+ 34	77	44	50	+ 6	14				



**PROGRAM TITLE: HARBORS ADMINISTRATION**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Cost (\$000)

FY 24: No position variances. The expenditure budget was 90,691 with the actual of 86,914, a variance of 3,777 or 4%. The expenditure variance is mainly due to a delay in filling hard to fill vacant, reclassified, and reorganized positions and a delay of planned expenditures for the Administration.

FY 25: Budgeted is 95,092 and estimated is 93,190, a variance \$1,902 or 2%. Any expenditure variance is due to the deferral of operating expenditures, although no position or expenditure variances are expected.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. FY 24: The planned amount for Harbors Administration was 9.94 with the FY 24 actual at 9.24, a variance of 0.70 or 7%. FY 25: The planned amount for Harbors Administration was 9.94 with the estimated at 11.00, a variance of 1.06 or 11%.

A factor that contributed to the higher cost of administration relative to total program costs was a requested appropriation increase of approximately \$2,000,000 to support the Harbors Division has been working diligently to repair and maintain (R&M) waterfront infrastructure, piers, wharves, and landside facilities. As R&M is performed across the State at each harbor facility, it has been classified as a special maintenance projects (SMP). Harbors Administration has a running list of R&M that needs to be performed in each district and harbor. Shortages in the supply chain, labor markets, and overall increased costs due to inflation have resulted in an increase in design and construction costs, for concrete, asphalt pavement, materials for sheet pile and bulkhead repairs, building materials, electrical, and Heating, Ventilation, and Air Conditioning (HVAC). Projects have become more expensive and as a result, the current SMP budget is not sufficient to keep up with the project

list and potential deferred maintenance costs.

Item 2. FY 24: The planned amount for Harbors Administration was 10,000, with the actual amount of 18,465, a variance of 8,465 or 85%. With various employees out on disability-type leaves and employees not remembering to enter their leaves in Hawaii Information Portal Self-Service (HIP) properly, Harbors Administration has worked as closely as possible with Districts to minimize overpayments but in these uncertain circumstances, it is difficult to determine what and when disability will kick in and balancing that with the employee not getting paid what he/she should be paid for any leave balances that exist. Harbors Administration continues to identify overpayments as quickly as possible to avoid compounding the problem and reducing the overpayment through collection agreements. FY 25: The planned amount for Harbors Administration is 10,000, with an estimated amount of 10,000, a variance of 0 or 0%.

Item 3. FY 24: The planned amount for Harbors Administration was 175 but FY 24 actual is 87, making the variance 88 or 50%. Harbors Administration has been able to process payments in a timely manner in order to minimize over 30 days of vendor payments. FY 25: The planned amount for Harbors Administration is 175 and the estimated is 100, making the variance 75 or 43%. Harbors Administration will continue to process payments in as timely a manner as possible in order to minimize 30+ days vendor payments.

Item 4. FY 24: The planned percentage of CIP projects completed within the scheduled time was 100%, with an FY 24 actual of 100%, a variance of 0 or 0%. FY 25: The planned amount for Harbors Administration is 100% and the estimated is 100%, making the variance 0 or 0%.

Item 5. FY 24: The planned amount for Harbors Administration should be 100% with the actual of 100%, a variance of 0 or 0%. FY 25: The planned amount for Harbors Administration should be 100% with an estimated 100%, variance of 0 or 0%.

**PROGRAM TITLE: HARBORS ADMINISTRATION**

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**PART III - PROGRAM TARGET GROUPS**

Item 1. FY 24: The planned amount for Harbors Administration was 251 and the actual is 212, making the variance 39 or 16%. the planned amount includes the 20 employees who transferred from Harbors Administration to the Department of Law Enforcement. The remainder variance is due to a delay in filling vacant positions due to the overall shortage of qualified applicants, as well as reorganizing, re-describing, and reclassifying positions. FY 25: The planned amount for Harbors Administration is 251; however, due to a transfer of one temporary to a permanent position within Harbors Administration that was approved by the Legislature during the FB 2023-25 Executive Biennium Budget process and a transfer of 20 enforcement/security officers, our planned count should be 232 with an estimated 217, a variance of 15 or 6%.

**PART IV - PROGRAM ACTIVITIES**

Item 1. FY 24: The planned amount for Harbors Administration was 71, with an FY 24 actual of 72, a variance of 1 or 1%. As stated in Part III Item 1, due to a transfer of one temporary position to a permanent position, the count increased to 72. FY 25: The planned amount for Harbors Administration is 71. There was a transfer of one temporary position to a permanent position within Harbors Administration that was approved by the Legislature during the FB 2023-25 Executive Biennium Budget process, so the planned should be 72, with an estimated 72 as well, for a variance of 0 or 0%.

Item 2. FY 24: The planned amount for Harbors Administration was 251, with FY 24 actual of 252, making the variance 1 or 1%. As stated in Part III Item 1, due to a transfer of one temporary position to a permanent position, the count increased to 252. FY 25: The planned amount for Harbors Administration is 251; however, due to a transfer of 20 enforcement/security officers, our planned count should be 232 with an estimated 232, a variance of 0 or 0%.

Item 3. FY 24: The planned amount for Harbors Administration was 2 and FY 24 actual is 2, a variance of 0 or 0%. FY 25: The planned

amount for Harbors Administration is 7 and the estimated is 5, a variance of 2 or 29%.

Item 4. FY 24: The planned amount for Harbors Administration was 44 but FY 24 actual is 78, a variance of 34 or 77%. A significant amount of paving, fencing, sea level, and resiliency projects are getting done.

FY 25: The planned amount for Harbors Administration is 44, with the estimated at 50, a variance of 6 or 14%. Since the cost of projects has increased, we have increased our SMP budget by another \$2 million; however, the number of projects has become limited because of the rise in costs.

PROGRAM TITLE: HANA HARBOR

12/3/24

PROGRAM-ID: TRN-333

PROGRAM STRUCTURE NO: 030212

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
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)	14	0	- 14	100	3	0	- 3	100	11	0	- 11	100
TOTAL COSTS												
POSITIONS	0.00	0.00	+ 0.00	0	0.00	0.00	+ 0.00	0	0.00	0.00	+ 0.00	0
EXPENDITURES (\$1000's)	14	0	- 14	100	3	0	- 3	100	11	0	- 11	100
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG.		0	0	+ 0	0		0	0	+ 0	0		0

**PROGRAM TITLE: HANA HARBOR**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FYs 24-25: The variances are due to no expenditures for this program and, currently, there are no development plans.

**PART II - MEASURES OF EFFECTIVENESS**

No data is available and/or no measures of effectiveness have been development for this program for FY 24 and FY 25.

**PART III - PROGRAM TARGET GROUPS**

No data is available as no program target groups have been developed for this program for FY 24 and FY 25.

**PART IV - PROGRAM ACTIVITIES**

No data is available as no program activities have been developed for this program for FY 24 and FY 25.

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	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	737.00	- 300.00	29	1,038.00	739.00	- 299.00	29	1,038.00	988.00	- 50.00	5
<b>EXPENDITURES (\$1000's)</b>	390,973	317,299	- 73,674	19	79,258	54,879	- 24,379	31	320,549	361,928	+ 41,379	13
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	1,037.00	737.00	- 300.00	29	1,038.00	739.00	- 299.00	29	1,038.00	988.00	- 50.00	5
<b>EXPENDITURES (\$1000's)</b>	390,973	317,299	- 73,674	19	79,258	54,879	- 24,379	31	320,549	361,928	+ 41,379	13
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	29	29	+ 0	0	29	29	+ 0	0				
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	226	208.5	- 17.5	8	218	178.2	- 39.8	18				
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES	4	3.17	- 0.83	21	4	3.74	- 0.26	7				
4. MAINTENANCE COST PER 10 LANE-MILES	509576	1793594	+ 1284018	252	492522	2196826	+ 1704304	346				
5. VEHICLE MILES PER TRAVEL (MILLIONS OF MILES)	5764	5799	+ 35	1	5838	5873	+ 35	1				

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

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**PART I - EXPENDITURES AND POSITIONS**

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

**PART II - MEASURES OF EFFECTIVENESS**

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

PROGRAM TITLE: OAHU HIGHWAYS

PROGRAM-ID: TRN-501

12/3/24

PROGRAM STRUCTURE NO: 030301

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	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>	190.00	136.00	- 54.00	28	190.00	141.00	- 49.00	26	190.00	185.00	- 5.00	3
<b>EXPENDITURES (\$1000's)</b>	91,594	88,773	- 2,821	3	24,249	10,682	- 13,567	56	72,749	83,316	+ 10,567	15
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	190.00	136.00	- 54.00	28	190.00	141.00	- 49.00	26	190.00	185.00	- 5.00	3
<b>EXPENDITURES (\$1000's)</b>	91,594	88,773	- 2,821	3	24,249	10,682	- 13,567	56	72,749	83,316	+ 10,567	15
	<b>FISCAL YEAR 2023-24</b>				<b>FISCAL YEAR 2024-25</b>							
	<b>PLANNED</b>	<b>ACTUAL</b>	<b>± CHANGE</b>	<b>%</b>	<b>PLANNED</b>	<b>ESTIMATED</b>	<b>± CHANGE</b>	<b>%</b>				
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	18	18.00	+ 0	0	18	18.00	+ 0	0				
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	68.1	65.50	- 2.6	4	65.8	62.00	- 3.8	6				
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES	.75	0.95	+ 0.2	27	.73	0.78	+ 0.05	7				
4. MAINTENANCE COST PER 10 LANE-MILES	720204	790476	+ 70272	10	720204	925888	+ 205684	29				
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	1.02	1.27	+ 0.25	25	.99	1.27	+ 0.28	28				
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	.98	1.26	+ 0.28	29	.95	1.25	+ 0.3	32				
7. % OF PAVEMENT IN POOR CONDITION ON NHS	4.46	2.88	- 1.58	35	4.41	2.80	- 1.61	37				
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS	4.07	2.92	- 1.15	28	4.02	3.02	- 1	25				
<b>PART III: PROGRAM TARGET GROUP</b>												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	3392	3369	- 23	1	3428	3403	- 25	1				
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	36090	35850	- 240	1	36470	36210	- 260	1				
3. NO. OF REGISTERED VEHICLES	805319	794704	- 10615	1	813793	802594	- 11199	1				
4. NO. OF REGISTERED VEHICLE OPERATORS	625510	632282	+ 6772	1	629847	636427	+ 6580	1				
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS	36.1	25.00	- 11.1	31	35.7	25.80	- 9.9	28				
6. LANE-MILES OF PAVEMENT IN POOR CONDIITION ON ALL	42.9	27.50	- 15.4	36	42.3	28.50	- 13.8	33				
<b>PART IV: PROGRAM ACTIVITY</b>												
1. ROADWAY MAINTENANCE (LANE MILES)	1150.00	1011.73	- 138.27	12	1150.00	1011.73	- 138.27	12				
2. LANDSCAPE MAINTENANCE (ACRES)	4966.00	4966.00	+ 0	0	4966.00	4966.00	+ 0	0				
3. STRUCTURE MAINTENANCE (NUMBER)	442.00	442.00	+ 0	0	442.00	442.00	+ 0	0				

**PROGRAM TITLE: OAHU HIGHWAYS**

**PART I - EXPENDITURES AND POSITIONS**

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

FY 24: The position variance was due to transfers, promotions, and retirements. In addition, unfunded positions frozen in Act 5, SLH 2019, and Act 88, SLH 2021, were not filled. The expenditure variance was due to the less-than-anticipated payroll expenses. In addition, motor vehicle purchases were reduced to align with Hawaii's clean energy goals including emission reduction goals to align with the principles and goals of the Paris Agreement; a 100% renewable portfolio standard by 2045; a carbon neutral and zero emissions clean economy by 2045; and a planning goal to increase energy security and self-sufficiency through the ultimate elimination of Hawaii's dependence on imported fuels for electrical generation and ground transportation.

**PART II - MEASURES OF EFFECTIVENESS**

Item 3. The variance for Honolulu County for 2023 is a 27% increase. Although the fatal accidents only increased by two fatal accidents, the vehicle miles of travel did not increase as much as predicted.

Item 4. The actual rate was higher than estimated due to an increase in costs per lane mile. Increase in actual costs for Fringe, Traffic Control, Tunnel Routine Maintenance, and Electric Vehicle (EV) Charging stations. Actual lane mileage was lower than estimated due to updated values. Based on Highway Performance Monitoring System (HPMS) 2022 Oahu Total State Maintained Lane Mileage = 1,011.73 Lane Miles HPMS 2022 Dataset Lane Miles | State of Hawaii, Department of Transportation.

Item 5. Many of the bridges within the inventory have exceeded their expected design life. As such, greater than anticipated levels of deterioration of these bridge structures are being recorded during routine bridge inspections, resulting in a variance between the estimated 1.02%

and the actual 1.27% of Oahu District structurally deficient bridges on the National Highway Safety (NHS).

Item 6. Many of the bridges within the inventory have exceeded their expected design life. As such, greater than anticipated levels of deterioration of these bridge structures are being recorded during routine bridge inspections, resulting in a variance between the estimated 0.98% and the actual 1.26% of Oahu District structurally deficient bridges on and off the NHS.

Item 7. The estimated NHS percent poor encouraged the Highways Division to prioritize projects that are situated on the NHS to reduce said numbers. Many improvements to the Pali Hwy, Likelike Hwy, Kamehameha Hwy, and the Interstate H-2 were completed in the recent dataset and the data reflects those improvements.

Item 8. The estimated NHS percent poor encouraged the Highways Division to prioritize projects that are situated on the NHS to reduce said numbers. Many improvements to the Pali Highway (Hwy), Likelike Hwy, Kamehameha Hwy, and Interstate H-2 were completed in the recent dataset, and the data reflects those improvements. A significant amount of Oahu State's roads is on the NHS which is why this metric also shows significant improvement.

**PART III - PROGRAM TARGET GROUPS**

Item 5. The estimated NHS percent poor encouraged the Highways Division to prioritize projects that are situated on the NHS to reduce said numbers. Many improvements to the Pali Hwy, Likelike Hwy, Kamehameha Hwy, and the Interstate H-2 were completed in the recent dataset and the data reflects those improvements.

Item 6. The estimated NHS percent poor encouraged the Highways Division to prioritize projects that are situated on the NHS to reduce said numbers. Many improvements to the Pali Hwy, Likelike Hwy, Kamehameha Hwy, and Interstate H-2 were completed in the recent dataset, and the data reflects those improvements. A significant amount



**PROGRAM TITLE: OAHU HIGHWAYS**

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of Oahu State's roads is on the NHS which is why this metric also shows significant improvement.

**PART IV - PROGRAM ACTIVITIES**

Item 1. Actual lane miles were lower than estimated due to updated values. Based on HPMS 2022 Oahu Total State Maintained Lane Mileage = 1,011.73 Lane Miles HPMS 2022 Dataset Lane Miles | State of Hawaii, Department of Transportation



**PROGRAM TITLE: HAWAII HIGHWAYS**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The position variance was due to transfers, promotions, and retirements. In addition, unfunded positions frozen in Act 5, SLH 2019 and Act 88, SLH 2021, were not filled. The expenditure variance was due to the less than anticipated payroll expenditures.

**PART II - MEASURES OF EFFECTIVENESS**

Item 2. The number of accidents in Hawaii County decreased lower than expected. This was very unexpected since there has never been this low number of accidents reported for Hawaii County. The decrease in incidents may be attributed to the highway safety campaign and enforcement of motor vehicle traffic laws.

Item 3. The variance for Hawaii County for 2023 is a 38% decrease. Hawaii County had one of the lowest years of fatal accidents, with less than half of the previous year (from 33 fatalities to 15 fatalities), which was unexpected.

Item 5. Significant bridge repairs were recently completed, which greatly reduced the deck area of deficient bridges in the district. This resulted in a variance between the estimated 18.97% and the actual 9.01% of Hawaii District structurally deficient bridges on the National Highway Safety (NHS).

Item 6. Significant bridge repairs were recently completed, which greatly reduced the deck area of deficient bridges in the district. This resulted in a variance between the estimated 18.62% and the actual 7.90% of Hawaii District structurally deficient bridges on and off the NHS.

Item 7. The increase in the percentage of poor roads this past year is primarily a result of deferring projects to subsequent years due to funding

and capacity constraints. Also, the increase of poor roads is increasing at a rate faster than anticipated.

Item 8. The increase in the percentage of poor roads this past year is primarily a result of deferring projects to subsequent years due to funding and capacity constraints. Also, the increase of poor roads is increasing at a rate faster than anticipated.

**PART III - PROGRAM TARGET GROUPS**

Item 5: The increase in the percentage of poor roads this past year is primarily a result of deferring projects to subsequent years due to funding and capacity constraints. Also, the increase of poor roads is increasing at a rate faster than anticipated.

Item 6: The increase in the percentage of poor roads this past year is primarily a result of deferring projects to subsequent years due to funding and capacity constraints. Also, the increase of poor roads is increasing at a rate faster than anticipated.

**PART IV - PROGRAM ACTIVITIES**

There is no significant variance to report.

PROGRAM TITLE: MAUI HIGHWAYS

PROGRAM-ID: TRN-531

PROGRAM STRUCTURE NO: 030303

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	90.00	65.00	- 25.00	28	90.00	63.50	- 26.50	29	90.00	84.50	- 5.50	6
EXPENDITURES (\$1000's)	25,895	22,772	- 3,123	12	6,530	1,621	- 4,909	75	19,832	24,741	+ 4,909	25
TOTAL COSTS												
POSITIONS	90.00	65.00	- 25.00	28	90.00	63.50	- 26.50	29	90.00	84.50	- 5.50	6
EXPENDITURES (\$1000's)	25,895	22,772	- 3,123	12	6,530	1,621	- 4,909	75	19,832	24,741	+ 4,909	25
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	5	5.00	+ 0	0	5	5.00	+ 0	0				
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	56.8	64.50	+ 7.7	14	55.8	40.10	- 15.7	28				
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES	1.07	1.10	+ 0.03	3	1.05	1.06	+ 0.01	1				
4. MAINTENANCE COST PER 10 LANE-MILES	412682	381776	- 30906	7	412682	441768	+ 29086	7				
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	0	0	+ 0	0	0	0	+ 0	0				
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	.72	0.66	- 0.06	8	.72	0.66	- 0.06	8				
7. % OF PAVEMENT IN POOR CONDITION ON NHS	.13	0.46	+ 0.33	254	.15	0.50	+ 0.35	233				
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS	.18	0.45	+ 0.27	150	.2	0.40	+ 0.2	100				
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	896	861.00	- 35	4	909	874.00	- 35	4				
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	16000	15550.0	- 450	3	16240	15770.0	- 470	3				
3. NO. OF REGISTERED VEHICLES	190670	187732	- 2938	2	193507	190426	- 3081	2				
4. NO. OF REGISTERED VEHICLE OPERATORS	127382	124211	- 3171	2	129054	125795	- 3259	3				
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS	.2	0.87	+ 0.67	335	.3	1.10	+ 0.8	267				
6. LANE-MILES OF PAVEMENT IN POOR CONDIITION ON ALL	1	2.57	+ 1.57	157	1.1	2.80	+ 1.7	155				
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)	529	566.77	+ 37.77	7	529	566.77	+ 37.77	7				
2. LANDSCAPE MAINTENANCE (ACRES)	366	366.00	+ 0	0	366	366.00	+ 0	0				
3. STRUCTURE MAINTENANCE (NUMBER)	111	111.00	+ 0	0	111	111.00	+ 0	0				

**PROGRAM TITLE: MAUI HIGHWAYS**

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**PART I - EXPENDITURES AND POSITIONS**

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

FY 24: The position variance was due to transfers, promotions, and retirements. In addition, unfunded positions frozen in Act 5, SLH 2019, and Act 88, SLH 2021, were not filled. The expenditure variance was due to the less-than-anticipated payroll expenditures, replacement of equipment deferred, and less-than-anticipated routine repair and maintenance on Lanai.

**PART II - MEASURES OF EFFECTIVENESS**

Item 2. The number of major traffic crashes for Maui County decreased from the previous year but there was an unexpected drop in the vehicle miles traveled that offset the major traffic crash decrease and increased accidents per 100 million vehicle miles (+14%). This could be due to the wildfires in 2023, which affected the number of visitors to Maui Island.

Item 7. The slight variance of poor roads was related to the delay of projects due to the increased complexity of some projects and indirectly related to the Lahaina wildfires.

Item 8. The slight variance of poor roads was related to the delay of projects due to the increased complexity of some projects and indirectly related to the Lahaina wildfires.

**PART III - PROGRAM TARGET GROUPS**

Item 5. The slight variance of poor roads was related to the delay of projects due to the increased complexity of some projects and indirectly related to the Lahaina wildfires.

Item 6. The slight variance of poor roads was related to the delay of projects due to the increased complexity of some projects and indirectly related to the Lahaina wildfires.

**PART IV - PROGRAM ACTIVITIES**

There is no significant variance to report.

PROGRAM TITLE: KAUAI HIGHWAYS

PROGRAM-ID: TRN-561

PROGRAM STRUCTURE NO: 030306

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	55.00	43.00	- 12.00	22	55.00	42.00	- 13.00	24	55.00	55.00	+ 0.00	0
EXPENDITURES (\$1000's)	12,885	10,964	- 1,921	15	2,960	1,541	- 1,419	48	10,082	11,501	+ 1,419	14
TOTAL COSTS												
POSITIONS	55.00	43.00	- 12.00	22	55.00	42.00	- 13.00	24	55.00	55.00	+ 0.00	0
EXPENDITURES (\$1000's)	12,885	10,964	- 1,921	15	2,960	1,541	- 1,419	48	10,082	11,501	+ 1,419	14

	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>								
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK	2	2.00	+ 0	0	2	2.00	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES	59.3	42.10	- 17.2	29	58.6	40.00	- 18.6	32
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES	.7	0.35	- 0.35	50	.69	0.69	+ 0	0
4. MAINTENANCE COST PER 10 LANE-MILES	846599	415301	- 431298	51	846599	526756	- 319843	38
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS	10.11	22.54	+ 12.43	123	0	22.54	+ 22.54	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL	12.23	19.07	+ 6.84	56	8.16	19.07	+ 10.91	134
7. % OF PAVEMENT IN POOR CONDITION ON NHS	.62	1.00	+ 0.38	61	.64	0.70	+ 0.06	9
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS	1.58	2.12	+ 0.54	34	1.6	0.90	- 0.7	44

<b>PART III: PROGRAM TARGET GROUP</b>								
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)	392	426	+ 34	9	398	433	+ 35	9
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	10370	11280	+ 910	9	10530	11440	+ 910	9
3. NO. OF REGISTERED VEHICLES	88189	91518	+ 3329	4	89504	92851	+ 3347	4
4. NO. OF REGISTERED VEHICLE OPERATORS	58524	56665	- 1859	3	59144	57239	- 1905	3
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS	.4	0.60	+ 0.2	50	.4	0.40	+ 0	0
6. LANE-MILES OF PAVEMENT IN POOR CONDIITION ON ALL	3.8	4.92	+ 1.12	29	3.9	4.92	+ 1.02	26

<b>PART IV: PROGRAM ACTIVITY</b>								
1. ROADWAY MAINTENANCE (LANE MILES)	121	216.96	+ 95.96	79	121	216.96	+ 95.96	79
2. LANDSCAPE MAINTENANCE (ACRES)	2000	2000	+ 0	0	2000	2000	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)	4	4	+ 0	0	4	4	+ 0	0

**PROGRAM TITLE: KAUAI HIGHWAYS**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The position variance was due to transfers, promotions, and retirements. In addition, unfunded positions in Act 5, SLH 2019, and Act 88, SLH 2021, were not filled. The expenditure variance was due to the less-than-anticipated payroll expenses.

**PART II - MEASURES OF EFFECTIVENESS**

Item 2. The number of major traffic crashes in Kauai County decreased by more than anticipated. The number was close to the number of major traffic crashes during the Pandemic. Since the number of accidents in Kauai County is relatively low compared to the other counties, small changes result in larger variances. The number of crashes decreased from 2022 to 2023 by only 15 accidents.

Item 3. The variance for Kauai County for FY 24 is a 50% decrease. The number of fatal accidents on Kauai was one of the lowest years, with one-third of the previous year (from nine fatalities to three fatalities), which was unexpected.

Item 4. The actual rate was lower than estimated due to a decrease in costs per lane mile. Decrease in actual costs due to less than anticipated payroll expenditures. Actual lane mileage was higher than estimated. Actual lane mileage has been underestimated in the past and the most recent HPMS inventory report is Highway Performance Monitoring System (HPMS) 2022 and Kauai mileage is reported as 216.96 lane miles HPMS 2022 Dataset Lane Miles | State of Hawaii, Department of Transportation.

Item 5. Many of the bridges within the inventory have exceeded their expected design life. As such, greater than anticipated levels of deterioration of these bridge structures are being recorded during routine

bridge inspections, resulting in a variance between the estimated 10.11% and the actual 22.54% of Kauai District structurally deficient bridges on the National Highway Safety (NHS).

Item 6. Many of the bridges within the inventory have exceeded their expected design life. As such, greater than anticipated levels of deterioration of these bridge structures are being recorded during routine bridge inspections, resulting in a variance between the estimated 12.23% and the actual 19.07% of Kauai District structurally deficient bridges on and off the NHS.

Items 7 and 8. The variance in the percentage of poor roads is a result of the delayed projects due to fiscal constraints, and roadway reconstruction and resurfacing project priority. It is anticipated that the projects will be performed in the subsequent year.

**PART III - PROGRAM TARGET GROUPS**

Items 5 and 6. The variance in the percentage of poor roads is a result of the delayed projects due to fiscal constraints, and roadway reconstruction and resurfacing project priority. It is anticipated that the projects will be performed in the subsequent year.

**PART IV - PROGRAM ACTIVITIES**

Item 1. Roadway Maintenance (Lane Miles) has been underestimated in the past and the most recent HPMS inventory report is HPMS 2022 and Kauai mileage is reported as 216.96 lane miles HPMS 2022 Dataset Lane Miles | State of Hawaii, Department of Transportation.

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
<b>OPERATING COSTS</b>												
POSITIONS	544.50	384.50	- 160.00	29	545.50	383.50	- 162.00	30	545.50	518.00	- 27.50	5
EXPENDITURES (\$1000's)	219,699	165,970	- 53,729	24	35,903	16,694	- 19,209	54	183,274	202,483	+ 19,209	10
<b>TOTAL COSTS</b>												
POSITIONS	544.50	384.50	- 160.00	29	545.50	383.50	- 162.00	30	545.50	518.00	- 27.50	5
EXPENDITURES (\$1000's)	219,699	165,970	- 53,729	24	35,903	16,694	- 19,209	54	183,274	202,483	+ 19,209	10
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
<b>PART II: MEASURES OF EFFECTIVENESS</b>												
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	36.22	23.11	- 13.11	36	38.21	41.52	+ 3.31	9				
2. VENDOR PAYMENT EXCEEDING 30 DAYS	.02	0.02	+ 0	0	.02	0.02	+ 0	0				
3. DEBT SERVICE COST TO TOTAL O&M EXPENDITURE	.18	0.15	- 0.03	17	.20	0.19	- 0.01	5				
4. AVG. # OF WORK DAYS TO PROCESS PERMIT APPLICATIONS	8	20.00	+ 12	150	8	10.00	+ 2	25				
5. % OF COMPLAINTS RESPONDED TO WITHIN 5 WORK DAYS	55	55.00	+ 0	0	55	55.00	+ 0	0				
<b>PART IV: PROGRAM ACTIVITY</b>												
1. ADMINISTRATIVE PERSONNEL (NO. OF PERSONS)	544.00	384.50	- 159.5	29	544.00	545.50	+ 1.5	0				
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)	1036.00	737.00	- 299	29	1036.00	1038.00	+ 2	0				
3. RESURFACING (LANE MILES)	49.09	49.09	+ 0	0	43.13	49.09	+ 5.96	14				
4. SPECIAL MAINTENANCE - RESURFACING (\$1000)	25442	25442	+ 0	0	21318	25442	+ 4124	19				
5. SPECIAL MAINTENANCE - OTHERS (\$1000)	24558	24558	+ 0	0	18682	24558	+ 5876	31				



**PROGRAM TITLE: HIGHWAYS ADMINISTRATION**

**PART I - EXPENDITURES AND POSITIONS**

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

FY 24: The position variance was due to transfers, promotions, and retirements. In addition, unfunded positions in Act 5, SLH 2019 and Act 88, SLH 2021, were not filled. The expenditure variance was due to the less than anticipated payroll expenditures. In addition, federal program expenditures and encumbrances, central services payment, General Obligation Reimbursable and Highways Revenue bond payments, and personal services on a fee basis expenses were less than anticipated.

**PART II - MEASURES OF EFFECTIVENESS**

Item 1. The estimated rate was higher than the actual due to less than anticipated administration payroll expenses and federal program expenditures. Total program costs had increased due to an increase in Special Maintenance Program (SMP) expenditures and encumbrances and funding of the Zip Mobile.

Item 3. The actual rate was lower than planned due to deferring the Highway Revenue Bond issue to FY 26 and funds reallocated to TRN 501 DC Oahu Highways to fund the Zip Mobile.

Item 4. Staff turnover has delayed the permit process. The Construction and Maintenance Branch is setting up an online database to administer the permit process that is projected to increase efficiency and transparency and reduce the number of days to review as low as five days by 2031.

**PART III - PROGRAM TARGET GROUPS**

No program target groups have been developed for this program for FY 24 and FY 25.

**PART IV - PROGRAM ACTIVITIES**

Items 1 and 2. Position variance is due to transfers, promotions, and retirements. Positions unfunded in Act 5, SLH 2019, and Act 88, SLH 2021 were not filled.

PROGRAM TITLE: HIGHWAYS SAFETY

PROGRAM-ID: TRN-597

PROGRAM STRUCTURE NO: 030308

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	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>	39.00	29.00	- 10.00	26	39.00	29.00	- 10.00	26	39.00	39.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	19,713	11,650	- 8,063	41	4,601	2,302	- 2,299	50	15,192	17,491	+ 2,299	15
<b>TOTAL COSTS</b>												
<b>POSITIONS</b>	39.00	29.00	- 10.00	26	39.00	29.00	- 10.00	26	39.00	39.00	+ 0.00	0
<b>EXPENDITURES (\$1000's)</b>	19,713	11,650	- 8,063	41	4,601	2,302	- 2,299	50	15,192	17,491	+ 2,299	15

	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25			
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
<b>PART II: MEASURES OF EFFECTIVENESS</b>								
1. NO. MOTOR VEH FATALITIES PER 10,000 MOTOR VEHICLES	1	1.00	+ 0	0	1	1.00	+ 0	0
2. NO. MOTOR VEH INJURIES PER 10,000 MOTOR VEHICLES	65.00	70.00	+ 5	8	65.00	68.00	+ 3	5
3. NO. MOTOR VEH ACCIDENTS PER 10,000 MOTOR VEHICLES	105	112.00	+ 7	7	105	110.00	+ 5	5
4. NO. MOTOR VEH PROP DAMAGE ACCDTS/10,000 MOTOR VEH	40	42.00	+ 2	5	40	40.00	+ 0	0
5. NO. ACCIDENTS PER 10,000 MOTOR CARRIER VEHICLES	30	32.00	+ 2	7	30	30.00	+ 0	0
6. % DOT CERTIFIED INSPECTION STATIONS INSPECTED	25	25.00	+ 0	0	25	25.00	+ 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	4700.00	- 1300	22	6000	5000.00	- 1000	17
9. NO. VEHICLES WEIGHED ON SEMI-PORT SCALE AND CITED	35	82.00	+ 47	134	35	50.00	+ 15	43
10. NO. ACCIDENTS PER 10,000 SCHOOL BUS VEHICLES	1	2.00	+ 1	100	1	1.00	+ 0	0

<b>PART III: PROGRAM TARGET GROUP</b>								
1. NO. OF MOTOR CARRIERS	7000	7000.00	+ 0	0	7000	7000.00	+ 0	0
2. NO. OF MOTOR CARRIER VEHICLES	34500	31500.0	- 3000	9	34500	32500.0	- 2000	6
3. NO. OF MOTOR CARRIER DRIVERS	32000	29700.0	- 2300	7	32000	30000.0	- 2000	6
4. NO. OF MOTOR VEHICLES	1240000	1240000	+ 0	0	1240000	1240000	+ 0	0
5. NO. OF DOT CERTIFIED VEHICLE INSPECTION STATIONS	165	170	+ 5	3	165	170	+ 5	3
6. NO. OF MOTOR CARRIERS WEIGHED SEMI-PORTABLE SCALES	6000	4700	- 1300	22	6000	5000	- 1000	17
7. NO. OF MOTOR CARRIER WEIGHED FIX COMMERCIAL SCALES	25000	15000	- 10000	40	25000	20000	- 5000	20
8. NO. OF SCHOOL BUS OPERATORS	95	103	+ 8	8	95	103	+ 8	8
9. NO. OF SCHOOL BUS VEHICLES	1050	1100	+ 50	5	1050	1100	+ 50	5
10. NO. OF SCHOOL BUS DRIVERS	1700	1350	- 350	21	1700	1400	- 300	18

<b>PART IV: PROGRAM ACTIVITY</b>								
1. NO. OF MOTOR CARRIER VEHICLES INSPECTED	4200	2900	- 1300	31	4200	3600	- 600	14
2. NO. OF MOTOR CARRIER INVESTIGATIONS CONDUCTED	60	4	- 56	93	60	24	- 36	60
3. NO. OF DOT CERTIFIED INSPECTION STATIONS INSPECTED	50	70	+ 20	40	50	70	+ 20	40
4. NO. OF SEMI-PORTABLE SCALE SETUPS CONDUCTED	50	53	+ 3	6	50	53	+ 3	6
5. NO. OF FIXED COMMERCIAL SCALE SETUPS CONDUCTED	275	272	- 3	1	275	275	+ 0	0
6. NO. OF SCHOOL BUSES INSPECTED	300	290	- 10	3	300	300	+ 0	0
7. NO. OF SCHOOL BUS INVESTIGATIONS CONDUCTED	12	1	- 11	92	12	5	- 7	58

**PROGRAM TITLE: HIGHWAYS SAFETY**

**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 24: The position variance was due to transfers, promotions, and retirements. In addition, unfunded positions in Act 5, SLH 2019, and Act 88, SLH 2021, were not filled. The expenditure variance was due to the less-than-anticipated payroll expenses, personal services on a fee basis, and Civil ID program funding. Furthermore, the variance was due to less than anticipated federal Safety Community and Motor Carrier Safety program expenditures and encumbrances.

**PART II - MEASURES OF EFFECTIVENESS**

Item 8. The decrease is due to the shortage of personnel and the inability to safely run the weight enforcement operation with minimum manpower.

Item 9. The increase is due to sporadic enforcement with the shortage of personnel and is catching the motor carriers off guard.

Item 10. The increase is due to the increase of new school bus drivers and their behavior and inattention while driving (driver distractions).

**PART III - PROGRAM TARGET GROUPS**

Item 6. The decrease is due to the shortage of personnel and the inability to safely run the weight enforcement operation with minimum manpower.

Item 7. The decrease is due to the shortage of personnel and the Sand Island Scales being down (unenforceable due to the inaccuracy of the readings for enforcement). The program has been running the portable scales at Sand Island Facility.

Item 10. The decrease is due to the lack of interest, since the COVID-19 pandemic, there has been a shortage of workers nationwide, not only in

school bus operators but in all departments and offices. There is no explanation of why people do not want to work.

**PART IV - PROGRAM ACTIVITIES**

Item 1. The decrease is due to the shortage of personnel.

Item 2. The decrease is due to the shortage of personnel and qualified officers to conduct the investigations.

Item 3. The increase is due to junior officers moving up to the senior ranks and being able to conduct the certification of the inspection stations independently. The need to re-certify the current stations and inspectors to meet the requirements of HAR 19-142.

Item 7. The decrease is due to the shortage of personnel and the lack of qualified inspectors to conduct the school bus investigations. The new hires have yet to be trained in the area of school bus investigations.

PROGRAM TITLE: GENERAL ADMINISTRATION

12/3/24

PROGRAM-ID: TRN-995

PROGRAM STRUCTURE NO: 0304

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
<b>PART I: EXPENDITURES &amp; POSITIONS</b>												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	111.00	87.00	- 24.00	22	111.00	85.00	- 26.00	23	111.00	111.00	+ 0.00	0
EXPENDITURES (\$1000's)	46,473	32,413	- 14,060	30	7,477	5,864	- 1,613	22	41,744	45,346	+ 3,602	9
TOTAL COSTS												
POSITIONS	111.00	87.00	- 24.00	22	111.00	85.00	- 26.00	23	111.00	111.00	+ 0.00	0
EXPENDITURES (\$1000's)	46,473	32,413	- 14,060	30	7,477	5,864	- 1,613	22	41,744	45,346	+ 3,602	9
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25							
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%				
PART II: MEASURES OF EFFECTIVENESS												
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)	4	4	+ 0	0	4	4	+ 0	0				
PART IV: PROGRAM ACTIVITY												
1. DIRECTOR'S OFFICE	20	12	- 8	40	20	12	- 8	40				
2. PERSONNEL OFFICE	11	8	- 3	27	11	8	- 3	27				
3. OFFICE OF CIVIL RIGHTS	8	7	- 1	13	8	7	- 1	13				
4. BUSINESS MANAGEMENT OFFICE	17	18	+ 1	6	17	18	+ 1	6				
5. CONTRACTS OFFICE	4	3	- 1	25	4	3	- 1	25				
6. COMPUTER SYSTEMS AND SERVICES	18	14	- 4	22	18	14	- 4	22				
7. PPB MANAGEMENT AND ANALYTICAL	11	5	- 6	55	11	5	- 6	55				
8. STATEWIDE TRANSPORTATION PLANNING	17	12	- 5	29	17	12	- 5	29				

**PROGRAM TITLE: GENERAL ADMINISTRATION**

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**PART I - EXPENDITURES AND POSITIONS**

1. Research and Development: No cost.

2. Operating Costs (\$000):

FY 24: 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.

FY 25, three months that ended September 30, 2024: 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**

There is no significant variance to report.

**PART III - PROGRAM TARGET GROUPS**

No program target groups have been developed for this program for FY 24 and FY 25.

**PART IV - PROGRAM ACTIVITIES**

Items 1 to 3 and 5 to 8. The variances are due to delays in recruiting and filling vacant positions.

PROGRAM TITLE:

ALOHA TOWER DEVELOPMENT CORPORATION

12/3/24

PROGRAM-ID:

TRN-695

PROGRAM STRUCTURE NO:

0305

	FISCAL YEAR 2023-24				THREE MONTHS ENDED 09-30-24				NINE MONTHS ENDING 06-30-25						
	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>	1.00	0.00	-	1.00	100	1.00	0.00	-	1.00	100	1.00	0.00	-	1.00	100
<b>EXPENDITURES (\$1000's)</b>	1,842	698	-	1,144	62	424	56	-	368	87	1,418	1,381	-	37	3
<b>TOTAL COSTS</b>															
<b>POSITIONS</b>	1.00	0.00	-	1.00	100	1.00	0.00	-	1.00	100	1.00	0.00	-	1.00	100
<b>EXPENDITURES (\$1000's)</b>	1,842	698	-	1,144	62	424	56	-	368	87	1,418	1,381	-	37	3
	FISCAL YEAR 2023-24				FISCAL YEAR 2024-25										
	PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%							
<b>PART II: MEASURES OF EFFECTIVENESS</b>															
1. NO MEASURES HAVE BEEN DEVELOPED FOR THIS PROGRAM	0	0	+	0	0	0	+	0	0	0	+	0	0	0	0

**PROGRAM TITLE: ALOHA TOWER DEVELOPMENT CORPORATION**

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**PART I - EXPENDITURES AND POSITIONS**

FY 23: The expenditure variance is due to lower than anticipated expenses.

FY 24: The expenditure variance is due to lower than anticipated expenses in the first quarter of FY 25.

**PART II - MEASURES OF EFFECTIVENESS**

No measures of effectiveness have been developed for this program for FY 24 and FY 25.

**PART III - PROGRAM TARGET GROUPS**

No program target groups have been developed for this program for FY 24 and FY 25.

**PART IV - PROGRAM ACTIVITIES**

No program activities have been developed for this program for FY 24 and FY 25.